



# Nightjar

## Centenary - 2017

January 2017

### Chairman's Letter

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Plus photos of the 2016 Reunion on pages 9 & 11.

Time marches on! As I write this letter, it is already over two months since we held our 2016 Reunion in Norwich, and work on our final reunion and centenary celebration in 2017 is well underway. You will find the Minutes of the 2016 Annual General Meeting on page 4 of this newsletter. As in 2015 we did not have a quorum at this meeting so, in accordance with the Association's Constitution, any motions put before the meeting are subject to the approval of the wider membership expressed by post or e-mail. The motions that were put before the meeting and are now placed before the membership are:

Approval of the Minutes of the 2015 Annual General Meeting (para 4).

Approval of the Accounts (para 8).

Re-election of the six existing members of the Committee for a further year (para 10).

In each case, the motions were supported by the twelve members present. Please register your vote for or against each motion by writing to or e-mailing the Secretary. Those who have already voted at the meeting do not need to vote again.

You will also see from the Minutes that very few members had indicated their intention of coming to the 2017 celebration of the Centenary of the forming of No 14 Squadron RNAS/No 214 Squadron RAF. Nevertheless, there was broad agreement amongst those present at the Annual General Meeting that we should continue to plan for a final reunion to be held in Derby on Saturday 7 October followed by a ceremony at the Squadron memorial at Alrewas on Sunday 8 October. Further details can be found on page 3. Given the inevitable dwindling of the number attending reunions as the years pass by, the general feeling at the Annual General Meeting was that the celebration of the Centenary would provide an appropriate occasion on which to wind up the Association. As reported in the Minutes, we hope to attract as many former members of the Squadron as possible to attend both events, whether or not they are members of the Association. The number of places for the reunion dinner on the Saturday night and for the buffet lunch at Alrewas on the Sunday will be limited by the size of the rooms available. Priority will therefore be given to Association members at both, and any subsidy from Association funds will, of course, apply only to Association members. So if you know former members of the Squadron, whether or not they are members of the Association, please encourage them to book for the two events. And don't forget to book for yourself! We need your support if we are to make these events a suitable farewell to one of the RAF's more noteworthy squadrons.

Alan Mawby

# In Memoriam



F Alan Wilkes - 15 November 2016 - Aged 92.

Alan was a Flight Engineer and Co-Pilot (Many FEs were trained to fly the aircraft in an emergency) who served on 214 Sqn during 1944 / 1945 flying 66 sorties from RAF Oulton in the Flying Fortress.

Sadly, another of our WW2 veterans who has passed on.

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## Notes from the Editor / Treasurer

A very happy New Year to you all.

You will discover when you read the AGM minutes that the decision has been made to wind down the Squadron Association at the end of this year. It is sad, but with this year marking the centenary of the Sqn and the fact that the Sqn was disbanded over 40 years ago it was time to make a decision, and we did not wish to wither away like some other associations. Truth is, none of us are getting any younger!! We will do our utmost to celebrate the Squadron Centenary in fine style at the Arboretum in October. The Squadron website - managed so well by Carol and John Edwards - will remain and we will post any interesting information that we get in the future.

Membership contributions will cease at the end of the year when the Association bank account will be closed so you can cancel your standing orders - but not before this year's subscriptions have been paid please!

I intend to publish another Nightjar in the summer and then a final edition at the end of the year with photographs of the Centenary celebrations. I apologise that there are no interesting articles in this edition, but I have run out of copy - so here is your last chance to tell your story or send me some interesting photos from your past. Even if it is just a photo with a few lines of text that would be great.

**Please make your booking for October as soon as you can so that we can get an idea of numbers, which will be limited, so book early to avoid disappointment. The forms are included if you get your Nightjar through the post, attached if you are on our e-mail distribution, or can be downloaded from the 214 Sqn website. I will start sending out receipts in March, and then as applications come in.**

I hope to see you there.

John

# No 214 (FMS) Squadron Association

Annual Reunion and Squadron Centenary Celebration –  
**Saturday 7th and Sunday 8th October 2017**

No 214 (FMS) Squadron Association is planning its final Annual Reunion, which will be held at the Hallmark Hotel in Derby on Saturday 7 October. This will be followed by a celebration of the Centenary of the Squadron's formation as No 14 Squadron Royal Naval Air Service in 1917, to be held at the No 214 Squadron Memorial at the National Memorial Arboretum at Alrewas near Lichfield on Sunday 8th October.

The Reunion will take the form of the Annual General Meeting of the Association starting at 1500 hours in the Hallmark Hotel, followed by a private dinner in the Hotel at 1900 for 1930 hours. All former members of the Squadron, their families and friends are welcome to attend. Numbers for the dinner will be limited by the size of the room and, if the meal is oversubscribed, priority will be given to members of the Association. For those not staying at the Hotel, the meal will cost £27.00 per person including house wine. For those wishing to stay at the Hotel on the Saturday night, the room rate will be £134.50 for double occupancy, inclusive of dinner with house wine and breakfast. For those wishing to stay on the Friday or Sunday nights, the room rate will be £115.00 for double occupancy, inclusive of dinner and breakfast. The equivalent rates for single occupancy are £82.50 for Saturday night and £75.00 for Friday or Sunday nights. All those attending the dinner or staying overnight in the Hotel will be responsible for settling their accounts with the Hotel individually before departure. [Those intending to stay at the Hotel and/or attend the Reunion Dinner should complete both the Hotel's booking form, which should be sent directly to the Hotel, and the Association booking form, which should be sent to the Treasurer. These forms are enclosed with this newsletter and can also be found on the Squadron website.](#)

The Centenary celebration will take the form of a short service and wreath-laying at the Squadron Memorial starting at 1200 hours, followed by a buffet lunch in the Founders' Room at 1300 hours. Again all former members of the Squadron, their families and friends are invited. There is no limit on the number attending the ceremony at the Memorial but there is a limit on the number which can be accommodated for lunch. Once again, if the meal is oversubscribed, priority will be given to Association members. [The cost of the buffet lunch will be £18.50 per person \(£10.00 per person for Association members\). Those wishing to join other attendees for lunch in the Founders' Room should complete the booking form, which is enclosed with this newsletter and can also be found on the Squadron website. On completion, the booking form should be sent to the Treasurer, accompanied by a cheque for the appropriate amount payable to 'No 214 \(FMS\) Squadron Association'.](#)

[Anyone who wishes to attend the Centenary celebration at the National Memorial Arboretum but who would require transport from and back to Derby should indicate this on the booking form for the lunch in the Founders' Room. Anyone who is able to offer a lift from Derby to the Arboretum and back, please indicate this on the booking form for the lunch in the Founders' Room.](#)

**All bookings must be submitted by 31 August 2017 at the latest.**

**[Please pay special attention to the details printed in blue.](#)**

**Minutes of the 28th Annual General Meeting of No 214 (FMS) Squadron Association  
held at the Maids Head Hotel, Norwich, on Saturday 8th October 2016**

Committee Present:	Alan Mawby	Chairman
	John Gulliver	Treasurer
	Shaun Broaders	
	Vic Pheasant	
	Peter Walker	Secretary

and seven other members.

1. Chairman's Welcome. The Chairman welcomed all those attending the Annual General Meeting. He observed that, like the Annual General Meeting in 2015, there were too few members present to constitute a quorum, which is set by the Constitution at fifteen members. Thus any decisions taken at this Meeting would be subject to the approval of the wider membership expressed by post or e-mail. The votes of those present would automatically be included; there would be no requirement for those present to vote again.

2. Apologies. Apologies for absence had been received from: ACM Sir Anthony Skingsley, AVM Eric Macey, Gp Capt Peter Hill, Tony Banfield, John A Brown, Peter Crook, John Gilpin, Paul Henry, H P (Peter) Jowett, Godfrey Moffatt, Alan Skelton, and Jock Whitehouse.

3. In Memoriam. The names of former members of the Association and others connected to the Squadron whose deaths had been reported since the last reunion in October 2015 were read out:

MRAF Sir Michael Beetham - Former Squadron Commander and Association President  
(24 October 2015)

Lady Beetham (22 January 2016)

Jim Ewing – National Service Lincoln Air Gunner (15 December 2013)

D K Perry

Jack Phillips - Stirling and Fortress Air Gunner (Peden crew) (July 2016)

Tom Raine – Victor Crew Chief (25 June 2016)

Hazel Southgate – MT Driver at Oulton (15 December 2015)

Tom Tate – Fortress Special Operator (Wynne crew) (19 January 2016)

Sqn Ldr Maurice Webster MBE – Valiant Navigator (25 April 2016)

4. Minutes of the 2015 Annual General Meeting. The Minutes of the Annual General Meeting held at the Hallmark Hotel, Derby on 3 Oct 2015 were published in the February 2016 edition of *Nightjar*. No comments or corrections had been received. Acceptance of the Minutes was proposed by Gail Elliott and seconded by Geoff Barrell. All twelve members present voted to accept the Minutes.

5. Matters Arising. There were no matters arising that were not covered by Agenda Items.

6. Chairman's Report. The Chairman reported that the most notable event over the past year had been the death of our President, Sir Michael Beetham, in October last year, followed by the death of Lady Beetham in January this year. Following Sir Michael's death the Chairman had written to Lady Beetham to express our condolences, and a full obituary had appeared in the February 2016 *Nightjar*. A memorial

service for Sir Michael was held in the RAF Church of St Clement Danes in London in June this year, and was attended by the Chairman together with AVM Eric Macey, Vic Pheasant, John and Lesley Gulliver, and Bob Tuxford amongst a large congregation. For the rest of the year activities have, as usual, focused on preparations for this year's reunion although initial work has also commenced on the celebration of the Squadron's centenary in 2017, of which more later.

7. Secretary's Report. Apart from some enquiries, mostly on Stirling matters, which were dealt with in conjunction with the Historian, the Secretary reported that his highlight of the year was his involvement in assisting with the arrangements for the funeral of Tom Tate at Amersham, Bucks, on 10th February 2016. As a result, the funeral was attended by some seventy to seventy-five people instead of the mere half dozen expected. Thanks were given to the Royal British Legion, the Royal Air Forces Association, RAF Halton, Vic Pheasant and Alan Mawby.

8. Treasurer's Report and Approval of Accounts. The Treasurer summarised the income and expenditure for the year to 31 December 2015 as set out in the attached Balance Sheet. The current financial situation was sound; income from subscriptions was up as a result of reminders sent out by the Treasurer. As at the date of the Annual General Meeting, the Bank Balance stood at a healthy £2778.14. Whilst this should be adequate for the present, we needed to maintain a hedge against future costs, especially those associated with the proposed celebration of the centenary of the Squadron in 2017. Acceptance of the accounts was proposed by Gerry Crombie and seconded by Roy Monk. All twelve members present voted in favour.

9. Historian's Report. At the last minute the Historian went down with a chest infection and was thus unable to attend the Annual General Meeting. However, he had sent a typed summary of his report, focussing mainly on activities at Stradishall, which was read to the Meeting by the Chairman. A more comprehensive version of the report will appear in the next *Nightjar*.

10. Election of Officers. All six members of the current Committee, including the Historian who was unable to be present, had indicated their willingness to serve for a further year. No nominations had been received for new members of the Committee. The re-election of the current six members was proposed by Bertie Jukes and seconded by Geoff Barrell. All twelve members present voted in favour. Subject to the approval of the wider membership, the Committee therefore remained:

Chairman	Alan Mawby
Secretary	Peter Walker
Treasurer	John Gulliver
Historian	Jock Whitehouse
Member	Shaun Broaders
Member	Vic Pheasant

It was noted that the position of President was currently vacant following the death of Sir Michael Beetham. It was decided that discussion of whether or not to invite one of our air-rank members to become President would be more appropriate under Item 12 – The Future of the Association.

11. Options for 2017 Centenary Reunion.

a. At the Annual General Meeting in 2015, there was broad agreement that the 2017 Reunion and Annual General Meeting should be held in Derby and that the Squadron's centenary should be

celebrated at the Squadron's memorial stone in the National Memorial Arboretum at Alrewas. It was reported that approaches had been made to the Hallmark Hotel in Derby and to the Arboretum. Provisional arrangements had been made to hold the Annual General Meeting and Reunion Dinner at the Hotel on Saturday 7th October followed by a short ceremony at the Squadron's memorial at around noon on Sunday 8th October, followed by a buffet lunch, rather as we had when the memorial was dedicated in 2009. The Arboretum would be able to arrange a padre and a bugler for the ceremony and some new facilities were shortly coming into use that would include a suitable room for the buffet lunch. It was also suggested that the possibility of a flypast by the Lancaster should be investigated.

b. It was hoped that we could attract as many former members of the Squadron as possible to attend, whether or not they were members of the Association. So far, only eleven members had indicated their intention to attend next year; even allowing for the addition of partners, this was a disappointing figure. It would therefore be vital to use every avenue available to publicise the event, whether by personal lines of communication or by using advertising in the aviation-related media. We would need to ensure that the Association did not unduly subsidise non-members attending the events. This should be fairly easy to achieve as those attending the Reunion Dinner in Derby would pay their own hotel bill, including the cost of the dinner. Similarly, all those attending the ceremony at Alrewas would pay for their buffet lunch, leaving the Association to cover the fixed costs, such as advertising, the charges for the padre and bugler, and room hire.

c. Now that the dates had been agreed, members were encouraged to spread the word to anyone who might be interested in attending.

12. Future of the Association. It remained to be seen how many people we would attract to the 2017 events. However, the general trend was for ever smaller numbers able to attend as those who had served on the Squadron get ever older. It was therefore suggested that the 2017 centenary celebration would be a suitable occasion to wind up the Association in some style, rather than have it peter out as the members pass away. Closing the Association would not prevent more informal get-togethers of former members of the Squadron, similar to the lunches arranged by the Secretary at Stow Bardolph in Norfolk. It was also envisaged that there would be at least one more *Nightjar* after the 2017 centenary celebration. It was suggested that some of the monies remaining before closure should go to pay for the 214 Squadron website to ensure it would continue in being for at least a few more years. It was noted that, as stated in the Constitution, any monies remaining when the Association closes would be donated to the RAF Benevolent Fund. There was general agreement amongst those present that the Association should indeed close after the 2017 reunion, as outlined above. It therefore seemed inappropriate to invite anyone to assume the role of President for such a limited time.

13. Any Other Business. The Chairman reminded the meeting that the Secretary had arranged for the City of Norwich Aviation Museum to open especially for Association members at 1030 on the Sunday morning rather than at midday as usual. He hoped that there would be a reasonable number of members wishing to take advantage of this arrangement. Following on from the discussion about the 2017 centenary reunion, it was agreed that the possibility of producing a piece of commemorative glassware should be investigated. There being no other business, the Chairman thanked all those attending and declared the Meeting closed.

Postscript:

The visit to the Norwich Air Museum was excellent with several members visiting and spending some time looking at the exhibits. Much work has been done since we were there last and there was a lot more to see.

## No 214 (FMS) Squadron Association

Balance Sheet as at 31 December 2015

2014			2015	
Income	Expenditure		Income	Expenditure
2876.62		Bank Account Balances Brought Forward	2355.93	
875.00	75.00	Membership Subscriptions & Donations	1055.00	75.00
	800.00	Nightjar Costs		410.00
	135.40	Committee Expenses		15.00
	227.50	Reunion Expenses		50.00
	82.79	Web Site Rental		82.79
	75.00	Neatishead Visit		-
£3751.62	1395.69		3410.93	632.79
2355.93		Bank Account Balances Carried Forward	2778.14	

Balance carried forward on 31 December 2015:

£2778.14

Change on Year:

422.21

1 March 2016

J GULLIVER

Treasurer

This is to certify that I have completed an audit of the 2015 Accounts for No 214 (FMS) Squadron Association and found them to be a true and accurate record.

October 2016

V A Pheasant

Auditor

The original copy is signed and dated.



## Historian's Report

This report is an expanded version of the one presented at the October Reunion, although not by myself as unfortunately I had to cancel at the last minute due to a late summer cold. My apologies.

Although, as might be expected, the amount of material with direct links to No.214 Squadron does continue to decline but even so, a genuine interest does surface in various ways. Peter and I dealt with an enquiry for information on the crew of a Chedburgh 'Stirling' lost in November 1943 (the last one at that base). I have helped with an enquiry as to the burial sites of the crew of another Chedburgh 'Stirling' and I know we all admired the research carried out by Dick Hallam into the loss of his uncle in a 'Stirling' from Stradishall in 1942. The final write up (last 'Nightjar') and conclusions drawn made a remarkable closure, but often through sheer tenacity the facts can be drawn out. Incidentally this work mirrored that carried out by Kate Brettell and myself a while back into how a young American (a sandy-haired Texan) came to be an RAF pilot-officer flying 'Stirlings'. Jack Peel in fact turned out to be the pilot of the aircraft researched by Dick.

Visitors still arrive at Stradishall, and from the comments made in the visitor's book these are often 'family' who invariably remark on the importance and value to them of such memorials which gives one great satisfaction. One was from the grandson of a Wellington pilot lost in April 1941 whilst attacking Kiel. He was tracing his grandfather's time on 214, but left no contact details. I could have happily provided him with some information including a photograph of 'Con'. Hopefully he might use the website and read this. Harvey Ward made a further recent visit. His father Harry, flew many 'ops' with the squadron before moving to another unit, but later would feed us with a wealth of information on his colourful operational days - one of the great characters and a born wordsmith! I regularly check the book and it is one of many which tell of remarkable times. One recent comment made by a squadron leader who, after leaving the RAF (bomber ops) after the war, rejoined in the 50s and came to Stradishall for a 'Meteor conversion course'. He well recalled his first night sortie flying with a 'totally mad, but exceptional Polish pilot'. Those were the days.

The memorial itself is now 22 years old (memories of a wonderful day when it was unveiled by Sir Michael Beetham), and has survived well, although is now due for a little cosmetic attention. The Management of Stirling House have expressed a wish to enhance the site by adding a small garden area with seating for visitors. As I am involved in planning the design and content, 214 will surely be part of the overall scheme. As Stirling House continues in its role as a busy multi-training/residential establishment, an increasing number of personnel may learn something of its RAF heritage, an aspect which is greatly valued. May it continue. The access road is now flanked by two smart brick pillars with 'Stirling House' carved into stone panels. The solar-park/wildlife and arable/livestock acreage (the old flying field) continue to flourish, and gradually 'new life' is establishing. For those interested, the few turtle doves have again returned and it is hoped that they will continue to pick up the 'Stradishall beacon'. Raptors a-plenty.

I usually help host any by-invitation tours around the site (although it is always accessible to the public offering an excellent walk around the old peri-track) including one made in June during the most horrendous thunder storm! Rarely does one see such an EVIL sky! Pictorial boards depicting the history of the site including its time as one of three local Royal Deer Parks, the 'final-battle site' of the famous 1912 Army manoeuvres, when aircraft are recorded as having been used, are now in place, but on these tours there is always a great interest in 'those years' of 1938-1970. The board depicting these years is now being prepared (after a long struggle). Watch this space, for 214 is well represented. I estimate the Station



represented 37 flying units, at least 60 different aircraft types/variants, 24 Station Commanders, 1 Base Commander and operated within Bomber, Transport, Fighter and Training Commands. And all on a 4ft x 3ft board!

An aviation associate who is compiling all 'off airfield' crashes in Cambridgeshire (900!) asked for details of burial sites for any crew members of two No.214 Squadron Wellingtons which had come to grief in that county. My answer was quite simply "NONE". The first involved one of five very experienced crews sent out in June 1941 on a low-level daylight formation flight around East Anglia. Very enjoyable and quite common it appears. To liven things up a bit, one captain went down very low, beating up a field and sending farm workers busy in producing the nation's food diving for cover! Unfortunately, he clipped a tree on leaving and the Wellington ploughed in, bursting into flames. No injuries resulted and all scrambled out. Outcome? The crew was broken up, but NOT taken off operations. The pilot went on to complete a number of further 'ops' and survived his tour. (Told to me by the W/Op).

The second incident was in February 1942 when Sqn Ldr Cyril Miles was returning from operations in snowy conditions and with radio problems. They managed to miss both the Honington and Stradishall beacons and although lost and at low level, the crew elected to stay. Fortunately, a flat area appeared ahead and the Wellington was bellied in, being badly bent in the process but with no harm done to the crew. They were about 10 miles from Stradishall. But fate can be cruel. The second- pilot took his own crew a few weeks later on the disastrous 1 April low - level raid on Hanau, and his was one of seven crews lost out of fourteen. Cyril Miles also flew, but again survived.

As is usual, it is planned for Remembrance wreaths to be laid at Stradishall, Chedburgh and the National Arboretum, the latter being made possible as Mrs Anne Cheung has kindly offered to do the honours at the appropriate time. Our sincere thanks to Anne.

Two points of interest:

- i) If my maths are correct, in the current issue of, 'Fly past' the number 214 appears at least twelve times, not least, due to the efforts of our Bob Tuxford! . His own article is of course an excellent read.
- ii) Furnace Creek Golf Club, created in the middle of the Mojave Desert is 214 feet below sea-level. I suspect that not many people know that!

**Jock M Whitehouse.**

**October 2016.**

## **Reunion Dinner 2016**



## V-BOMBER MEMORY

Also featured in same 'Flypast' as Bob Tuxford's article, was a remarkable write-up detailing the true facts behind the tragic crash of 'Vulcan' XA897 in 1956 which for myself was a true eye-opener as I had never really appreciated the complexity of the investigation or of its final outcome. A story worth reading.

I had actually seen the 'Vulcan' on its return leg of a very successful world tour. At the time, I was serving with No.3 Army Guard Dog Unit (RA VC) in Singapore and whilst out on a training exercise, a noise, very different to those usually heard eg. 'Valettas' and 'Lincolns': (not many jets, let alone heavy jets around in those days) turned our heads skywards. To the east we watched this gracious machine gleaming white against the tropical blue sky climbing away (from Changi) giving us a superb view of its stunning delta profile. A magnificent sight and one never to be forgotten. We had known that it was calling in to our Island en-route home, but never expected to actually see it. One lad however, expressed all our thoughts when told what it was and where it was heading:

" Be nice to be on board that; be home in no time!"

The next news we heard about the 'Vulcan' was shocking indeed and saddened us all. I well recall our thoughts at the timing for those who had arrived 'home' but in such tragic circumstances.

- - - - -

I have been fortunate in obtaining what should prove to be the ultimate book on the Short 'Stirling'. Written by an old friend of mine: Pino (Guisseppie) Lombardi who has devoted many years researching the history of the aircraft. This is not a further book of its operational history but is a highly detailed but readable account of its conception, design and construction, and apart from its interest to the technically or engineering minded, it tells of the unbelievable effort and organisation which evolved in creating and producing our much needed 'first heavy bomber' and important lessons learned (the number of firms involved was astounding). Even I am enjoying reading it (happily noting the references to No.214 Squadron and RAF Stradishall). The book contains a mass of superb photographs - many to be seen for the first time but including some with which I am familiar! Mentioned is the fact is that in 1939 the Air Ministry considered the possibility of air-to-air refuelling, with the 'Stirling' receiving fuel from a de Havilland 'Albatross' but although Flight Refuelling Ltd were involved, it all came to nought! Is the wingspan / hangar-width belief really true, and is there a 'Stirling' in Russia? Read the book.

'Short Stirling the First of the RAF Heavy Bombers'. Published by Fonthill Media Ltd.  
ISBN 978-1-78155-473-9. Give your local library a challenge!

I have also been given a 1937 re-print of a 1934 version of the Royal Air Force Edition Map Sheet II of England, South. Apart from the usual information, including the very 'FEW' aerodromes in existence at that time, on the front is handwritten: ' *FLt* Gavin, 214 Sqn (in blue pencil) and *F/O* Parker in red'. I am not familiar with either name but from the date it is possible that this document dates back to the squadron's inter-war years possibly when at either Andover or Boscombe Down, and flying 'Virginias' or 'Harrows'. What it does show however, is that most of our coastal regions were bombing, air-gunnery or artillery ranges!

Jock Whitehouse



## A Bit of Nostalgia

Michael Keane has sent me a love letter he found in his house attic in Pope Road, Bromley around 30 years ago. It was written by 'Reg' on B flight, 214 Squadron at RAF Stradishall on Friday 27<sup>th</sup>. Looking at calendars it is likely to be in September 1940 as he mentions going to the cinema to see 'Grapes of Wrath' which was released earlier that year. There are no other clues in the letter, and the other month with a Friday 27<sup>th</sup> that year would have been December, and I think that in this case he would have mentioned Christmas. The letter is difficult to read in some places and it might need some help from a light box to detect some of the words, but he was clearly in love with this lady.

Friday 27<sup>th</sup>

B Flight, 214 Squadron  
R.A.F. Stradishall  
Nr. Newmarket  
Suffolk.

My Dear,

I was beginning to feel rather nervous, as I had not heard from you, even up to this morning's delivery. My fears were all swept away when I found your letter waiting me this afternoon. It was a wonderful affection before then.

Reading your absolutely surprising words with each succeeding letter. This last letter is a masterpiece, it breathes life, and you put a personality that is you, the real you, the person I love. You revitalized, gave each phrase an expressive power to it, and rounded off the whole lot by infusing it with love and sweetness. It's typing makes all your letters that were then life them always. If I tell you the truth, I can say that I'm not really fond of typing but, between you and I, that's a minor consideration. My dearest is not doing

By the way. I too am waiting for a photograph. Now don't say that you've forgotten about it or I'll forget what I've written about reassurance and will burst up the air around me with one or two very expressive phrases. Now you want me to be good, don't you? as - -

I must congratulate myself on replying so quickly and at such length. Yet I shall have to tear down my self praise by saying that I have enjoyed writing this letter tremendously.

I have not used all the ink you sent me, only a few drops. The rest is alluring.

Now I'm signing off, feeling awfully pleased, and proud, of a job well done. My, how satisfied I do feel, him.

With all my love  
for ever  
Reg

These are just the first and last pages from the five, which I will be sending to Jock to be stored at the Stradishall museum. I wonder if Reg survived the war and got married to his sweetheart?

## More Reunion Photographs:



## COMMITTEE MEMBERS

Chairman	Wg Cdr A J Mawby OBE BSc
Treasurer	John Gulliver Chucky's, Swains Lane, Bembridge, Isle of Wight, PO35 5ST Phone: 01983 873248 <a href="mailto:no214fms@btinternet.com">no214fms@btinternet.com</a>
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Historian	Jock Whitehouse

### Committee

Shaun P Broaders MBE MSM

Sqn Ldr V A Pheasant MBE

### Squadron Website

[www.214squadron.org.uk](http://www.214squadron.org.uk)

Web Site Managers John & Carol Edwards

[raf214squadron@yahoo.com](mailto:raf214squadron@yahoo.com)

**Should you have any queries on Association matters please feel free to contact, by telephone, letter, or email, or a member of the Committee.**

*The Nightjar has been compiled, and proof-read by your committee. It has been converted to a computerised format, printed, assembled, and distributed by the Association Treasurer - John Gulliver.*

*If you would like to receive your copy of Nightjar electronically, which will save us over £1:50 per copy; please e-mail the Treasurer.*