

COPY

43

"NIGHTJAR"

NEWSLETTER

of

No.214(FMS) SQUADRON ASSOCIATION

President:

Marshal of the Royal Air Force
Sir Michael Beetham GCB CBE DFC AFC FRAeS

Chairman:

Squadron Leader G W Moffatt RAF (Ret'd)



SUMMER/AUTUMN 2003

**214 (FMS) Sqn. Assn. Committee meeting held at the Victory Services Club,
Seymour St., London on Wednesday March 19th. 2003 at 1pm.**

Committee present

Sqn.Ldr. G.W. Moffatt	Chairman
Wg.Cdr. W.A.Wilkinson	Treasurer
Peter M. Walker	Secretary
Jock Whitehouse	Historian
Roy Monk	Committee
Sqn. Ldr. Bob Davies	Committee
John Gulliver	Committee
Sqn. Ldr. Vic Pheasant	Committee

The Committee members were welcomed by our Chairman . Moff opened the meeting by informing us that he had recently spoken to Jack Dixon who is much better and had just celebrated his eighty second birthday. Since his improvement Jack has had time to have a good read of the the Stirling Story which many of you signed at last years Reunion dinner. Jack thanks everyone and sends his regards to all.

The Association's Income

The main item on the Agenda was the ongoing problem of member's annual subscriptions. Our Treasurer, Bill Wilkinson , was able to give us an up to date report on the current financial situation to enable the committee to reach a decision on the best course of action.

1. A total of 113 members (out of 264) have paid their subs for 2003, including advance payments received in previous years. The amount totals £766, some members paying more than the minimum £5.
2. Resulting from the note in the last Newsletter , the " Late News Extra " 37 members paid their annual subs , 10 of whom included payments for past years, two being cheques for £50 each. Thank you to those who paid.
3. Following the backdated payments the adjusted total payments for 2002 amounts to £960 by 138 members.
- 4 . With 113 members having paid £766 for 2003 it is anticipated that with payments from those attending the next Reunion and a dribble during the rest of the year the total should approach around £900 .

Expenditure

Based on the 2002 income figure, ie £900 , Bill estimates that the total expenditure for 2003, if it follows the established pattern, will be in the region of £1400, the biggest expense being two issues of the " Nightjar ". These hard realities leave us with a shortfall of £500.

Various Options

1. Reductions in donations to charities. (£458 in 2001 and £259 in 2002)
2. Eliminate or reduce financial assistance to enable members to attend Reunions. (Only one or two members have needed help)
3. Produce only one " Nightjar " per annum which would only be sent to those who have paid over the previous twelve months.
4. Alternatively we continue to sent the " Nightjar " to every member twice yearly and fund it from the member's funds which as at March 19th. stand at a total of £2597 ... 68 until the funds are reduced.

Increasing the annual subscriptions

Some 33 members already contribute £10 annually. If we can keep other regular subscribers on board paying £10 each, say another 100 members, total 133 , this would raise £1330 and enable these members to receive two Newsletters per annum and leave a little over for our reserves.

The Committee's decision

After much discussion the committee came to the following decisions :

1 : In view of the fact that with some members recently paying for past years subscriptions our total members funds now amount to £2597.....68 (as at March 19th.)

In these circumstances we decided not to increase the annual subs for the time being but to fund the extra costs from this amount. Two issues of the " Nightjar " will continue annually.

2 : We have also decided to continue to assist one or two long standing members towards their Reunion expenses although giving to charities will probably have to be reduced or eliminated.

3 : Some of our members have not paid for many years and probably have no intention of doing so. In this edition of the Newsletter you will find a slip to be completed and returned to the Secretary, Peter Walker.

If you have not paid for twelve months or more but wish to continue to receive the Newsletter could you please return the slip together with your payment of £5....00 to cover the year 2003. Members who ^{HAVE} not paid for twelve months or more and who do not return the slip will remain on the members list but will not be sent future Newsletters. (as from Spring 2004)

You will, however, continue to be sent Reunion details/Booking forms.

We are sorry to have to do this but it is not fair to those who do pay, especially those who pay who pay more than the minimum of £5.....00 .

Those members who have not paid this year but normally pay at the Reunion or at another time before the end of the year can ignore this slip.

If in any doubt of when you last paid please telephone or write to our Treasurer whose details are inside the front cover of this Newsletter.

The future of the Squadron's Memorabilia

Jock Whitehouse holds a vast amount of archive material (photos, documents, letters etc).

As we all get older the problem will arise of just what to do with it.

The RAF Museum already hold a huge amount of material and the Committee felt that any more would get " lost " in some dusty corner.

Small private museums like Blickling and the City of Norwich Aviation Museum may not survive into the long term future and can therefore be discounted.

Vic Pheasant suggested that Jock has a word with Air Comm. Graham Pitchfork who is an aircraft historian with many connections and may come up with some ideas.

Peter Walker will have a word with the Archive and Record Department at the University of East Anglia in Norwich.

Other items discussed

A : The Reunion/ Dinner on Sept. 27th. 2003. Various small points to make sure all runs smoothly.

B : John Gulliver asks that all members who attended last year should bring the clip-on identity cards issued to them. Any members who have mislaid their cards or did not attend last year please let Peter Walker know by the end of August at the latest. Cards will be issued at the Reunion but, unlike last year, will not be produced on that day.

Next Committee meeting at 13...00 hrs. on Saturday September 27th. followed by the AGM at 14...00 hrs. Maids Head Hotel, Norwich.

HISTORIAN'S REPORT. Jock Whitehouse.

The Association now possesses a beautifully produced CD-ROM (which I currently hold), a private venture by Mr Brian Tullis of Kalamunda, Western Australia.

The disk holds photographs of his father's service in France in World War I initially with No.207 Squadron but with No.214 Squadron as from June 1918. Both squadrons flew the Handley Page 0/400. The photographs cover a wide range of subject matter and the story behind the project is provided in an accompanying leaflet. Overall it is a very impressive example of how to save important historical material and is food for thought for any archive, perhaps even ours?

As a further example of this 'modern route' I have been asked by the Training Department of HMP Highpoint (Stradishall) whether, as an 'in-house' exercise, I would consider assisting with a project to place the history of RAF Stradishall 'on disk' with no limit on content. This 'skill area' is an important part of their specialist training but apart from helping some less fortunates it would be an ideal chance to preserve a permanent record of Stradishall's history and partly solves the problem of how to handle our large varied archive. The project is not aimed at being 'commercial' and a facility would exist for those interested in accessing the stored material. In theory it would be an extension of the Stradishall book but as a large part of this would be 'pure 214' I would be interested in any comments from Association members.

Help has been given to a Mr Philip Stanbridge an ex-student of Collyers School for Boys at Horsham currently researching the stories behind the names (both wars) on the School's Honour Board.

One name was that of F/Sgt Stuart Spencer Newcomb from Horsham a 29 year-old navigator KIA with No.214(FMS) Squadron on 16 September 1942, almost the squadron's last 'op' from Stradishall. His first operations were in P/O Alan Skone's* crew but luckily for him, another navigator was on board on 27 September when Alan's Stirling was shot down with the loss of all the crew. F/Sgt Newcomb then joined W/O 'Sandy' Levenson's crew who were nearly four expired but on their last 'op', their Stirling was shot down over Belgium returning from Essen. The five crew who perished including F/Sgt Newcomb and his skipper, now lie in the Heverlee War Cemetery in Belgium. Grateful thanks from Philip.

'Sandy' Levenson was one of the few airman who moved from 'fighters to bombers' and in fact had flown with Duxford's No.266 Squadron during the Battle of Britain.

* Philip Stanbridge was also put in touch with Arthur Skone (cousin of P/O Alan Skone) who has produced a small quality publication of his cousin's career. A further request came from a Gary Thornton, seeking information on the career of his grandfather Jack King who had also flown with Alan Skone. Arthur Skone was prepared to make his own personal contact.

It is always pleasing to be able to help in such matters especially when 'younger family' are involved. The Stradishall visitors book always makes interesting reading as to who has taken the time and trouble to visit, but more to the point--WHY!

The RAF Room in Stirling House has been repaired (damp) and re-furbished so we are now primed to continue with placing selected memorabilia within the building.

MODELLERS. For those interested in models (sorry, but only the plastic/aviation variety) we learn that after the issue of the 'Corgi' 214 Sqn.B17, a set of 1/72 scale decals are available for Stirling BU-A (R9358) including the 'Saint' nose art. Whilst on strength at Chedburgh BU-A was photographed by Ray Glass from another Stirling--probably the only known flying shot of a 214 Sqn.Stirling and as is known came to grief in March 1943 crashing at Chevington shortly after take-off. After the resulting rescue of Sgt Flack, the trapped mid-upper gunner, both 'Dinty' Moore RCAF (captain) and Hamish Wilson RNZAF (rear gunner) were both awarded the George Medal. A 'well-known' aircraft therefore which can now be faithfully reproduced in kit form. (decals by Hannants of Lowestoft)

I was pleased recently to hear from Mr Alan Gardener who acted as historian during his time on the squadron at Marham. We were first in contact some years ago when I was seeking information for the Stradishall project and Alan supplied some useful material.

Alan has now forwarded some further 'retained' squadron material for our archive and he hopes to be present at Norwich (he is relatively local). We look forward to meeting him.

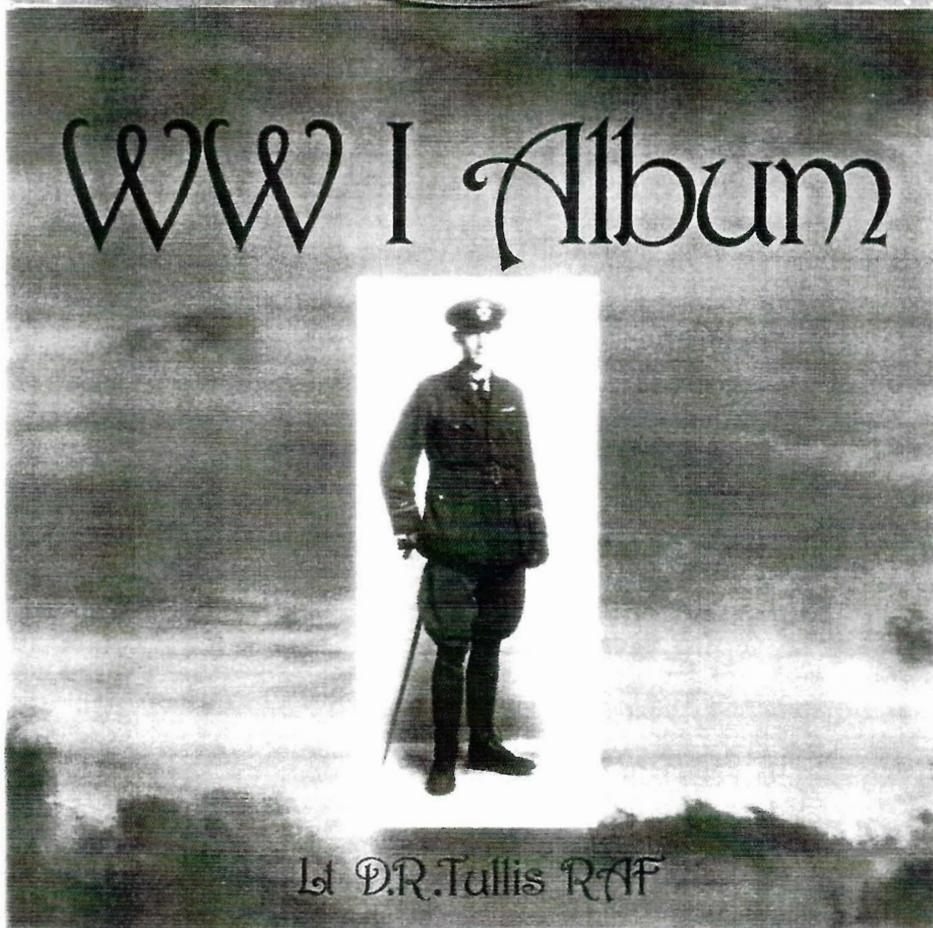
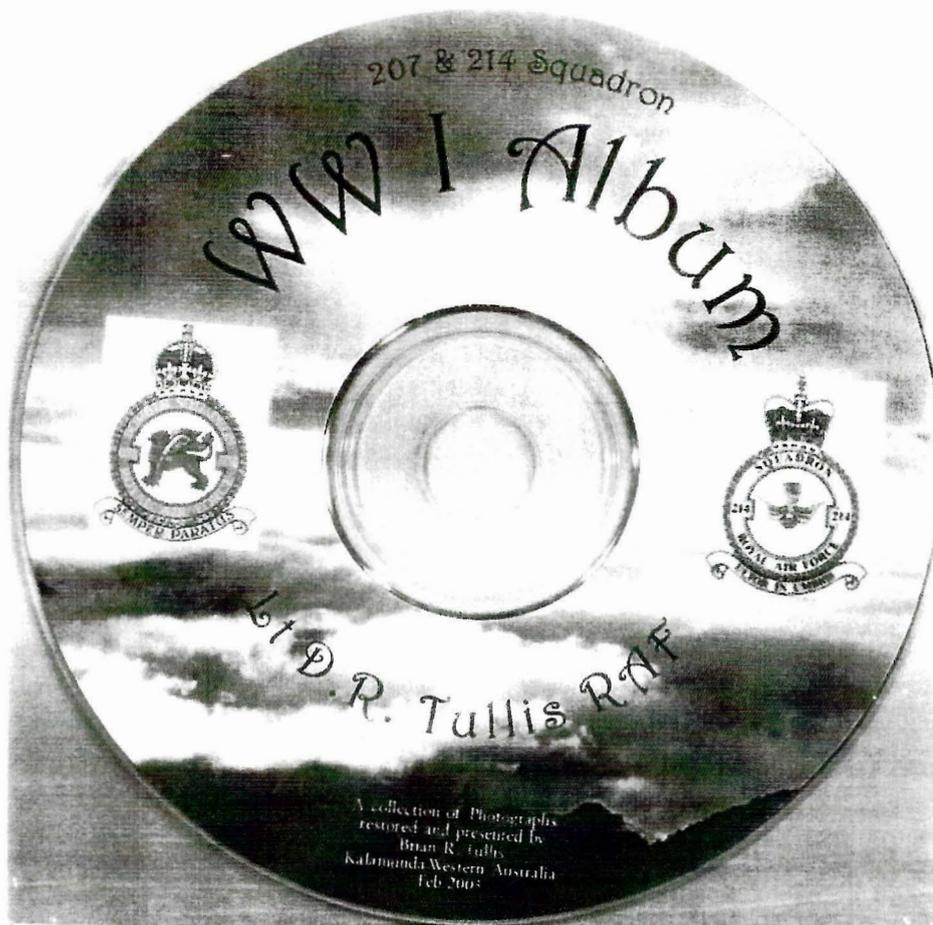


... now what was I going to say....?

OUR CHAIRMAN. SQN. LDR. " MOFF " MOFFATT MAKING HIS FIRST SPEECH AS CHAIRMAN AT THE 2002 REUNION IN NORWICH.



Ah - you lovely people....



Here is the CD-ROM mentioned in the Historian's Report. If any member would like to take a copy of this please contact Jock Whitehouse for further details.

By PETER M. WALKER
NEWS THROUGH THE YEAR (2003)

JANUARY : AVM Jack Furner informs me that the original (1984) Stirling Aircraft Association has revitalised itself with Alan Gamble as Chairman and Jack as President. Jack reports that most of the original members have come back under the umbrella of a properly constituted and properly administered SAA.

FEBRUARY Received a letter from Sqn. Ldr. Angus Cameron of Evatt , ACT Australia, informing me that he and his wife recently hosted his crew's navigator , Jack (John) Wallace RCAF who was visiting from Canada. Angus was the W/Op on Flt.Lt. Marc Stainier's crew, joining 214 from 1657 HCU at the end of September 1944. Angus would be delighted to trace three other members of his crew, namely Jim Scott (mid upper), and the two waist gunners Bill Walsh and " Taffy " Williams. This crew finished their tour on April 13th. 1945, having completed 35 ops.

APRIL Last September I wrote to one of our Australian members, John Lyall of Bull Creek in Western Australia to see if he could trace the two RAAF members of Norman Rix's crew. John was an air gunner on Jeff Bray's crew from Sept. 1943 to Nov. 1944. John recently replied to my enquiry to inform me that he had "found" one of the crew, A.R. (Ray) Irvine RAAF, living in BC Canada since 1947. This is the fourth living member of Norman's crew we have "found" in the past year, the others being , Russell (Doug) Douglas and Joe Cuttance in New Zealand and Ray Gamble in Uttoxeter, Staffs. Margaret Rix has also been informed of our latest " find ". Ray Gamble is delighted and has spoken, for the first time in 58 years, by telephone to Doug Douglas and Ray Irvine.

Mid-April : Had a 'phone call from Abe Levine in Canada to tell me that he had open heart surgery in Mid March and was making a good recovery. He had a similar operation some years ago when a pigs valve was fitted, this time he has received a bovine valve. Abe says that he is going through the farmyard and will now moo instead of grunting. This new valve should last 15 years by which time he will be 93.

Deaths reported to April 2003

S.A. COXHEAD in May 2002 ; W/Off. Air Gunner 1944/45. Mrs. R.V.Coxhead will continue as a member.

A.B. (Bert) Lancashire, on 2nd. Jan. 2003. W/Op. Chedburgh and Oulton. Mrs. Dorothy Lancashire will continue as a member.

Howard Triplow, Adelaide, Australia. Died on Jan. 29th. 2003. age 87. Pilot, Stirlings. Not a member but well known by Stirling people.

Fred McMillan, died in 2001. Flt.Sgt. A/G 1952/53. Hon. Registrar of the Aircrew Association. Member of 214 Sqn. Assn.

R.D.Potter, died January 2003. W/Off. A/G 1942

E.G.(Gordon) Reynolds , died January 7th. 2003. Oulton 1944/45
Mrs. M.Reynolds to continue as a member.

NEWS THROUGH THE YEAR (2003) con'td

New members in 2003

GERRY MICKLEWRIGHT , Bedfordshire ; Armourer 1951/54

JOHN CRIPPS , Hook, Hants. His uncle lost from the squadron on June 22nd. 1944.
Sgt. Syd Bryant, Flt. Eng. on P/Off. J.D.Casson's crew.

E.C.CLIFF , Maltby , Sth. Yorks. Cousin of Sgt. Richard Brown, WOP/AG 1940/41.

GLEN P. McKAY, Stillwater, Nova Scotia, Canada. His uncle, Flt./Sgt. James McKay was lost from Chedburgh in 1943. Glen has just retired as a Captain in the Canadian Forces.

As a result of the BBC radio broadcast " A Rocking Horse Called Hope " and the story in the Daily Mail last December the sons of two of John Wynne's crew who were murdered in Huchenfeld have been in touch with John and Tom Tate.

They are GLENN HALL whose father was F/Off. G.A.Hall. Glenn was about six weeks old when his father died and apparently he did see Glenn as a tiny baby.

RICHARD VINALL'S father was F/Off. James Vinall, the Flight Engineer.

Richard was about two years old when his father died on March 18th. 1945.

Both Glenn and Richard are planning to visit Huchenfeld and the cemetery at Durnbach.

The outcome of this connection is that Glenn, Richard and Richard's young son Jack have been enrolled by John Wynne as members of 214 Sqn. Association.

We welcome them into the 214 " family ".

Mid-April con'td Received a nice letter from Mr. Gruffydd Price, Chairman of the Llanbedr-Huchenfeld Children's Fund who asks me to pass on his thanks to all our members who purchased a copy of " The Plaque ", especially those who made a generous donation over and above the cost of the book.

May 7/8th. Jock Whitehouse and I travelled to Llanbedr, North Wales to visit John and Pip Wynne. I had not seen John since 1958 when we both served on 214 at Marham. It was John's 82nd. birthday on the 8th. and we celebrated with a visit to Portmeirion, followed , in the evening, by an excellent dinner in a local restaurant. The main course was, what else, a very tender and tasty leg of Welsh lamb.

John and Pip were wonderful hosts and many hours were spent talking about our days in the RAF. The weather was kind, the countryside was at it's best and the area around Llanbedr is very beautiful. No wonder we cannot persuade John and Pip to leave their mountainside home and come to a Reunion.

Jock took ~~the~~ along the carved oak squadron crest (the Ercolani crest) . Despite having served twice on 214 (1944/45 and 1956/60) John cannot ever remember seeing it before.

100 Group Reunion, May 17/18th.

This annual event was held as usual at the City of Norwich Aviation Museum and was well attended by 214 members. The museum staff made us very welcome and on the Saturday provided an excellent buffet lunch.

In the afternoon a coach trip was made to the former 100 Group HQ at Bylaugh Hall and then on to Oulton to see the Memorial and what remains of the airfield. Afterwards the good people of Oulton village laid on, as in past years, a wonderful spread of tea, coffee and cakes.

On the Saturday evening the 100 Group 60th. Anniversary Dinner was held at Aylsham Lodge Hotel although I was unable to attend due to family commitments.

On the Sunday morning we all met up again at the Museum, when at about 10.55 the BBMF Lancaster flew over low, making three passes before departing.

Most of us then attended a service in the church at Horsham St. Faiths followed by tea, coffee and biscuits in the church hall. All in all a very pleasant weekend and a time to meet old friends. Gerhard Heilig and Bob Davies attended and I am sure that if Reunions were held on the moon those two would turn up.

OUR SPEAKER AT THIS YEARS REUNION

We have managed to persuade Sqn. Ldr. Bob Anstee to give us a talk on his two flights over the Soviet Union in April 1952 and again in April 1954.

Bob was a navigator on one of three RB45 Tornados, USAF aircraft painted with RAF roundels and fin flashes, that flew over Russia in order to obtain photos of Soviet ICBM sites.

At the time Bob was a Flt. Sgt. and had served on 214 Sqn. at Chedburgh, Tempsford, Sculthorpe and Oulton in 1944/45.

Another one of our Association members who was a co-pilot on the 1954 flight was (then) Flt. Lt. McAlastair - Furze.

Bob Anstee's talk should be highly interesting, especially considering that these flights were highly secret for years and even when rumours began to circulate in the 1960s the story did not become public until the 1990s.

HISTORIAN'S REQUEST FOR HELP

Jock asks if anyone has a photo of LOU PINN, the Flight Eng. on a Lincoln tragically killed on air operations in Kenya in 1954. An individual photo would be ideal but a group one would be acceptable.

The request is via a gentleman (ex-RAF) who whilst on one of his regular visits to Kenya was able to locate Lou's grave and report that the grave and military cemetery are in excellent condition.

June 5th. Jack Dixon telephoned to inform me that his rear gunner, MICK WARD, had died the previous day. Mick was an Association member and lived at North Scarle, Lincs. Jack sounded bright and cheerful and hopes to come to the Reunion in September.

Nothing to do with 214 Sqn. but an amusing item sent by Jock Whitehouse

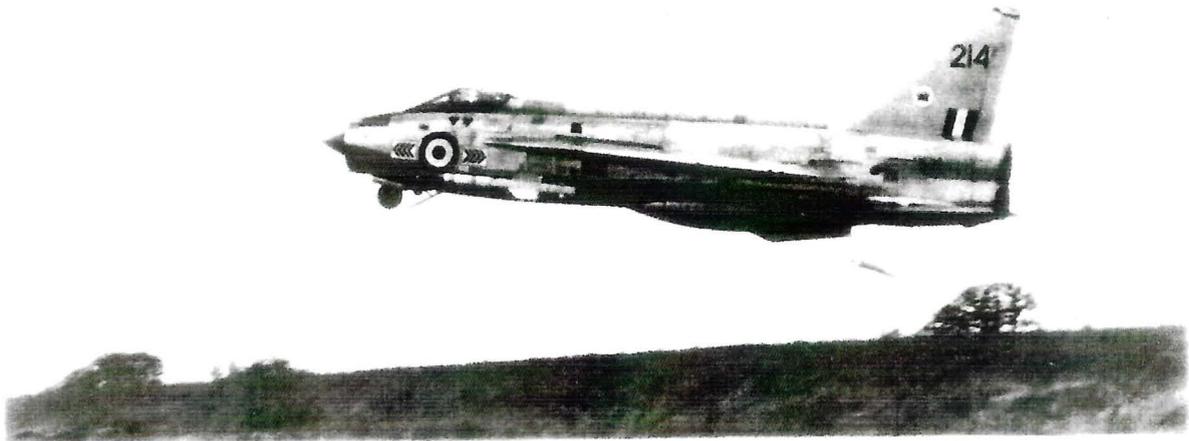
Extract from pilot's log books : No 24 (C) Sqn. RAF Abingdon. 1956

May 5th. a/c No. 606 F/Off. Barrell Self Air Test

May 7th. a/c No. 582 F/Lt. Roll Self Abingdon - Lyncham

Considering the combinations of the captains names would suggest some involvement in aerobatics, although unlikely as at this time 24 Sqn. were flying Hastings.

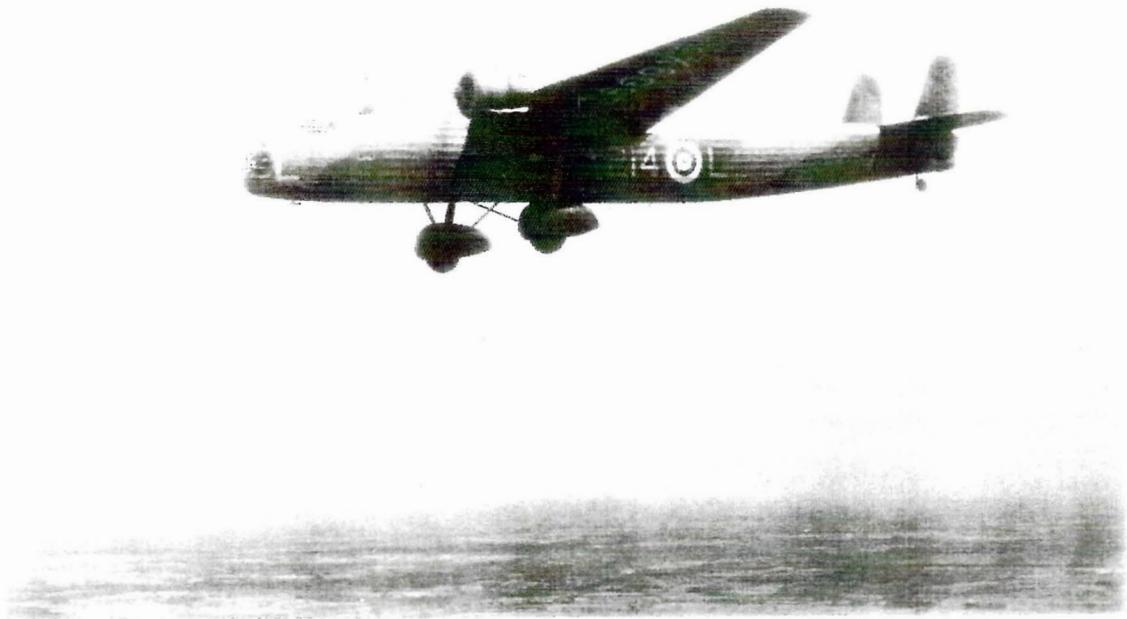
JUNE 14th Flt. Lt. GORDON HART died following a period of illness. Gordon was a Navigator on 214 Sqn. in 1943/44. Gordon was a founding member of the Association and a regular attender at Reunions. Our sincere sympathies to his family.



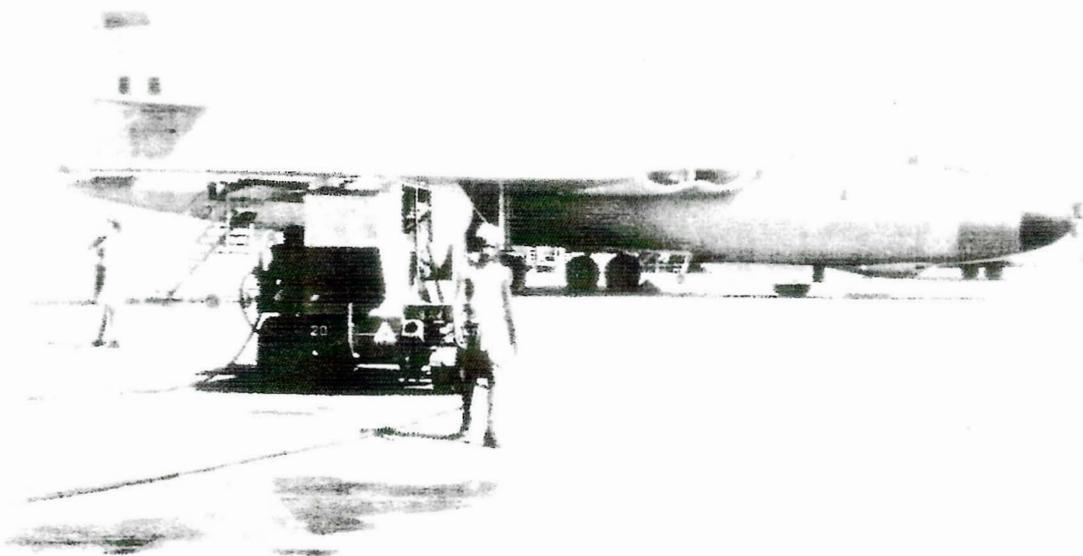
DID YOU KNOW THAT THERE WAS A 214 LIGHTNING 2

Lightning IIA XM214 of 226 OCU, RAF COLTISHALL, about 1963/64 in the colours of 145 (Reserve) Sqn.

One of the Jock Whitehouse 214 collection placed here to fill a gap



HANDLEY PAGE HARROW Mk. 11 of 214 Sqn. RAF FELTWELL,
flying over Norfolk in 1938. Photo sent in by Alan M. Gardener (Assn. member)



VALIANT B1 of 214 Sqn. RAF MARHAM on detachment to CHANGI,
SINGAPORE. probably taken in November 1957. This aircraft is in the early
aluminium finish. Photo sent in by Sqn. Ldr. F.C. Haines. (Assn. member)

ON DETACHMENT WITH THE VALIANTS

March Air Force Base, Riverside, California, was the venue for the 10th. annual Strategic Air Command bombing and navigation competition, held from October 13th. to 18th. 1958. Teams from three U.S. Air Force Groups took part, as well as an invited team from No. 3 Group, RAF Bomber Command. The aircraft involved were the B36s, B47s and B52s of the USAF, and the Vickers Valiants of the RAF. Aircrews from Marham, Honington and Wittering were supported by ground crews from each of the RAF Stations taking part, under the command of Marham's station commander Group Capt. L.M.Hodges.

As a National Service airframe mechanic serving with 214 Sqn. , I was delighted to be selected as one of the ground crew, and with members of the various units we worked together for a few weeks to get to know each other and work as a team.

We flew from Marham the 5th. of September in a Comet C2 , but due to a technical problem with the aircraft we had to divert to Lyneham. The following day we resumed our journey via Iceland for refueling, then on to Goose Bay for an overnight stay. Lincoln, Nebraska was our next refueling stop, then on to our final destination.

On arrival at March AirForce Base we were met by some of our own personnel, who had arrived earlier and had already settled in. We were shown to our billets, not up to Marham's standards, wooden two storey blocks for NCOs and airmen, set in a rather arid dusty area. The permanent camp however was quite green, the grass and trees being watered daily.

Our working programme was geared to the high temperatures of California, around 100 F at midday and 70 F during the night. We had an early start and midday finnish, then lunch, after which a swim in one of the three pools, followed by evening or night duty for selected personnel. Off duty hours could be spent at many of the facilities on camp.

The airfield had only one long runway of about 6000 yds. which the B47s and B52s needed to get off the ground, and one huge parking area for all the aircraft, more like a massive car park with aircraft of all sizes parked in lines wing tip to wing tip.

We soon got into the routine of the Base and set to work getting ready for the competition, which involved flying both by day and night.

The Fairchild Trophy was awarded to the winner of the competition for Flight bombing and navigation, and points awarded to individual crews, our crews did well in both. In the Flights our best positions were 6th. and 12th. and 3rd. and 5th. for individual crews. In the competition between B52s and Valiants we came 3rd.

Riverside, the nearest town, had a population of about 75,000, the local economy was based on agriculture and light engineering, it was quite a pleasant place. A regular bus service, taxis, and friends with cars helped us to get around the various attractions in the area. The American Grand Prix for sports cars was held at the Riverside Raceway on Oct. 11th. and 12th. Los Angeles with Hollywood and it's Film Studios were easily accessible as well as Disneyland. The Pacific beaches were about 50 miles to the west, with San Diego and Tijuana, Mexico about 100 miles to the south. All this coupled with the wonderful climate made the area an ideal holiday location, and to a young National Service airman, a trip of a lifetime.

Of course this was in the days before affordable long distance flights and most Europeans could only dream of visiting the USA , whatmore travelling as far as California.

BRIAN BURGESS 214 SQN. 1957--59 (Member of 214 Sqn. Association)

Corrections to the Roll of Honour in the Spring Newsletter

Fortress KJ103 " M "

16/17th. Jan. 1945

F/Off. R.V. Houston RCAF severely injured (not killed)

F/Off. T.V. Mckee RCAF killed

These two Canadians were cousins and shared the same middle name of Valleau .

Fortress SR382 " B " (Skipper ; P/Off. J.D.Casson) & Fortress SR381 "F" (Skipper ; Murray Peden)

Date should have been 21/22nd. June 1944 not 21/22nd. Aug. as printed.

ROLL OF HONOUR 1943

STIRLING 111 EF445 " J "

22/23 Nov.

F/Sgt. G.A. Atkinson	+
Sgt. D.C.Hughes	rescued from sea
Sgt. W.B.Edwards	rescued from sea
Sgt. J.C. Wilson	rescued from sea
Sgt. H.T. Friend	rescued from sea
Sgt. R.L Boutell	rescued from sea
Sgt. W.Sweeney RCAF	+

STIRLING 111 EF402 " E "

27/28th. Sept.

F/Sgt. C.Brown	pow
Sgt. E.A. Harvey	pow
F/Sgt. A.H.E. Bamsey	pow
Sgt. W.E. Warren	pow
Sgt. J. D. Musgrove	pow
Sgt. R.G. Bentley	pow
Sgt. T. Brennan	pow

Note; J.D.Musgrove is an Assn. member

STIRLING 1 R9258 " W "

22/23rd. Sept.

F/Sgt. G.Heath	+
Sgt. R.G.James	+
Sgt. H.R. Wynn	+
Sgt. R.A. Metcalfe	+
Sgt. S.H. Weakner	+
Sgt. L.H.V. Wiles	+
Sgt. R.S. Bayly	+

STIRLING 1 EF393 " R "

22/23rd. Sept.

F/Sgt. H.E. Hall BEM	+	✓
Sgt. D.L. Dean	+	✓
P/Off. R.H. Nelson RNZAF	+	✓
Sgt. J.C. Todd	pow	✓
Sgt. W. Thomas	+	✓
Sgt. J.L. Morgan	+	✓
Sgt. G. Parnell	pow	✓

Note ; G. Parnell is an Assn. member

STIRLING 1 R9288 " O "

8/9th.Sept.

F/Sgt. N.J. Tutt
Sgt. A.Bell
Sgt. P.W.Upton
Sgt. R. Foggin
Sgt. H.J. Dahle
Sgt. T.J. Kilfoyle
Sgt. R.A. Bannister

STIRLING 111 EE959 " E "

31st. Aug./ 1st. Sept.

F/Lt. F. Lee	pow
Sgt. M. Butler	+
F/Off. M.J. Crichton	pow
P/Off. H.G.P.Mounsey	+
Sgt. W.A. King	+
F/Sgt. E.E. Hartland	pow
Sgt. L.C. Gale	+

Crashed on t/o at Chedburgh, no injuries. The pilot was of very slight build and had been involved in another t/o accident on Aug. 12th. As a result he was posted to less demanding unit. ?

STIRLING 111 EE970 "E" B.

31st. Aug./ 1st. Sept.

✓ P/Off. K.J. Simpson RAAF	+
- Sgt. J.A.E. Giblin	pow
Sgt. H.M. Diebel RCAF	pow
Sgt. J.E.Chisholm	pow
Sgt. G. Daulby	pow
Sgt. W.R. Case RCAF	pow
✓ Sgt. D.C. Houghton RAAF	+

Note; John Giblin was an Assn. member until he died last year.

STIRLING 111 EF401 " Y "

31st. Aug./ 1st. Sept.

F/Sgt. R.C. Chislett	+
Sgt. S.H. Hopkins	+
Sgt. A.A. Poulton	+
P/Off. N.A. Parsons	pow
Sgt. A. Cowan	+
Sgt. J.W. Dales RCAF	pow
Sgt. W.E. Humphreys	pow

STIRLING 111 EH895 " M "

23/24th. Aug.

P/Off. R.C. Hartwell	pow
F/Sgt. K. Chapman	pow
P/Off. P.H. Milton	pow
Sgt. R. Leadbeater	pow
Sgt. W. Adamson	pow
Sgt. R.W.G. Elliot	pow
Sgt. M.C. Cooper	pow

Note; R. Leadbeater is an Assn. member

STIRLING 1 EF390 " A "

12/13th. Aug.

✓ F/Off. F.G. Matthews RAAF	+
✓ Sgt. J.C. Knight	+
✓ F/Sgt. A.F. Rose RNZAF	+
✓ F/Off. F.W. Holland	+
✓ Sgt. K.J. Cork	+
✓ Sgt. H.G. Ott	+
✓ F/Sgt. A.D. Harris RNZAF	+

STIRLING 111 BF516 " PX - E "

10/11th. Aug.

F/Sgt. H.E. Hall	inj. ✓
Sgt. K.R. Buckle	+ ✓
Sgt. E.R. Smith	+ ✓
Sgt. R.V. Moorby	inj. ✓
Sgt. A.F. Short	inj. ✓
Sgt. J. Hanna	inj. ✓
Sgt. G. Parnell	inj. ✓

Note ; Came down in the sea off Bexhill, Sussex. Rescued by high speed launch. Bob Moorby and G. Parnell are Assn. members. This aircraft carried the " C " Flight squadron code PX . (does anyone have a photo with this code ?)

STIRLING 111 EF409 " V "

2/3rd. Aug.

✓ Sgt. A. A. R. McGarvey	pow
✓ Sgt. J.F. Taylor	+
✓ Sgt. A.B. Grainger	pow
✓ Sgt. G.D. Loveridge	+
✓ Sgt. A.S. Biffin	+
✓ Sgt. C.D. Curtis	+
✓ Sgt. J.J. Evans	+

After the war McGarvey was awarded the George Medal for his efforts in recueing Grainger from the sea.

STIRLING 111 EF407 " A "

29/30th. July

F/Off. H.P. Shann RCAF	+
Sgt. T.G. Lewis	+
P/Off. T. Sandham	+
F/Sgt. B. Hyman	+
Sgt. J.N.T. Chandler	+
Sgt. C.B. Brown	+
Sgt. A.E. Newman	+

Note ; The pilot, F/Off. Shann was an American in the RCAF. The aircraft came down in the sea.

STIRLING 111 BK686 " C "

25/26th. July

F/Off. J.S. Clements	+
F/Off. J.H.C. Davis RAAF	+
Sgt. S.J. Greer	+
F/Off. D.M. Weddell	+
Sgt. E.N. Bird	+
F/Sgt. G.B. Fielder	+
P/Off. McCleary RCAF	+
Sgt. H. Owen	+

STIRLING 111 EE902 " P "

24/25th. July
 P/Off. R.W.Belshaw DFM +
 Sgt. W.L. Clements pow
 Sgt. L.T.Sowerby +
 Sgt. L.F.Morris RNZAF +
 F/Sgt. G.Gosling RNZAF pow
 Sgt. E.J. Crowe +
 Sgt. G.L. Gibb +
 Sgt. W. Barnes +

STIRLING 111 EE882 " J "

3/4th. July
 Sgt. R.G.Armsworth +
 Sgt. A.L. Warren +
 Sgt. F.E.Pilkington +
 Sgt. R. Mailey +
 Sgt. H.A.Clark +
 Sgt. F.W.Morrell +
 Sgt. A.R.Dixon RCAF +

STIRLING 111 EE883 " T "

24/25th. June
 Sgt. C.K. Miller +
 Sgt. J.A. Hitchins +
 Sgt. P.D. Straton +
 Sgt. R.G. Akers +
 Sgt. R.A.H. Smith +
 Sgt. S. Seward +
 Sgt. T. Jones +

STIRLING 111 BK77 " U "

3/4th. July
 Sgt. R.E. Thallon +
 Sgt. J. Sellers +
 F/Off. J.K. Paterson +
 Sgt. F.Field +
 Sgt. G.E. Patrick +
 Sgt. P.D.White +
 Sgt. L.L. Kelley +

STIRLING 111 BK767 " L "

25/26th. June
 Sgt. B.H. Church +
 Sgt. W.H. Thompson +
 Sgt. E.G.Taylor pow
 P/Off. J.F.Tritton +
 F/Off. K.A.Neilson RNZAF pow
 Sgt. W.T. Davis +
 Sgt. F. Mills +

STIRLING 111 EH882 " O "

22/23rd. June
 F/Lt. W.J. Hein +
 Sgt. G.M. Phillips +
 Sgt. G.S. Graveson pow
 Sgt. P.E. Goldsmid pow
 Sgt. S.G. Morrison pow
 Sgt. K.S. Gillard +
 F/Sgt. R. McNeil RCAF +

Note ; S.G. Morrison is an
 Association member.

STIRLING 111 BK659 " N "

25/26th. May
 F/Sgt. R.A.Kerr RAAF +
 Sgt. F.H.E. Pooley +
 Sgt. B. McM. Jubb +
 F/Off. R. Paisley +
 Sgt. R.S. Blake +
 Sgt. D. Littlewood +
 Sgt. G.T. Davies +

STIRLING 111 BF478 " G "

23/24th. May
 ✓ Sgt. J.W. Evans +
 ✓ Sgt. V.N. Walker +
 ✓ Sgt. Z. Goldfinger +
 ✓ Sgt. R.C. Child +
 ✓ Sgt. H. Ward +
 ✓ Sgt. R.V. Street +
 ✓ Sgt. E.D. Ager +

TO BE CONTINUED IN THE NEXT NIGHTJAR



Certificate of Affiliation

This is to attest that
214 F.M.S. Squadron Association
has been affiliated to

the Bomber Command Association
registered under the Charities Act 1960

No. 292469

and is empowered to benefit from all
privileges thus created by the association.

Ken Batchelor G.C.S.D.

Chairman

5905

Membership number

Douglas Radcliffe

Secretary

August 28th 1988.

Date

A BIT OF ASSOCIATION HISTORY FROM 1988

SIGNED BY GP. CAPT. KEN BATCHELOR AND
DOUGLAS RADCLIFFE.