



# 57 / 630 Squadrons Association

President Group Captain David Houghton  
Vice President: Group Captain Tony Gunby

Secretary: Gordon Lodge



## 2011 Newsletter



The Historic 57 Squadron Standard showing Battle Honours and paraded during the Reunion at East Kirkby.

## In Memoriam

Phil Ainley	Betty Howley
Eric Blanchard	John Holmes
Malcolm Campbell	Ron Meeking
Sydney Culver	Bill Robinson
Mervyn Davies	Harold Ruston
John Greathead	Cicely Versey
	John Westmore

A sad time with any Newsletter with the loss of members who have supported the Association over, in some, cases many years.



In particular I must pay a tribute to Mervyn Davies former Secretary and President. He was one of the few members who were very instrumental in ensuring the future of the Association during a difficult period some years ago. With a lively sense of humour he will be missed by members.

During the war Mervyn flew with Ron Meeking whose name also appears. Ron has been with the Association for many years and a great supporter. I am sure they will still be together.

The following is a note from Steve Stephens on Eric Blanchard with whom he flew in the war.

### ERIC.

On a glorious Spring day,67 years ago,Eric and I flew together in a Lancaster It was my first solo flight and Eric's first on a Lancaster. We did a couple of landings to get used to the drill then soared upwards through cotton wool cumulus cloud. We thoroughly enjoyed the view before returning to earth. We sat under the wing of the large aircraft and shared a cake which Eric's mother had cooked for his 21st birthday.

During the next 10 days we exercised by day and night and then were posted to join 57 Squadron at Scampton in Lincolnshire. We soon acquired a brand new Lancaster and spent some time ironing out its teething troubles.

We were taken for our first Operational trip by a Squadron Leader and had our first experience of flying through heavy flak illuminated by hundreds of searchlights.

After that we flew on 28 trips during the first four of which 134 of our aircraft were shot down and by the end of our tour,669 of our aircraft had been shot down over enemy territory.

During these tense individual battles Eric displayed calm unflappable skill especially in dealing with an engine fire after a battle with a night fighter and on another occasion rescuing four crew members who were suffering from anoxia releasing the leg of one who had fallen after his leg had gone through a hole made by flak in the floor of the fuselage.

He was in the earliest raid to drop "window" involving lying on the floor of the aircraft and dropping quantities of metallic strips through the open bomb doors to confuse the enemy radar He was also on the longest Operational flight made by Bomber Command to Turin when shortage of fuel forced us to land at Davidstowe Moor in Cornwall This gives a small glimpse of Eric's early days in Bomber Command. Not satisfied with that,he returned to 57 Squadron as Engineer Leader and completed a second Tour. He was on the last raid of the war and bombed Hitler's Retreat at the "Eagles Nest" It was not surprising that he was awarded a richly deserved Distinguished Flying Cross. As fellow Devonians, Eric and I shared many Air War Battles and in peace, we expanded our friendship walking over the moors and by the sea. We also attended annual 57 Squadron reunions in Lincolnshire at Scampton and East Kirkby.

Our Squadron motto was "Corpus non animum mutuo" meaning "I change the body not the spirit" Eric's body may change, but his spirit will be with his family and friends for ever.

It is with inexpressibly deep sadness I say "Farewell" to a greatly respected exceptionally brave and courageous Flight Engineer and long time friend.

S.G."Steve" Stevens, DFC, AE\*  
(Eric's First Tour Pilot)



## PRESIDENT'S PIECE

As I reflect on the enduring spirit and camaraderie of our Association (much in evidence at Woodhall Spa and ex-RAF East Kirkby in July and, more recently, at RAF Wyton in November), I continue to be deeply humbled that, for some inexplicable reason that I cannot begin to fathom, I have been fortunate to be allowed the honour of being your President.

Of course, with great power, comes great responsibility, and I continue to see it as my personal responsibility to buy as many beers as possible when those Association Members who can make the journey get together at Woodhall Spa or RAF Wyton. For those who are unable to attend the Association Reunions, I hope that the information elsewhere in this Newsletter about the 'goings on' at Woodhall Spa/East Kirkby and RAF Wyton will show that the spirit of 57 Squadron and 630 Squadron remains in rude health.

We are, of course, extremely fortunate that, in addition to we 'old boys', 57 Squadron remains alive and well at RAF Wyton. On behalf of the Association, I would like to pay public thanks to Squadron Leader 'Wes' Wesley, the current Officer Commanding 57 Squadron, for kindly inviting Association Members to the (now annual) Association Day and Dining-In Night at RAF Wyton in November. That event gives us an opportunity to meet the young men and women who represent the very bright future of the RAF and who show that, while the body may indeed change, the spirit of a Squadron remains unchanged with the passing of time.

Looking ahead to 2012, there is one momentous event that I would like to highlight – the completion and unveiling of the Bomber Command Memorial in Green Park, London. As we all know, this tribute to the 55,573 men of Bomber Command who never came home, and to all those who served with such distinction, courage and loyalty in Bomber Command, is long overdue. However, the memorial is finally being put in place, and I believe that a formal unveiling is likely to take place in Spring 2012. We will never forget those men.

I end by wishing all Association Members across the globe my very best for a peaceful Christmas and Happy New Year. By the time you read these jottings, I will be warming myself under the sun in Afghanistan, working with the Afghan Air Force. However, I will move heaven and hell to endeavour to be with many of you again at the Annual Reunion in July 2012. Until we meet again, my best wishes to you all.

Group Captain David Houghton



## Reunion Weekend 2011

The Saturday afternoon was slightly different this year as the RAF band were at an official engagement on the Isle of Man. They were replaced by a local Brass Band playing in the hotel gardens and provided excellent entertainment.

### Saturday Dinner

With around 120 attending the Association continues to be one of the largest still alive. We were delighted that Lady Broom attended as our guest. Air Marshal Sir Ivor Broom was our President for many years.

Other guests included a number from Skarild in Denmark who, as members will know, have looked after some 630 Squadron graves since WW2. More on our Danish friends later in the Newsletter.

### The Top Table consisted of:

Group Captain David Houghton	-	President
Group Captain Tony Gunby	-	Vice President
Lady Broom	-	Guest
David Broom	-	Guest
Rev Richard & Kate Benson	-	Chaplain
Flt. Lt. Mike Chambers & Raquel Vallancey	-	57 Squadron
Gordon and Diana Lodge	-	Secretary

The new OC 57 Squadron was unable to attend , so in place of Squadron Leader Wesley, Flt. Lt. Chambers gave the Toast to the Squadrons.

The Loyal Toast by Group Captain Gunby and absent friends by Allan Payne.

During the speeches the President presented 630 Sqn Plaque to our guests from Denmark commemorating the long standing relationship with the Association.

The 2010 accounts were approved having been proposed by Ted Wilcox and seconded by Allen Hudson.

Evening events continued to the small hours (in the bar) with the usual reprobates keeping the tradition alive!!

### Sunday Service

A number of Members arrived early at East Kirkby where our Chaplain Richard Benson conducted Services for a Tree and Plaque for Mervyn Davies and the interment of Ron Meeking ashes in the Memorial Garden.

The Service at 11:45 preceded by 57 Sqn Standard Party, March past by the Squadron and inspection by Lady Broom, Group Captain Houghton and the Group Captain Gunby.



## Service Details

Following Secretary's notices and an introduction by Harold Panton.

- Hymn - Immortal invincible God only wise
- Poem - Old Airfield - Walt Scott – CD by Michael Howley
- Hymn - God is our strength and refuge
- Address - Hon. Chaplain Rev Richard Benson
- Hymn - Onward Christian Soldiers

After the grace and National Anthem all followed 57 Squadron and the Standard party to the Memorial. A short service, Last Post, Reveille preceding the laying of wreaths.





## Reunion 2012

Saturday 7<sup>th</sup> July – Monday 9<sup>th</sup> July

### Petwood Hotel

The dinner and Dinner Dance in the Woodland Suite .

Afternoon tea on the Saturday will be served in the Lounge at around 2.30pm followed by the RAF “Shades of Blue” Band playing in the grounds.

### Chief Guest & Speaker

Officer Commanding 57 Squadron.

### Saturday Dinner

7.30pm Lounge suite/Blazers.

### Sunday Service at East Kirkby

11.45            March past / Standard party / Inspection  
Remembrance Service – Medals  
Service – Rev. Richard Benson – Hon. Chaplain  
Memorial – Last Post – laying of Wreaths

15.00            BBMF Flypast.

19.00/19.30    Informal Dinner Dance

### Cost Petwood Hotel

4 nights	-	£ 285	Per Person } Includes Function Meals
3 nights	-	£ 260	Per Person } Includes Function Meals
1 or 2 nights	-	£ 50	Per Person per night
Reunion Dinner	-	£ 29	Per Person
Dinner Dance	-	£ 29	Per Person

For B&B at the Petwood or staying elsewhere please send cost of functions for the numbers attending.

Please note any dietary requirements on the form.

For all forms (With cheque included or not), please send stamped addressed envelope so I can acknowledge receipt.

**Gordon Lodge**



## Lincoln Cathedral

With the very low numbers now attending the Monday Services in the Airmens Chapel this particular event will no longer be arranged.

Many members have said the Full Memorial Service on the Sunday at East Kirkby is the main one they wish to attend.

Gordon Lodge

### Presentation of the Phoenix Trophy

In 2010, David Francis made a most generous donation to the 57 & 630 Squadrons' Association coffers. Rather than spend the donation on wine, women and song (and squandering the rest), the Association Committee agreed with David that, instead, we should commission a trophy for 57 Squadron that would commemorate the memory of Sqn Ldr Ray Francis DFC RAF (David's father and a stalwart of the Association) who died in 2010.

That idea took physical shape in the form of The Phoenix Trophy, a silver rose bowl engraved with a facsimile of the Squadron's original phoenix emblem from 1916, followed by the inscription;



#### The Phoenix Trophy

Presented to 57 Squadron by the 57 & 630 Squadrons' Association – 11 Nov 10.  
In memory of Sqn Ldr Ray Francis DFC RAF.

The obverse of the trophy is engraved with;

To be awarded at the discretion of the Officer Commanding 57 Squadron to the person or group who, in the opinion of the OC, have made an outstanding contribution to the spirit, ethos or professionalism of 57 Squadron.

As is to be expected, The Phoenix Trophy will be awarded infrequently (an individual or group has to make an "outstanding" contribution to 57 Squadron). But, in December 2010, Squadron Leader Paul Watkins (the then OC 57 Squadron) awarded the trophy to Flight Lieutenant Christian Vardy.

Flight Lieutenant Vardy was awarded the trophy because of his unstinting efforts to improve further the standard of instruction on 57 Squadron. Despite being a Flight Commander on the squadron (an exceptionally busy and time-consuming role), Christian still found time to become qualified as an Instrument Rating Examiner on the Grob Tutor, and to achieve a much-coveted A2 (above average) instructor rating from Central Flying School examiners.



Sadly, Flight Lieutenant Vardy has now left 57 Squadron for RAF Brize Norton, where he has become an aircraft captain on 216 Squadron, flying the TriStar aircraft. 57 Squadron's loss is certainly 216 Squadron's gain.

Pictured below: Flight Lieutenant Vardy (right) is presented with The Phoenix Trophy by Squadron Leader Paul Watkins (then OC 57 Squadron).





## Laurence Minot Memorial Trophy

### **CAPTAIN LAURENCE MINÔT MC RFC AND THE LAURENCE MINÔT MEMORIAL TROPHY**

Group Captain David Houghton

Born in Wandsworth, Surrey on 21 July 1896, Laurence Minôt (sometimes written as Minot in various records) was the only son of John Edward and Ada Minôt, who resided at 30 Beulah Hill, Upper Norwood.

Educated at Dulwich College, Minôt enrolled at a Royal Flying Corps (RFC) flying school in April 1915, and was awarded his 'wings' in July 1916. Commissioned into the RFC as a 2<sup>nd</sup> Lieutenant, Minôt was almost immediately posted to France where he joined 16 Squadron before transferring to 57 Squadron in 1917 flying DH4 aircraft on reconnaissance and bombing duties.

Credited with 6 'kills' (all between 3 July 1917 and 27 July 1917), Minôt had reached the rank of Captain when he was killed on 28 July 1917, just 1 week after his 21<sup>st</sup> birthday. In action on the previous day, Minôt and his usual observer (Lieutenant Arthur Frederick Britton) had downed 3 enemy aircraft.



Captain Minôt. pictured in 1917



DATE	OBSERVER	AIRCRAFT	OPPONENT	LOCATION
3 July 1917	Lieutenant Britton	57 Squadron DH4 (A7487)	Albatross D.V.	Zonnebeke
3 July 1917	Lieutenant Britton	57 Squadron DH4 (A7487)	Albatross D.V.	Zonnebeke
7 July 1917	Air Mechanic 1 Goffe	57 Squadron DH4 (A7487)	Albatross D.V.	North-east of Ypres
27 July 1917	Lieutenant Britton	57 Squadron DH4 (B3963)	Albatross D.V.	Houthulst
27 July 1917	Lieutenant Britton	57 Squadron DH4 (B3963)	Albatross D.V.	Houthulst
27 July 1917	Lieutenant Britton	57 Squadron DH4 (B3963)	Albatross D.V.	Houthulst

#### List of Captain Minôt's Combat Victories

For their actions on 27 July 1917, Captain Minôt was to be posthumously awarded the Military Cross, while Lieutenant Britton would subsequently be awarded the Croix de Guerre. However, as a result of the injuries he sustained on 27 July, Britton (who survived the war, only to die on 19 February 1919 during the great influenza pandemic of that year) was unable to fly with Minôt on 28 July 1917, so 2<sup>nd</sup> Lieutenant Sidney John Leete was paired with Minôt on that day.

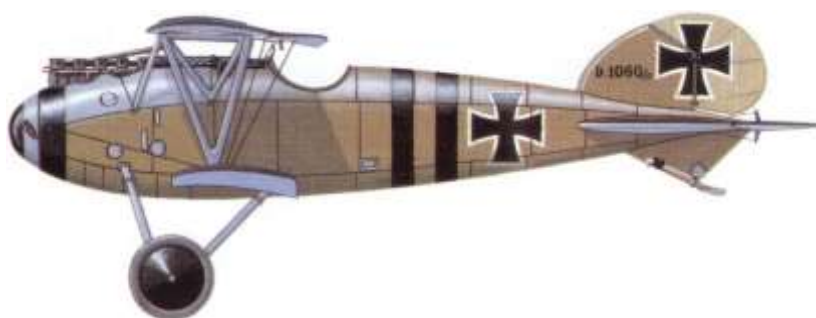
Along with his usual pilot (Lieutenant Irwin), Leete had taken part in the same action on 27 July 1917 as Minôt and Britton. However, like Lieutenant Britton, Lieutenant Irwin had been wounded in the engagement, hence why Minôt and Leete were tasked to fly together as a crew on 28 July.



D.H.4 aircraft of 57 Squadron (indicated by the white fuselage roundel) engaged in combat with German Albatross D.V. aircraft.



Taking-off from Boisdingham at 1615 hours in DH4 A7540 (named 'Bombay 1') along with 4 other of 57 Squadron's aircraft, Minôt and Leete had been briefed to attack the German aerodromes at Heule and Inglemunster. The 57 Squadron formation was intercepted by German Albatross D.V. aircraft of Jasta 6 at 1755 hours. Contemporaneous post-battle reports indicate that A7540 was last seen chasing a German machine towards the ground. It is believed that Minôt and Leete were shot down by Leutnant Hans Ritter von Adam, a German 'ace' who was himself subsequently killed in combat on 15 November 1917.



An Albatross D.V. of Jasta 6



Leutnant Hans Ritter von Adam

Captain Minôt and 2nd Lieutenant Leete are buried alongside each other in the Harlebeke New British Cemetery, West Vlaanderen, Belgium in Plots I.A.14 and I.A.13 respectively. Interestingly, a large memorial dedicated to the memory of Lieutenant Leete stands in the churchyard in Wickford, Essex.



Gravestone marking the final resting place of Captain Minôt



Gravestone marking the final resting place of 2nd Lieutenant Leete



Born in Woodford on 8 June 1893 to Joseph and Catherine Leete, Sidney John Leete was raised and educated in Wickford and worked as a poultry farmer before enlisting into the Army's 13<sup>th</sup> Reserve Cavalry Regiment on 21 August 1914 at Scarborough. Initially a corporal, Leete received his commission on 9 May 1915 and transferred to the Worcestershire Regiment before being deployed to France on 25 May 1916 as part of the 8<sup>th</sup> Worcesters.

Transferring to the RFC in April 1917, Leete returned to France after a period of training in the UK, joining 57 Squadron on 29 June 1917. Heavily involved in bombing and reconnaissance sorties over the next month, Leete was credited with destroying an enemy aircraft on 27 July 1917, the day his pilot and Captain Minôt's observer were wounded in action.



2<sup>nd</sup> Lieutenant Sidney John Leete, pictured as a corporal in the 13<sup>th</sup> Reserve Cavalry Regiment

Although Captain Minôt and 2<sup>nd</sup> Lieutenant Leete were shot down on 28 July 1917, it was sometime later before it was confirmed by the German authorities that both airmen had been killed.





# Personals

**Casualties.**

Lieutenant SYDNEY ARMSTRONG, R.G.A., attd. R.F.C., who was killed in action on February 18th, aged 18, was the only son of Major and Mrs. Armstrong, of 13, Connaught Mansions, Tottenham Park, S.W.

Captain E. EARLE BARNES, R.E., attached R.F.C., killed in France on November 21st, 1917, was educated at St. Paul's. After serving an apprenticeship at the Crown Works he qualified A.M.I.C.E., intending to take an appointment in India. His health did not permit of this, and shortly before the outbreak of war he obtained a temporary commission in the Royal Engineers. He went to France in June, 1915, and saw active service for a year, being gassed on one occasion. In June, 1916, he transferred to the R.F.C., in which he speedily qualified as a pilot. After serving for some time in England he went to France in October, 1917, as Flight-Commander of a night flying squadron. Captain Barnes leaves a widow and a son, who was born on the eve of his father's death.

Second Lieutenant RONALD W. ST. GEORGE CARTWRIGHT, R.F.C., who was killed in action on February 26th, aged 23, was the son of Arthur Cartwright, late H.M. Inspector of Schools for Worestershire, and Mrs. Cartwright, of Rothbury, Hay, Hereford.

Captain ARCHIBALD WILLIAM FIELD, R.F.C., who was reported "missing," on January 9th, and is now officially reported as having been killed in action on that date, was the third son of Mr. Edward Field, Clerk of the Peace for Warwickshire, and of Mrs. Field, of Blackdown Hill, Leamington. He was educated at Orwell House, Felkistowe, and at Rugby. At the outbreak of war, he was in Vancouver Island, but immediately returned home, enlisted in the Shropshire Yeomanry, was granted a commission in the R.N.V.R. on September 27th, 1914, and went abroad with the armoured cars on October 2nd. He was in Antwerp during the siege, and saw much of the fighting throughout Flanders, including the first battle of Ypres, and the battle of Loos, first with the armoured cars, and later, when he exchanged into the army as a captain in the R.F.C. He was wounded in aerial combat on September 25th, 1916, and returning home, he took his pilot's certificate, and again went abroad on September 27th, 1917.

Mr. GARRICK, the chief clerk at Bow Street, has been informed that his only son, a promising young officer in the R.F.C., had died in France on March 1st from injuries two days previously whilst engaged in aviation work.

Second Lieutenant DOUGLAS STANLEY GORDON, R.F.A., attached R.F.C., who was killed in action whilst flying abroad on February 21st, aged 39, was the only surviving son of the Rev. and Mrs. S. C. Gordon, of Bromley, Kent.

Captain JOHN SHERRINGTON GREGORY, R.F.C., formerly of the Army Service Corps, who has been killed in action, was educated at Westminster School and Trinity College, Cambridge, and entered the Middle Temple as a student to qualify as a barrister-at-law. When war broke out on August, 1914, he had passed all the Bar examinations except the final. After serving for some time as a Second Lieutenant in the Army Service Corps, he in 1917 was attached to the R.F.C. A fortnight before his death Captain Gregory received the 1914 Star for his past services in France. He was the younger son of Lieutenant-Colonel G. M. Gregory, V.D., and of Mrs. Gregory, of Gunterstone Road, West Kensington, and was 28 years of age.

Lieutenant A. HUTCHINSON, King's Liverpool Regiment, attached R.F.C., who was missing since January 10th and now reported killed, was the youngest son of the late John Hepu Hutchinson and brother of W. Hutchinson, Lea-by-Backford, near Chester.

Captain LAURENCE MINÔT, R.F.C., who was reported missing on July 28th, 1917, is now, from information obtained from German sources by the British Red Cross Society, officially concluded to have been killed in aerial combat on that date near Heulebeke. He was born in 1896, and entered Dulwich College in 1909, was made school prefect and head of the house in May 1914, in which year he also took his First XV colours, and was elected to the field sports board in 1914. He left Dulwich in April, 1915, proceeding straight to a flying school, taking his certificate in the following July. He was given a commission in the R.F.C. at the end

of the month, and on receiving his "wings" he was sent to Flanders. He was gazetted Flight-Commander on July 28th, 1916, and at the time of his death had been on active service in Flanders and France 17 months.

Flight-Lieutenant GEORGE MAURICE MOORE, R.S.C., H.N., officially reported killed on February 26th, aged 25, was the youngest son of Lieutenant-Colonel and Mrs. Maurice Moore, of Westlaura House, Sunderland, and a grandson of Mr. Samuel Storey, formerly M.P. for that borough. He was educated at Halybury and at Armstrong College, Newcastle-on-Tyne, where he graduated B.Sc. in 1915. While studying he worked in the shops and in an aerodrome in order to acquire practical knowledge. He joined the R.N.A.S., and after four months' flying at home was sent to Gibraltar. He applied for transfer to "where there was more fighting," and was sent to the East, where he has been flying for the past 15 months.

Second Lieutenant M. H. ORCUTT, R.F.C., who was killed in action on March 1st, aged 20, was the second son of Mr. and Mrs. H. F. L. Orcutt, Rowington Hall, near Warwick.

Captain ARTHUR F. E. PITMAN, Seaforth Highlanders, attached R.F.C., was reported missing on January 3rd, and information has now been received from the British Red Cross, through their Copenhagen agency, that Captain Pitman was killed in action on that date. Captain Pitman, who was the eldest son of Mr. John S. Pitman, of 22, Douglas Crescent, Edinburgh, was educated at Bealys and at Eton, where he was in the Eton Eight, a member of "Pop," and on the Athletics Committee. On the outbreak of war he left Eton, a year before his time, and obtained a commission on September 4th, 1914, as second lieutenant in the 5th Seaforth Highlanders. He went to France with his battalion on May 1st, 1915. After serving for 18 months in France, during which time he was A.D.C. to the Divisional General, and afterwards captain and adjutant of his battalion, he was seconded for service with the Machine-Gun Corps, and acted as instructor in a "Tank" Cadet Corps for some months in this country. In June, 1917, he was appointed to the R.F.C., and, after training, he went out to the front as a pilot on November 1st, 1917.

Lieutenant (Temporary Captain) DONALD CAMPBELL RUTTER, M.C., R. Sussex Regiment, Special Reserve, and R.F.C., who was reported missing on June 7th, 1917, at Meudon, and now officially reported killed in aerial combat on that date, was the eldest son of Hugh Campbell Rutter, J.P., and Hilda Rutter, of Haaswood, Morden, Surrey. His age was 20.

Lieutenant CHARLES DALBERTH SCOTT, Can. Inf., attached R.F.C., who was reported missing on September 30th, 1917, and is now reported killed in aerial combat on that date, was the only son of the late Captain Dalbreth Martin Scott (superintendent, Camarthen, Cornwall) and of Mrs. Scott, of 47, Rivers Street, Bath, and grandson of the late Lieutenant-Colonel Edward Scott, of The Priory, Maidstone. He was educated at Bath College, where he was in the first Rugby XV, and also for several years served in the Cadet Corps. On leaving college he took up work in Vancouver Island, and was there on the outbreak of war, when he at once enlisted in Victoria, and crossed to England with the First Canadian Contingent in October, 1914. Early in 1915 he went over to France, and served with the 16th Canadian Battalion at the second battle of Ypres, at Richbourg l'Avoué, and the various battles in which the 1st Canadians took part during that year. In January, 1916, he was given a commission in the Canadian Infantry, serving at the front until October, 1916, when he was wounded and sent home. On recovery he was attached to the R.F.C., and, taking his pilot's certificate early in September, 1917, was sent out to the front, where, when on special duty behind the German lines, he was attached by a "large formation of enemy scouts," and seemed to be overwhelmed and driven down "after a fine fight."

Second Lieutenant ROBERT IRVON SIBLEY, R.G.A. and R.F.C., who was killed in action on October 1st, 1917, aged 23, was the only surviving son of Sir Hubert and Lady Sibley.

Second Lieutenant REGINALD FITZROY TALBOT, R.F.C. (late manager of Bukit Jelutong Estate, Ayer Kuning, F.M.S.), who was previously reported missing and now known to have been killed on August 26th, 1916, was the youngest son of the late Major Francis A. B. Talbot and Mrs. Talbot, Sp.

Confirmation of the death of Captain Minôt – Flight & Aircraft Engineer Magazine 7 March 1918





As previously noted, for his conspicuous gallantry and devotion to duty in combat on 27 July 2011, where he and Lieutenant Britton accounted for 3 enemy aircraft, Captain Minôt was posthumously awarded the Military Cross.

4830 SUPPLEMENT TO THE LONDON GAZETTE, 22 APRIL, 1918.

T./2nd Lt. John Rough McDonald, Border R.

For conspicuous gallantry and devotion to duty. During a raid on the enemy line he attacked a post, accounted for eleven of the enemy, and brought back a prisoner, obtaining valuable information. He showed marked courage, coolness and initiative.

Capt. Louis Laurence McKeever, R.A.M.C.

For conspicuous gallantry and devotion to duty during an engagement. Hearing that there was no medical officer in the front line, he went forward at once under an intense bombardment and remained in the front line all night attending to the wounded under continuous and violent shell-fire. He set a splendid example of courage and devotion to duty.

T./2nd Lt. Gilbert McPherson, Gen. List and R.F.C.

For conspicuous gallantry and devotion to duty. When acting as observer on a special reconnaissance, he assisted in driving off an enemy aeroplane when his machine was at a height of 5,000 feet over his objective. Having descended to within 1,000 feet of the ground, he was wounded in the head from machine gun fire, and collapsed. During the period when his pilot was descending still further to within 400 feet of the ground, he revived, and rendered further assistance in the reconnaissance, and on returning to his aerodrome was just able to make his report. He has at all times displayed the utmost disregard of danger and great devotion to duty.

Capt. John Archibald Middleton, R.F.A., and R.F.C.

For conspicuous gallantry and devotion to duty. On one occasion he made two successive attacks on an enemy aerodrome, and, despite a mist and the intense activity of hostile aircraft, dropped his bombs, obtaining two direct hits on the hangars. On a later occasion, during a gale, he made two journeys to bomb enemy rest billets, obtaining several direct hits on his objectives and attacking hostile transport on the roads with machine gun fire. He has at all times shown great courage and skill, and has set an example which has been of great value to his squadron.

T./Lt. George Ralph Miles, Res. Cav.

For conspicuous gallantry and devotion to duty. When in charge of a flanking party protecting the right flank of the raiding party, he disposed his party with great skill, and, finding that an enemy post was held, rushed it at the point of the bayonet, killing or capturing all the occupants of the post. He displayed great dash and initiative.

2nd Lt. (T./Capt.) Laurence Minôt, R.F.C., Spec. Res.

For conspicuous gallantry and devotion to duty. When leading a formation of five bombing machines, he attacked a hostile formation of twenty machines, and in the ensuing fight himself drove down two enemy machines completely out of control, whilst his

observer destroyed another. Another four of the enemy formation were driven down completely out of control, and, as a result of his gallant leadership and determined action, his formation succeeded in getting back with the loss of but one machine. On a previous occasion he, in company with two other machines, attacked four of enemy who were reinforced later by thirteen scouts, and, after heavy fighting, drove down one enemy machine out of control, his formation returning safely.

Capt. Rothesay Nicholas Montagu-Stuart-Wortley, Yeomanry, and R.F.C.

For conspicuous gallantry and devotion to duty. On each of three occasions, when on offensive patrol, he has attacked and brought down in flames one enemy aeroplane, in addition to which he has sent down out of control three other hostile machines. He has displayed great courage and determination as a patrol leader.

Lt. James William Sutton Morrison, Hrs.

For conspicuous gallantry and devotion to duty. One of his party being seriously wounded while still in the enemy's wire, he and two of his patrol withdrew, carrying the badly wounded man to our own wire under heavy fire, thus preventing the enemy from securing an identification. In thus rescuing a comrade he showed magnificent courage and gallantry.

Capt. Ronald Harvey Morrison, H.L.I.

For conspicuous gallantry and devotion to duty. On his company, of which he was the sole remaining officer, being counter-attacked and forced to withdraw from a ridge, he rushed forward, and by his splendid example of courage and coolness succeeded in rallying his men, reforming the line, and checking any further advance of the enemy. His fine leadership and bold initiative at a critical period cannot be too highly praised.

T./2nd Lt. Sydney Arthur Oades, Gen. List and R.F.C.

For conspicuous gallantry and devotion to duty. On six different occasions during four months he has driven down three enemy machines which crashed on reaching the ground, and has destroyed two others, causing them to descend in flames. A sixth machine, after he had fired eighty rounds into it, turned over and went down spinning out of control, but owing to bad visibility it was not observed to crash. In addition to these he has brought down another three hostile machines out of control, and has always shown the most magnificent dash, gallantry, and determination.

Capt. Alexander Henry Swinton Paterson, R. Scots.

For conspicuous gallantry and devotion to duty. While in command of the main attack during a raid on the enemy's lines, he maintained direction during the advance, and when the final objectives had been taken he displayed great initiative in pushing out





Name <b>MINOS</b>		Corps <i>St Johns Amb Bde</i>		Rank	Regt No <b>429</b>
Surnames <b>E. A.</b>					
Medal	Ref.	Page	Remarks		
Victoria Cross	<i>14 x / 1369 of 23 NW/1/1205</i>				
Bar					
Star					
Theatre of War first served in		<i>Italy</i>			
Date of entry there		<i>6.1.23</i>			
		<i>Intelligible for hon in sea from 11/11/1905 NW/3/13408/Wind</i>			

Name <b>MINOT</b>		Corps <i>St Johns Amb Bde</i>		Rank	Regt No <b>429</b>
Surnames <b>Thomas C.</b>					
Medal	Ref.	Page	Remarks		
Victoria Cross	<i>54/10800</i>	<i>550</i>			
Bar					
Star					
Theatre of War first served in					
Date of entry there					

Name <b>MINOT</b>		Corps <i>Rif Brig</i>		Rank	Regt No <i>576</i>
Surnames <b>Harvey</b>		<i>10 Lond R</i>			
Medal	Ref.	Page	Remarks		
Victoria Cross	<i>7210/101</i>	<i>4465</i>			
Bar					
Star					
Theatre of War first served in					
Date of entry there					

Name <b>MINOTT</b>		Corps <b>BR.W.I.R.</b>		Rank	Regt No <b>768</b>
Surnames <b>Eustace</b>					
Medal	Ref.	Page	Remarks		
Victoria Cross	<b>COL/112</b>	<b>11473</b>			
Bar					
Star					
Theatre of War first served in					
Date of entry there					

Name <b>MINOT</b>		Corps <i>R.F.C.</i>		Rank	Regt No <i>464</i>
Surnames <b>Lawrence</b>					
Medal	Ref.	Page	Remarks		
Victoria Cross	<i>R.F.C. x Off/168</i>	<i>140</i>	<i>Blowing 27/11 14 x / 8772 of 12/6/21 NW/1/14030</i>		
Bar					
Star					
Theatre of War first served in		<i>France</i>			
Date of entry there		<i>7/5/21</i>			
		<i>NW/4/14030</i>			

Name <b>MINOTT</b>		Corps <b>W.I.R.</b>		Rank	Regt No <b>678</b>
Surnames <b>J.</b>					
Medal	Ref.	Page	Remarks		
Victoria Cross	<i>61/1</i>	<i>17</i>	<i>25 London from 22/2/1915 to 15/6/1915</i>		
Bar					
Star					
Theatre of War first served in					
Date of entry there					
		<i>6/11/15</i>			

Captain Minôt's official medal record card – National Archive 2011



MAB Services Limited  
Eagle House Span Lane Smethwick Walsley  
West Midlands B65 1PA Tel: 021 708 8888 Reference: 4821

Catalogue Reference: WO/372/14

In 1926, an anonymous benefactor (believed to be a member of Captain Minôt's family) presented the RAF with a trophy named in honour of Captain Minôt.



THE "NAPIER" DINNER TO COMANDANTE FRANCO: The above photograph was taken on the occasion of a Dinner given by the Napier Company to Comandante Franco and his comrades, at Madrid recently. Included in the group are Gen. Soriano (late Chief of Spanish Air Force), Lieut.-Col. Kindelau (head of Spanish Air Force), Com. Franco, Capt. Ruiz de Alda, Lieut. Duran, and Pablo Rada—the four Transatlantic heroes—and also Mr. Jones and Mr. Winter, who represented Napiers.

PERSONALS

Married

Flight Lieut. DENYS GILLEY, D.F.C., R.A.F., second son of Mr. and Mrs. J. B. Gilley, of Torquay, was married on April 27 at All Souls, Langham Place, to KATHLEEN BRYNOM STOCKEN, only daughter of Mr. and Mrs. CHARLES H. STOCKEN, of 75, North Gate, Regent's Park, N.W.

On April 26, at Holy Trinity Church, Brompton, CHARLES JAMES STONEY O'MALLEY, R.A.F., Medical Service, was married to MAJORIE ALTHEA, only daughter of Mr. and Mrs. W. J. FAULKES, of Newnham, Windsor Terrace, Hampstead.

To be Married

An engagement is announced between Mr. C. H. W. BOLDERS, R.A.F., younger son of the Rev. J. H. and Mrs. Bolders, of Morton Vicarage, Routhie, Lincolnshire, and Miss BRENDA CARTER READ, only daughter of Mr. ALFRED CARTER READ and the late Mrs. CARTER READ, formerly of Japan.

The Laurence Minôt Memorial Trophy

The Air Ministry announces—A new trophy, to be known as the Laurence Minôt Memorial Trophy, has been presented by a donor who wishes to remain anonymous, in memory of the late Captain Laurence Minôt, M.C., Royal Flying Corps, who was killed on July 28, 1917, in air combat, whilst serving with No. 57 Squadron, Royal Flying Corps. Competition for this trophy, which will be awarded annually to the crew of the bombing aeroplane which obtains the highest degree of accuracy in individual classification bombing practices for the current year, will be open to all bombing squadrons under the command of the Air Officer Commanding in Chief, Air Defence of Great Britain. The word "crew" covers the pilot of the aeroplane and the bomb aimer, whether officer or air gunner. The trophy will be held for one year by the unit in which the winning crew was serving at the time that the trophy was won. The first award will be made on the results of classification practices in 1927.

The Royal Air Force Memorial Fund

The fortnightly meeting of the Grants Sub-Committee of the above fund was held at Iddesleigh House, April 29. Lieut.-Commander H. E. Ferrin was in the chair, and the other members of the committee present were Mrs. L. M. K. Pratt-Barlow, O.B.E., Squadron Leader E. H. Peapman.

The committee considered in all 15 cases, and made grants to the amount of £344 1s. 6d.

The next meeting was fixed for today, at 2.30 p.m.

War on Riffs Resumed

With the breakdown of peace negotiations, the French air service resumed operations against the Riffs on May 7 with a heavy bombing attack from the air on enemy positions.

Aircraft in the Great Strike

As might be expected, aircraft played a very important part in assisting the country to "carry on" during the General Strike. Not only was the traffic on Imperial Airways and other air services, to and from Croydon exceptionally heavy, but numerous machines were actively engaged in transporting passengers, goods, and newspapers throughout various parts of the United Kingdom and the Continent.

AERONAUTICAL PATENT SPECIFICATIONS

Abbreviations: Cyl. = cylinder; I.C. = internal combustion; M. = motor. The numbers in brackets are those under which the Specifications will be printed and abridged, etc.

APPLIED FOR IN 1924

Published May 13, 1926

39,317. W. C. and C. R. SCOTTER. Apparatus for lifting aerial machines and maintaining them in the air, etc. (256,637.)

APPLIED FOR IN 1925

Published May 13, 1926

- 1,122. A. HONEY. Propellers, air screws, etc. (250,679.)
- 1,897. ENGLISH ELECTRIC CO., LTD., and P. MORRIS. Mechanism for transmitting torque motion. (256,684.)
- 6,687. A. H. R. FERRIS, L. F. HOLLER and BRITISH AIRCRAFT CO., LTD. Valve gear for I.C. engines.
- 2,465. AIRSHIP GUARANTEE CO., LTD., and P. L. TEED. Manufacture of hydrogen, etc. (256,700.)
- 2,800. ISIDOREA MOTORS, LTD., and C. G. PULLER. Turbo-jets. (256,702.)
- 7,177. HANCOCK AND WILLIAMS, LTD., and F. W. HOLLIS. Aircraft engine. (256,734.)
- 28,638. LORD INVENTORS (W. BEARDMORE) and A. E. L. CHRYSLER. Turbomission mechanism. (243,707.)

FLIGHT

The Aircraft Engineer and Airships

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Should any difficulty be experienced in procuring "FLIGHT" from local news-vendors, intending readers can obtain each issue direct from the Publishing Office, by forwarding remittance as above.

Announcement of the instigation of the Laurence Minôt Memorial Trophy – Flight & Aircraft Engineer Magazine 13 May 1926





Competition for the Laurence Minôt Memorial Trophy was suspended during WWII and in the immediate aftermath of the conflict. However, in 1949, the RAF announced that Bomber Command squadrons could compete for the revived trophy.

# SERVICE AVIATION

*Royal Air Force and Naval Aviation News and Announcements*

## Bombing Competition Revived

THE Laurence Minôt Bombing Trophy, which was presented to the Air Council in 1926 by an anonymous donor in memory of the late Capt. Laurence Minôt, M.C., who was killed in air combat on July 28th, 1917, while serving with No. 57 Squadron of the R.F.C., is again being offered for competition among R.A.F. bomber squadrons. The trophy was originally awarded for the best individual crew performance of pilot and bomb-aimer during a set competition between the regular bomber squadrons of the Air Defence of Great Britain which came in the Wessex Bombing Area—the precursor of Bomber Command to-day. From 1930 until 1936, the trophy was confined to competition between night bombing squadrons in home commands, and was awarded annually under conditions laid down by the A.O.C.-in-C. of Air Defence of Great Britain. It is now being awarded to the Bomber Command squadron showing the best all-round excellence in training throughout the year.

Amongst the names on the trophy, which is at present held at Waddington by No. 50 Squadron, is that of W/C. C. F. A. Portal, D.S.O., M.C. (now Marshal of the R.A.F., Lord Portal), who



PERFORMANCE IN OUTLINE: Of unmistakable plan-form, the Hawker P.1052 experimental fighter (R.-R. Nene) has frequently demonstrated during the year that its exceptionally high speed is reconciled with remarkable handling qualities.

was A.O.C.-in-C. Bomber Command in 1940 and Chief of the Air Staff from 1940 to 1946. He was bomb-aimer when the trophy was won in 1927 and 1928 by No. 7 Squadron, which held it for seven years in all up to 1936, and once shared it with No. 28 Squadron, its chief rival. Commanding officer of 58 Squadron in 1927 was W/C. A. T. Harris (now Marshal of the R.A.F., Sir Arthur Harris), who succeeded Lord Portal as A.O.C.-in-C., Bomber Command. The two men

who became chiefs of Bomber Command during the second world war served side by side at that time, both squadrons being stationed together at Worthy Down. Lord Portal's pilot in 1928 was A. Cdre. (then F/O.) G. D. Harvey, C.B.E., D.F.C., now Director of Postings (A) at the Air Ministry. The contest took place that year at North Coates Fitties, and the bombing accuracy they achieved on two runs was within 30 and 45 yards of the target from 10,000ft.



C.A.S. AT CANADAIRS: Concluding his recent tour of the U.S. and Canada, Lord Tedder visited the Canadair works at Cartierville and inspected the last of 22 Argonaut-class airliners in production for B.O.A.C. Among his companions were (third from right) Mr. H. Oliver West, president and general manager of Canadair, Ltd., and (right) Air Marshal W. A. Curtis, Chief of the Canadian Air Staff.

n 31

## R.A.F. Appointment

THE Air Ministry announces the appointment of A.V.M. V. E. Groom, C.B., C.B.E., D.F.C., as Air Officer Commanding, No. 205 Group, Middle East Air Force. Until recently A.V.M. Groom was Director-General of Manning at the Air Ministry, a post he took up in January, 1947, after having been Air Officer in Charge of Administration at H.Q. Flying Training Command, from August, 1945. Previously he was for two years with the 2nd T.A.F., which he joined as S.A.S.O. in September, 1945, after a period on air staff planning duties at Fighter Command H.Q. and on special planning duties at Air Ministry.



Air Vice-Marshal Victor E. Groom.

Earlier in the war he was in the Air Ministry Directorate of Plans for a year and in 1940-41 commanded the R.A.F. bomber station at Marham, Norfolk. Born in August, 1898, he joined the 28th London Regiment (Artists' Rifles) in

Announcement of the revival of the Laurence Minôt Memorial Trophy –  
Flight Magazine 27 October 1949



Throughout the 1950's and 1960's, the Laurence Minôt Memorial Trophy was fought for fiercely by Bomber Command (and, later, Strike Command) squadrons. However, the annual competition gradually petered out, and the precise location of the Laurence Minôt Memorial Trophy became somewhat unsure!

In late 2009, Group Captain David Houghton asked the appropriate HQ Air Command staffs to try and trace the Laurence Minôt Trophy. After some 18 months of detective work, the staffs established that the trophy was residing in the official home of the Chief of the Air Staff (CAS), Air Chief Marshal Sir Stephen Dalton KCB ADC BSc FRAeS CCMi RAF. A request was therefore made to CAS to allow the Laurence Minôt Trophy to be transferred to 57 Squadron at RAF Wyton, which Air Chief Marshal and Lady Dalton graciously agreed to allow this to happen.

**From:** 2Gp-Future Brize Gp Capt (Houghton, David Gp Capt)  
**Sent:** 05 May 2011 13:53  
**To:**  
**Cc:**  
**Subject:** 20110505-Request for the Laurence Minot Trophy to be Transferred to 57 Squadron

Sir,

I hope you will forgive me taking the liberty of approaching you (with my President of the 57 & 630 Squadrons' Association hat on) on a seemingly unimportant matter. In brief, for some time I have been working with HQ AIR Service Funds staffs, RAF High Wycombe to try and locate a silver trophy that has particular meaning to 57 Squadron, and to (hopefully) arrange for the transfer of the trophy to 57 Squadron at RAF Wyton.

The item in question is the Laurence Minot Trophy (I have attached a rather poor print showing the trophy), which was presented to the RAF in 1926 by the family of Capt Laurence Minot MC, who was killed in combat in 1917 while serving with 57 Squadron. For many years, the trophy was awarded to the best bombing squadron in the RAF, but this has not happened (I think) since the 1960's.

Following some excellent detective work by Service Funds and RAF High Wycombe Officers' Mess Committee Members, I understand that the Laurence Minot Trophy currently resides at your residence, and is a particular favourite of Lady Dalton.

I believe that Flt Lt Mark Hill plans to discuss with your House Manager the possibility of transferring the Laurence Minot Trophy to its spiritual home on 57 Squadron. While the loss of this trophy from your home would, I am sure, be unwelcome, I can assure you Sir that, if you and Lady Dalton were to agree to such a course of action, its return to 57 Squadron would mean a great deal to those currently serving on Captain Minot's unit, and would provide a tangible link with the Squadron's past for the young pilots following in Captain Minot's footsteps. Indeed, you may wish to be aware that, if you kindly agree to allow the Laurence Minot Trophy to be transferred to 57 Squadron, it is the intention of OC 57 Squadron to present the trophy to the graduate from each course who, in the opinion of the OC, best embodies the enduring fighting spirit of 57 Squadron and Captain Minot.

Sir, I would be most grateful for your consideration of this issue.





I remain Sir, your obedient servant and still recall with fondness my time working for you in DAO.

E-mail from Gp Capt Houghton to Staff Officer/CAS, requesting that CAS consider allowing the Laurence Minôt Trophy to be transferred to 57 Squadron – 5 May 2011

Now returned to its spiritual home with 57 Squadron, it is the intention of the Officer Commanding 57 Squadron to award the Laurence Minôt Memorial Trophy to the student pilot on each course of graduates who, in the opinion of the OC, best embodies the enduring fighting spirit of 57 Squadron and Captain Minôt.

Designed on a much grander scale than most trophies presented to the RAF, the Laurence Minôt Memorial Trophy stands approximately 3½ feet in height.



The Laurence Minôt Memorial Trophy in its new home with 57 Squadron, RAF Wyton

The Laurence Minôt Memorial Trophy. As an indicator of the sheer size of the trophy, the fire extinguisher is 2 feet (60 cm) tall



## Ted Wilcock 630 Squadron

Whilst talking to Ted at East Kirkby and discussing the Open Day at Wyton the following story emerged.

### “I started the War”

Gordon Lodge was telling me about the Open Day at Wyton and it immediately sent my mind back to my posting at Wyton. Gordon asked me to ‘put pen to paper’, so here it is.

I was posted from Driffield to Wyton on 31<sup>st</sup> August 1939 and we were on stand-by until Sunday 3rd September when we were to be found sitting on the bomb bay on a beautiful day listening to war being declared on the wireless.

The first aircraft to take off after war was declared, was an aerial ‘recce’ flight - a Blenheim of 139 Squadron. Pilot - Flying Officer McPherson (Australian), Navigator - Commander Blackburn R.N. (I forget the rest). The targets were Wilhelmshaven and Kiel.

On their return, I took the photo magazine from the aircraft, got into a Singer van and had a motor cycle escort to the Photographic Section. A Corporal (Class E Reservist) and I developed the film. As we were putting the film on to the drum to dry, there was a hammering at the door. When I opened it, I’ve never seen so much ‘scrambled egg’ in my life – the corridor was full of ‘Brass’. They charged in to the room but as soon as one went to touch the film, the Corporal had them out! At the time, there was great interest in the German preparations for war.

This was the first operation of the war and we were making history but didn’t realise at the time! - - - that’s how **‘I started the War!’**.

The early months of the war were taken up with photo ‘recce’ and our Photographic Section was working 24 hours-a-day. See photo of the Section taken on 3 September 1939.

By May 1940, 114 & 139 Squadrons had been replaced by 15 & 40 Squadrons. I was posted to 15 Squadron and sent on weekend overseas leave.

Returning, a friend told me to go to the hangers as the aircraft had Swastikas painted on them! It was true, but they were the opposite way round from the Germans which indicated that they were Finnish planes. They were being painted over with white paint so that they wouldn’t be shot down by our own air force on the way to Scotland! These planes flew up to Scotland on the Friday and we were due to follow on the Monday. They were destined to assist the Finnish resistance against being overrun by Russia, but over the weekend, the Finns ‘packed in’ and the Russians walked in! Imagine the difference if this had not happened. We could have been fighting the Russians and the Germans – doesn’t bear thinking about.

After just five days on the Squadron and I was posted to Brize Norton . . . but that’s the start of another story!

Ted Wilcock,  
Navigator, 630 Squadron.

\*\*\*\*\*





**RAF Wyton – Photographic Section – Taken on 3<sup>rd</sup> September 1939**

**1** Corporal Class E  
Reservist from  
Weston Supermare  
(Name – Unknown)

**2** Ted Wilcock\*

**3** Ken Dearden\* (Still  
in contact with Ted  
Wilcock)

**4** Salt – a lad from  
Dr. Barnado's

**5** Kerwin\*  
from Eire

**6** Weir from  
Glasgow

**7** [Inset] Sergeant

\* - from 'No 8 Photographic Boy Entrant Group' formed in January 1938



## **Roland Hammersley D.F.M**

During the year I have received an email about a tankard discovery at a local sale. The letter included below fully explain the gesture and reasons for the donation of the tankard.

This has been presented to 57 Squadron.

Dear Mr Lodge

On holiday last Saturday, at a Village Fete in Dorset I bought a half pint tankard which nobody wanted. It is engraved:-

ROLAND A. HAMMERSLEY D.F.M  
W.O.P/A.G.  
57 SQUADRON LANCASTERS  
1944

Talking to the stall holder the next day at an antique fair, she told me that she had bought the tankard some months ago and that as nobody had bought it she gave it along with other items that she was unable to sell, to the Jumble Stall which she manned at her local Village Fete.

Looking on the Internet I see that Roland Hammersley was the author of a book about his experiences during the war but I am unable to trace him. It seems to me that he may have died and the tankard was thrown out with his effects. It would be a pity to scrap the tankard which judging by the softness of the pewter and the engraving was his in 1944. Do you know anybody who could give the Tankard a home or should it be in a museum in which case would you please tell me which one to send it to.

(I was 13 in 1944 and these things matter to me)

With best wishes

John Fader



## Belguim

Lancaster DX-P crashed in Geraadsbergen and every year the local people and Civic Dignitaries hold a Ceremony at the Monument commemorating the crash site. Always held at 9pm December 19<sup>th</sup> the time DX-P was shot down.

The organizer, Dirk De Quick, is in touch with myself and Tony Gunby. Each year I send Dirk a Walt Scott poem to be read at the Ceremony and when possible Tony, being based in Belgium, will attend.

The nephew of Flt Engineer Cecil Stubbs from Sydney, Australia, sent a letter to Belgium thanking the people for their commitment to remembering the crew

Read on;

### Remembering My Uncle Cec: Sgt Cecil Raymond Stubbs Flight Engineer Lancaster DX-P W4234

As our minds in Australia turn to Xmas and summer holidays at the beach, I am once again reminded of the wonderful people of Belgium and particularly the residents of Lierde. Whilst I reflect on the all too short life of my Uncle Cec, your dedication, compassion and commitment to ensuring the Crew of Lancaster Bomber DX-P will never be forgotten, is a continuing source of comfort to me and my family.

Nobody wants to glorify War, but the young men and women who ***gave their tomorrow for our today*** deserve our undying respect for the sacrifice they made. The Memorial Service held here tonight, exemplifies that noble spirit and the people of Belgium can be proud of your ongoing commitment.

Uncle Cec & the Crew of Lancaster DX-P embraced the Australian sense of mateship, a concept that melds the fundamental values of ***Equality, Loyalty & Friendship***. I am also aware they demonstrated endurance, courage, ingenuity & good humour spiced with a little bit of larrikinism. I only hope that I can live up to some of their ideals. Somebody, a lot wiser than me, once said:

***"May the Lamps They Lit to Guide Our Path, Never go out"***





At times like this, I draw great comfort from some words that one of my son's wrote at the time of my Mother's death. It seems appropriate that I share them with you all tonight.

***Walk with me toward the light  
Hold my hand but don't take fright  
While my body withers, my soul soars high  
My pain is easing, so please don't cry***

***Take with you my heart, my soul  
And feed from them when times are cold  
But you'll never be without my love  
I'll watch over you from above***

***Don't pine for me I'm always there,  
In the sky the sea and everywhere  
Though my body's gone, my heart remains,  
Til at the light we meet again***

I would like to think that we can all feed from the Hearts & Souls of that wonderful Crew of Lancaster DX-P. God bless them.

Thank you  
Cec Stubbs - Sydney, Australia



***Lest we Forget***



## The Danish Connection

Members will have read previous Newsletters on the 630 Lancaster the crashed at Skarrild in Denmark in 1944. The connection between Skarrild and the Association has grown over the years with regular visits both to Skarrild and the Reunion at East Kirkby.

During their visit the year I asked Astird Vestergaard to write an article for the Newsletter reflecting their connection to the Association and what it means to the people of Skarrild.

Read on;

### The English connection

#### Written by journalist Astrid J. Vestergaard, Skarrild, Denmark

*- I call to tell you, that this Friday I will be picked up by a private plane in order to be the guest of honour by an event taking place within an English Lancaster-organization!*

These were the words spoken on my phone at the newspaper, where I was working as a journalist in the summer of 2002. The newspaper – Herning Folkeblad it is called – had a local office, that among other areas covered the village of Skarrild, where I live, and I remember, I felt quite uneasy about the information, I had received.

The information came from late Verner Andersen, who was the leader of Skarrild-Karstoft Museum and Lokalkarkiv. He was not married and lived by himself, and I can remember thinking, that it must had been the heat of the summer affecting him badly, because you just don't get picked up by a private plane, when you are a citizen of the village of Skarrild (!), and the title as guest of honour I certainly could not imagine being put on old Verner, as he was by many in our small village - in a positive way - known as a bit of an eccentric person.

But I did my research on the story and found out, that he was telling the truth! Tom Mackie from the squadron organization 57/630 had announced his arrival in Skarrild together with some other Englishmen. They wanted to visit our churchyard, where people in 1946 placed and took into use a monument in order to tell the surroundings that at this churchyard, seven allied air-men from The Royal Air Force squadron 630 were buried. The Englishmen also very much wanted to see the memorial suite, that has been made at the tiny museum in Skarrild.

The memorial suite is full of interesting pictures and effects in memories of a plane crash, that took place close to Skarrild at night on the 27<sup>th</sup> of August 1944.

The Lancaster ME650 was shot down by the Germans on its return from a bombing raid in Germany, and the plane crashed at a field in Sdr. Grene, not far from the village of Skarrild. The Germans made preparations to bury the crew at the crashing point, but this act, that showed no respect at all to the dead crew of the Lancaster, was too much for the local citizens, and they succeeded, with the help of a local landowner, to persuade the Germans to bury the crew on holy ground, namely at the local churchyard. Ever since that day the local citizens have taken good care of the grave together with people from Helicopter Wing Karup and the local Home Guard.



Tom Mackie and his travel companions arrived as planned, and Verner Andersen, who was a man with a lot of knowledge and commitment, went on and on, telling about the museum and the flying grave. After having seen the grave and the old memorial suite Verner Andersen boarded the private plane together with Frank Kristensen, who was the chairman of the museum by that time, and a fantastic fairytale took its beginning. At least that is how, I remember it.

You see, I was onboard that plane too, sent to England by the editor of my newspaper with the job to do a lot of journalism about the Reunion in East Kirkby and Woodhall Spa.

### **A moving evening**

Earlier that year I had had the pleasure to write about the yearly wreath ceremony at the churchyard in Skarrild, and meeting the Lancaster-veterans had moved my heart very deeply. Alex Fraser and his wife, Tom Locket and his wife, Jim Wright, late Mervyn Davies and David Houghton had been visitors in our little village, and the local center of culture had been full of citizens, when the veterans - after lying down the wreaths - were asked to tell about their experiences and thoughts during the Second World War. It became indeed a moved evening.

It was all quiet in the center of culture, when the veterans told their stories, and after the coffee several of the old citizens of Skarrild stood up, telling the English guests about their experiences of the war. It felt, as if during that night we all began making a gigantic, historical puzzle. Piece by piece was put into order, and close strings of friendship were made – all brought into life by Verner Andersen, who earlier that year had been on the Internet, and there he came in touch with Mervyn Davies, and through him he made contact to the squadron-organization 57/630.

### **The ugly duckling**

Let us go back to the private plane and the journey to England in the summer of 2002. In Woodhall Spa Verner, Frank and I was warmly welcomed, and we participated in the activities within the Reunion. All three of us got the chance to go onboard “Just Jane” and felt the kick, when all four Merlin-engines were put on speed, and the old aircraft almost stood jumping up and down. I remember, that we were all so very much impressed by the way, the organization made us feel welcome. Verner even said in one of my articles afterwards, that he – when he was sitting in the cockpit of “Just Jane” – felt like “the ugly duckling” in the well known fairytale written by Hans Christian Andersen. The ugly duckling goes through a lot of pain - people laugh at him, tease him and make him feel left outside - but in the end the duckling realizes, that he is a beautiful swan and finally gets the acknowledgement, he has been missing for so long.

As a child Verner Andersen suffered from, what we call The English Disease (it has something to do with the lack of vitamins), and therefore he grew up being a bit of a cripple. Maybe that was the reason, why people considered him being something out of the ordinary? I don't really know. But one thing I do know, is that, Verner was a fantastic person, and that he among the veterans in Woodhall Spa and East Kirkby most have experienced some of the very best days of his life. Until his death he kept on telling everybody about his wonderful experiences in the UK and also a lot about the strings, which had been made between the citizens of Skarrild and the squadron organization 57/630. Frank and I also kept on telling people, we met, about our stay at the Reunion, and I wrote a lot of articles for my newspaper about our stay in the UK. Articles, I later on translated into English and sent to the squadron organization.



## One day you will be dead

Before writing this article I have visited the archives of the newspaper and have read some of my articles from that time. I especially took notice of one article, called: **Surrounded by old men – and though so much life!**

In the article I philosophize about our visit in England and tell the readers, that the veterans, I met, were old of age but not of mind. I enjoyed the many stories, the veterans told me from the war, and being born at a time, where there were peace, being together with the veterans – both here in Skarrild and in England – helps me bringing my history books into life.

It helps indeed!

Being at East Kirkby and Woodhall Spa in 2002 was the first time, I had the opportunity to talk to somebody, who had experienced the horrors of war being up in the sky, and it made an unforgettable impression on me.

In the article, I was telling you about, I among other things wrote this:

*- I have never before felt surrounded by so much life, as I have felt under my stay within the squadron organization, and it was a very strong feeling to hear members telling me, that last year at the Reunion, this and this gentleman sat by the table. Now they do not sit by the table anymore. They became too old to continue living, and the same will happen to the about 200 members, that are left within the organization. Maybe that was the reason, why the visit to England turned out to be something very, very special... And I think, that is exactly the way, it is.*

Meeting the English Lancaster veterans, their wives and their families, the citizens of Skarrild have got a unique opportunity to make strings. Not only between nations but also between past and present, and there are a lot of feelings connected to these strings, not least because we all know, that some day the connection might stop being there for the simple reason, that the veterans will no longer be alive.....

### Private accommodations

In the years, that followed our visit in England in the summer of 2002, we have in Skarrild had the wonderful joy of having representatives from the squadron organization taking part in our wreath ceremony, which takes place on the 5<sup>th</sup> of May every year.

I know, that every time the veterans come to our village, they feel warmly welcomed, and I remember the first year, they came, they all got very moved by seeing all the candles, we place in our windows on the evening of the 4<sup>th</sup> of May. We do that to symbolize, that in May 1945 we finally could return to living in the daylight after living in “five years of darkness”.

I 2003 we arranged some private accommodations for the English veterans in connection to the event on the 5<sup>th</sup> of May, and also that arrangement helped making the strings between us grow. Three times citizens from Skarrild have participated in the Reunion together with people from Helicopter Wing Karup. We also participated this summer, and my husband and I traveled to East Kirkby and Woodhall Spa together with nine travel companions. It became a wonderful tour, and everyone within our group agrees, that we are very, very privileged, when we in our small village has the opportunity to keep in contact with the squadron organization and most of all with the veterans, who have in every way managed to bring history into life. Last year some local actors did the same thing.



They brought the crash of the Lancaster in 1944 back to life. An outdoor play was made, full of local stories from the Second World War, and the crash of the Lancaster was made so authentic, that you just sat there thinking, that is was all happening in the very same moment, and that the plane had sat some trees nearby on fire! There was a break during the play, and during that break people talked a lot about “the English connection”, and our thoughts went in gratitude to the squadron organization, that we value so much and most of all to the crewmembers, that were willing to sacrifice their lives in order to liberate our country.

And that is – when all comes to all – exactly the place, where “the English connection” starts. It starts within the feeling of gratitude.

### **You fought for us**

In Skarrild we are deeply grateful for all the things, the allied forces did during the Second World War. Our Danish government did not do much, and the Danish people within the Resistance therefore in many ways fought a battle, they could not win, trying to make the Germans go back to the place, they came from.

The hatred of the Germans many of us living in Denmark still carry with us within our hearts, but a heart can be damaged for life, feeling hatred alone.

A heart has to love too, in order to survive, and that is exactly, where you English veterans turn up in the picture.

We simply love you, for being who you are, and for what you did.  
It is as simple as that, and if late Verner Andersen had been alive today, I am convinced, that he would have written words like these in an article like this.



The Danish party at East Kirkby







Skarrild Cemetery

### **Allen Hudson – Squadron Assoc. Historian**

#### Information Officers Report for 2011

How time flashes by when one reaches the age of 75 years plus. It seems only yesterday that I was sitting in the office typing the 2010 report, and here I am churning out the 2011 edition.

It has been a quiet year with regard to enquiries from the UK and what few I have received I was able to deal with very quickly by reference to the relevant “Loss” register published by W R Chorley, and that valuable book by Martin Middlebrock and Chris Everitt “The Bomber Command War Diaries 1939 - 1945”. I have close contact with the staff of the RAF Museum and the National Archives at Kew, and many of the UK enquirers have taken up my suggested contact advice and have opened their research to an advanced degree. The one stumbling block is the fact that contact with the next of kin of those aircrew concerned is difficult as families no longer stay in their home town, and national publicity is sometimes the only avenue available. The Daily Mail is a very valuable source of information, and has produced good location contact. One enquirer has followed up such trails to a remarkable degree and could write a book on the story of the crew.

Enquiries from the Continent are never ending and I am currently dealing with six cases. In each, four in Holland and two in France, local organizations are recovering bits and pieces of the crashed



aircraft by digging at the site of the crash and most of the excavation is carried out by commercial mechanical diggers. In two cases the remains of members of the crew have been recovered. It is at this stage that the Commonwealth War Grave Commission is called forward. Arising from my contact with these organizations I have been offered a Merlin engine recovered from one site, but transport costs must be met by the receiver. As much as I would like to etc. etc. In any event where would I display it?

During my visit to Dronten this year, I met a Dutch enthusiast who is currently leading a team who are recovering bits and pieces of Lancaster DX - Z (ED761) of 57 Sqdn. which crashed near his village (Waverveen - Utrecht) on the night of 29/30<sup>th</sup> March 1943. The bodies of the crew were buried locally, but were removed to the C.W.G.C. cemetery at Bergen op Zoom when the war ended. It was an interesting discussion we had, and I was able to give him quite a few copies of items dealing with Bomber Command and 57 Squadron in particular. Once again this highlights the interest the Dutch have in matters involving the RAF. We have agreed to meet again in 2012 when I will be invited to join them at the crash site for a closer look at what is going on.

Another highlight of the year was a meeting with Ron Chandler and his wife June in Osborne near Sherborne, Dorset. I must have read "Silksheen" a number of times but I was not until Jack Porter contacted me and drew my attention to page 25, that I realized that my aircraft, R - Roger, was the aircraft that followed J - Jig into Tangmere on the morning of the 27<sup>th</sup> April '44 following the operation to bomb Schweinfurt. What a discussion we had during my visit. We were both taken to Station sick quarters for primary treatment before being moved to St. Richards hospital in Chichester. A week later we were both transferred to the RAF Wroughten hospital. Some six weeks afterwards we were again moved, this time to the plastic surgery ward at the RAF Hospital at Halton. Having been treated by the same surgeon, we both recovered although Ron was detained at Halton much longer than I was. I moved on to the medical rehabilitation unit at RAF Loughborough. Following further treatment, and a rather heated argument at a medical board, I got my way and was allowed to return to East Kirkby and finish my tour flying as the mid-upper gunner with Wg. Cdr. Humphries. The amazing thing about this whole situation is that neither of us can remember meeting in person although we must have crossed paths quite often, and could have been within feet of each other. Quite amazing?

To close my article I will repeat a short poem that featured in the last ACA magazine. I am no sentimentalist but I find it rather attractive:

Requiem for a Rear Gunner

My brief sweet life is over, my eyes no longer see,

No summer walks – no Christmas trees – no pretty girls for me,

I've got the chop, I've had it, my nightly ops are done,

Yet, in a hundred years, I'll still be twenty one.

Look forward to meeting you all in 2012.

**Allen Hudson**



## **REPORT ON MEMBERSHIP & ACTIVITIES DURING OUR ANNUAL REUNION 2011**

Dear Members,

I am pleased to advise you that despite the age of members our levels have held up very well, **Our current membership as of the 15<sup>th</sup> November 2011 stands at 222**, an excellent position considering our aging membership and an increase of 8 on last year. We have been very fortunate in gaining many New Members and I would like to wish all those new members a great welcome to the association. I hope that our good fortune carries on well into 2012.

MONDAY OUTING during our Annual Reunion, our well established visit to Lincoln Cathedral has become very difficult due to the problems of parking near to the Minster. We did make arrangements for a coach to take members from the Petwood hotel to Lincoln Cathedral. However this had to be Cancelled due to the costs of hiring and not enough Members taking advantage of this arrangement. I did keep the Lincoln Visit Open for those who were able to make their own arrangements. Unfortunately for the first time in 10years or more I was unable to attend, I believe the numbers of those attending were very low. It is therefore with regret that I have decided to after many years Cancel this Outing for the future.

New Association Web Site, I am pleased to announce that we are currently in the process of re-vamping our Web sites for 57 & 630 Sqns Association. This work is well advanced having received the blessing of your committee and should be fully up and running before the end of the year. Apart from a totally new design the Web sites will have separate pages for Membership Information, Sales of Association Memorabilia, News Letter information and continued Updates on the Association in general. Please check out our Web Addresses towards the end of the year to see for yourselves the New information for members, [www.57sqn.co.uk](http://www.57sqn.co.uk) and [www.630sqn.co.uk](http://www.630sqn.co.uk) .

I wish all members the very best for the next twelve months and hope to once again see many of you at next years Reunion. Also I am sure that members who are taking up the offer to visit 57 ( R ) Sqn at RAF Wyton will have a magnificent time. As always this is a splendid visit and offers members the opportunity of meeting the Squadron Personnel and see for themselves how the Training of new Flying Officers is undertaken.

**Garth Green.**  
**Membership Secretary**

### **Roger Bayford Poem**

Roger's father flew with 57 Squadron and with Garth Green's father during WW2. Roger lives in the States yet attends the Reunions each year. The follow is a poem sent by Roger for the Newsletter





*"The Brave Aircrew"*  
© Roger Bayford 2011

A typical damp November afternoon  
Ground crews whistling a nameless tune  
The raid is on, so much to do  
Before the arrival of the aircrew

Bombs loaded, everything checked  
Testing all that can be tested on deck  
Tires and flaps, ailerons too  
Then all is done, no more to do.

Just as all the work is done  
The aircrew jump from their truck and run  
Toward their little metal haven in the sky  
Soon to leave the earth and fly

What do they feel, is this day their last?  
Will they feel the flaks cruel blast?  
Nothing shows on their young faces  
As they get ready to head for distant places

A nod and thanks to the fine ground crew  
Hoping that they have made their Lanc like new  
That last raid took quite a toll  
Hopefully they have made her whole.

The starters spin and the Merlin's roar  
Warming up, almost ready to soar  
Throttles wide straining against the brake  
Ready now for the sky to take.

This is always the worst time of the flight  
Wondering, what will come out of the night?  
The target tonight is a real tough nut to crack  
With lots of heavy and accurate flak

Will they live to see another day?  
Will they come back? have a chance to play?  
Such young men are these, barely grown  
With ambitions and dreams, each his own.

At last the flare signals, it is time to go  
Taxiing out, throttles cracked, moving slow  
The Lanc up ahead starts his takeoff run  
Lumbering forward, the pilot, perhaps thinking of his  
mum

Following fast, now it is time for us to slow  
Stand on the brakes, then wind her up and go.  
Moving faster and faster, then finally lift off speed  
Props grabbing at the dark night air with greed

Rumbling and grumbling then climbing fast,  
Joining the others, we're away at last  
Then turning ever so slowly east  
The time has come to face the Beast

Over the coast, cold grey sea below,  
Then the North Sea crossed, not too far to go  
Ah, no night fighters have shown thus far  
Perhaps only the flak, our way will bar.

The flak, the flak starts its awful crump  
We feel the blast and then the fuselage thump  
We're hit, we're hit, the gunners call  
As the dying Merlin's, revolutions fall

We turn away from the cone of light  
The searchlights stabbing with light so bright  
Two engines still running and under control  
We corkscrew so fast we almost roll.

Gradually we ease away from the pack,  
We feel the lessening of the flak  
Now we head down for the deck  
This poor old Lanc, she sure is a wreck

Making a few miles we move away  
But losing altitude, there's not much to say  
Hearts still racing from what we came through  
Now what are we going to do?

No doubt about it, we can't reach the coast  
Time to put her down, before a fighter comes to boast  
The pilot calls out to the crew, says "Here's what we will  
do  
We'll put her down somewhere and save the injured crew  
"

This awful scene, so often repeated  
Never left these brave men defeated  
Some made it back and lived to fight another day  
Alas some died and in cold, cold graves they lay.

Lost from their bases 60 years and then some  
These lost legions fly on, lost in time, forever young  
For these lonely souls, time stands still  
Someday they will find their home base, I pray they will.

This work is dedicated to the crew  
of Lancaster LL-939 (DX-H). Lost November 11 1944  
My own father, Cyril Bayford was lost on this aircraft,

Lost on the Mission:  
Sgt. Cyril Bayford-Gunner, Sgt. J. McLaughlin-Radio  
Operator, Sgt. A. Brett-Flight Engineer, F/Sgt. S. Green-  
Gunner and F/O S. Bowden-pilot.  
Survivors, Sgt. S. Alldis and Sgt L. Nagley



## Secretary's Note

Each year I wonder where the content for the Newsletter will come from, and yet it continues to build to a point where some editing is necessary. Size of Newsletter and there postage cost is an increasing problem. Development of the Squadron website will enable the Newsletter to be viewed by members and substantially reduce cost.

During a recent visit to East Kirkby and Edna Ely I found the Red Lion is now open at selected times. Members will be delighted to know "The Table" is still in situ together with many photographs. I hope to be able to arrange for opening hours to co-inside with the Reunion next July.

The Newsletter is being issued later each year so we can include "Dinning in Night" at R.A.F Wyton, held this year on the 10th November.

Could I ask members to remember the importance of the Raffle at the Reunion Dinner . Prize donations are vital for the success of the event and will be much appreciated.

All the best for Christmas and 2012 from Diana and myself.





## **ASSOCIATION DAY AND DINING-IN NIGHT WITH 57 SQUADRON AT RAF WYTON – 10 NOVEMBER 2011**

Gp Capt David Houghton

Since 57 Squadron reformed at RAF Wyton in late 2008, we have been lucky enough to be able to re-establish our links with The Phoenix. In an era where the number of active RAF squadrons has reduced due, in part, to our ability to do more with fewer, more capable aircraft, we are fortunate to be able to tie our Association with an active and vibrant squadron.

To foster further that link between Association and Squadron, the current Officer Commanding 57 Squadron (Squadron Leader 'Wes' Wesley) kindly offered to host Association Members at RAF Wyton on 10 November 2011. This is the third occasion that OC 57 Squadron has made such an invitation to us, and in common with previous years, the day's events were split between an Association Day element and a formal Dining-In Night in the RAF Wyton Officers' Mess.



Some 40 Association Members attended the events during the day, where we were able to meet and chat with the young pilots undergoing their initial flying training with 57 Squadron, as well as view the Squadron's current aircraft type (the Grob Tutor) and visit the Station's wonderful Pathfinders' Museum.





Later, nearly 50 Association Members attended the Dining-In Night, presided over by OC 57 Squadron. During the evening, a number of Association Members were called upon to regale the diners with tales of their time with 57 or 630 Squadrons.





First up was Alfie Fripp, who entertained us all with his tales of what the RAF was like when he joined up in 1930, and his experiences as a PoW after he had been shot down in October 1939. Later, Steve Stevens tried to give the Officers' Mess Chef a heart attack by stretching his (supposedly) 5 minute speech somewhat! Fortunately, all was well and food continued to arrive on our plates. Steve was followed by Roy Nash who reminded the assembled throng (if they needed it) of an oft-forgotten part of 57 Squadron's history – the Avro Lincoln and B29 Washington era of the early 1950's. Tony Gunby then regaled us with memories of his time serving with 57 Squadron during the Falklands War, before the evening reached its nadir when I stood up to give the young pilots the benefits of my views on the exciting future that awaits them in today's RAF.

After dinner, we naturally retired to the Officers' Mess Bar, where a number of Association Members were still to be seen at 0300 hours. Put simply, a wonderful day and night thanks to the generous hospitality and organisation of 57 Squadron, and an event we hope to repeat next year – details to follow next summer.

