



H M Armed Forces

264 Squadron News



We Defy

September 2011

We Defy

Issue 3/11

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The Reunion Cancellation:

I doubt anyone could have been more disappointed than me in cancelling the 2011 reunion, mainly because I miss the comradeship and friendship that I find there. Secondly, because a lot of work goes into finding a hotel with a suitable venue close by, and all the negotiations to get a better price than those they quote, not to mention trying to get a free private dining room. However, it was becoming obvious we weren't going to meet the numbers we had hoped for, and not wanting a hefty cancellation fee, I consulted with David Boden (Chairman) and Bob Tacey (Treasurer), who reluctantly backed my decision.

I really apologise to the faithful few who are obviously very disappointed at this decision, but it was unavoidable I'm afraid.

Your Help Required:

I know that when I ask for opinions, it is only a few who reply, but if you do want another reunion. Then there are thoughts of a more central one than the last proposal of Elvington, which may have put some off because of the distance they had to travel. Possibly we could consider Coventry way, and maybe visiting the National Memorial Arboretum, maybe in the Spring. However, if we did go for another reunion, I would want a commitment from those proposing to go, so that I know the numbers hoping to attend, this would give me an idea regarding hotels and costs. So if you would either fill in the enclosed form or email me as soon as you can, then I'll know where and what to do.

Health:



Marjorie Tacey, has finished her treatment and seems to be going 'great guns' now, so congratulations Marjorie, after all the traumas of the operation and the lengthy chemo treatment.

Me, May I thank those who have expressed their best wishes for a speedy recovery from the last operation for cancer in April. (Not the same type as last time,

as I didn't want to be too boring!) I have the "Clear" again, but there are some problems and after a CT scan, they cannot sort it out, so I have to wear an elastic stocking for the rest of my life. (I'm not sure if high heeled shoes and suspenders are available on the NHS). So I keep my fingers crossed, and I hope be around for a while to come. (Which means, I suppose I had better pay my year's subscription now!)

Subscriptions a REMINDER:

And on that timely note may I remind you **that subs are due, £6.00 UK, £10 overseas** to Bob Tacey, 22 Westland Road, Cottesmore, Oakham, Rutland, LE15 7DT

Editor's comments:

In this issue, we have quite a bit of Squadron Historical information and data which I hope that you will find interesting.

Although the internet is a powerful tool and a great source of information, it isn't always easy to piece all the bits together, it's a bit like a jigsaw which, without all the bits, doesn't give you a real picture. Well we do our best to find some of the 'bits' to help towards the 'bigger picture'. Maybe in the future, it might all come together.

Another Editor's comment:

You may recall some couple of years ago, I publicised an article about Britain's seemingly inability to design a 'free from glitch' aircraft and few actually came up to what they had been designed for. This brought a well written letter totally disagreeing with my comments. As I said then, I respected the writer's views and which he was entitled to, but I still stuck to my view. I had several pilot's write in to agree in principle with my comments, and so the matter fizzled out. (To my shame, I can't put my hands on the ex Wing Co or the name, who bothered to write, sorry about that, put it down to my age!).

I had a book given me a couple of weeks ago, that although my days of reading technical details and/or political books are long over, nevertheless, I could hardly put this book down. The book is entitled 'Empire of the Clouds' by James Hamilton-Patterson. If you are interested in the subject of how the RAF were let down by both the Aircraft Industry and the various Government bungles and indecision, then this is a book I can really recommend. It's a cracker of a book. I mentioned it to our worthy Treasurer Bob Tacey, who I found had also read it and was equally impressed. I think that it vindicates both my comments and my worthy opponents, it really is worth it.

Details:

Empire of the Clouds
Publisher: Faber & Faber
ISBN 978-0-571-24795-0

On Amazon its £9.36 Hard cover and £4.88 for soft. You can also download onto a Kindle should you be lucky enough to have one.

Eric Barwell Book:

The news I have on the Eric Barwell story, as the author, Mark Woodruff who is still battling with cancer, tells me its with a publisher and is awaiting decisions. I heard he was having great difficulty in getting a Publisher to take it on, so at least it's a step nearer. I'll keep you informed.

I came upon this article sent to me by Peter Le-Brooke (RIP) some time ago, and is an extract from some magazine. I apologise for the grammar and 'English', but I have tried to copy it word for word as I received it

142 Field Squadron—264th, 604th Night Fighter Squadrons RAF



" This mobile airfield servicing Squadron was formed out of trained units from the " Blue Group" Training Squadron of the 2nd Tactical Air Force. They came together at the RAF station at Scampton in North Yorkshire, in the summer of 1943. They then trained to be able to bring an airstrip into operation in a few short hours, summer or winter.

A few months before "D-Day", the 264th and 604th Units moved to a RAF home base in Surrey, (I think this was Hartford Bridge, later called Blackbushe). It became part of the Allied expeditionary air force at the Horne. The units operated air sweeps over France and the " Low Countries " until the "D-Day" invasion. Then the next move was to A-8 Picauville in France, to operate two squadrons of Mosquito Night Fighters.

264 RAF Night Fighter Squadron "... The "gazoline", we called "aviation spirit", 100 octane, was contained in five tanker vehicles, two A.E.C., 6 wheeler 3000 gallon capacity, And three Bedford 1000 gallon capacity... Sixth Bedford tanker of 1000 gallons, contained vehicles spirit of 90 octane. The seventh Bedford tanker contained 500 gallons of drinking water, and was equipped with a water pump, filter unit, purifying unit and desalination unit. The diesel fuel-oil, paraffin, glycol and T.V.O. for the Ford tractors, was in a 40 gallon drums and carried on four or five 3 ton Bedford flat vehicles.

The remainder of the equipment was carried in 3 ton Bedford trucks. I am sure that I counted 50 vehicles on the first barge ashore at Omaha Beach. And then there were several USA jeeps and special vehicles, like a parachute re-folding van, a Commer hot air heating van, to warm up in aircraft engines in very cold weather, a radio van and a radar unit (these were kept at the flying control), two Ford station wagon is, too, three 3/4 ton, four D.R. motorcycles for convoy control, a flying control van, a mobile crane, about six diesel-electric trailer generators, I think that is about all, and quite an operation to get all that lot over to the airfield A-8! " (Related by John Farrow).

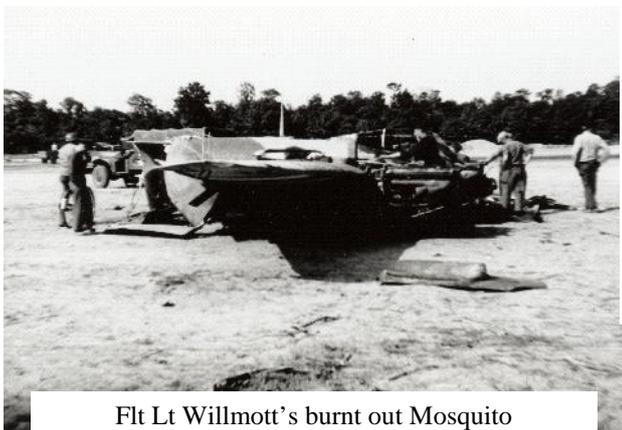


604th Fighter Squadron moved onto the continent and at first was stationed at Maupertus A-15 on account of the runaway problems. They came only on August 6th to A-8. The 264th fighter Squadron landed on August 11th. Both flew Mosquito X11 and X111, in charge of the protection of airfields in Normandy during night, they took off at sundown, their presence prevented the Luftwaffe intrusions.

" 264 RAF Night Fighter Squadron and operation Black Mail: Hilda Bergsma and Leo Herkins, who were two Dutch secret agents, flew in two of 264's Mosquitoes

which were stripped of armament and loaded with special radio gear, "S " phones. They flew around over occupied Holland, in daylight, and were in contact with, and talking to, Dutch secret agents, who were operating amongst the Germans... They were gathering information on enemy troop movements, so the next morning rocket firing Typhoon aircraft would go over and attack. This was a secret operation, on which all personnel had to wear a special shoulder " flash ", which is a symbol of three Witches is riding on a broom-stick.

An accident occurred in the night August 11th /12th between a Mosquito of 264 Squadron and one of the 604 Squadron aircraft in which both aircraft caught fire and were almost burned out. The body of Flying Officer A C Wilmot was recovered from the aircraft and buried at the Military Cemetery at BayeuxThis



Flt Lt Willmott's burnt out Mosquito



This is a copy of the plate that the 264 Sqdn Assn, presented to the Burgomaster of the town in May 2001 where F/O Wilmott was killed and is displayed in the Town Hall



604 RAF Night Fighter Squadron

Clyde writes:

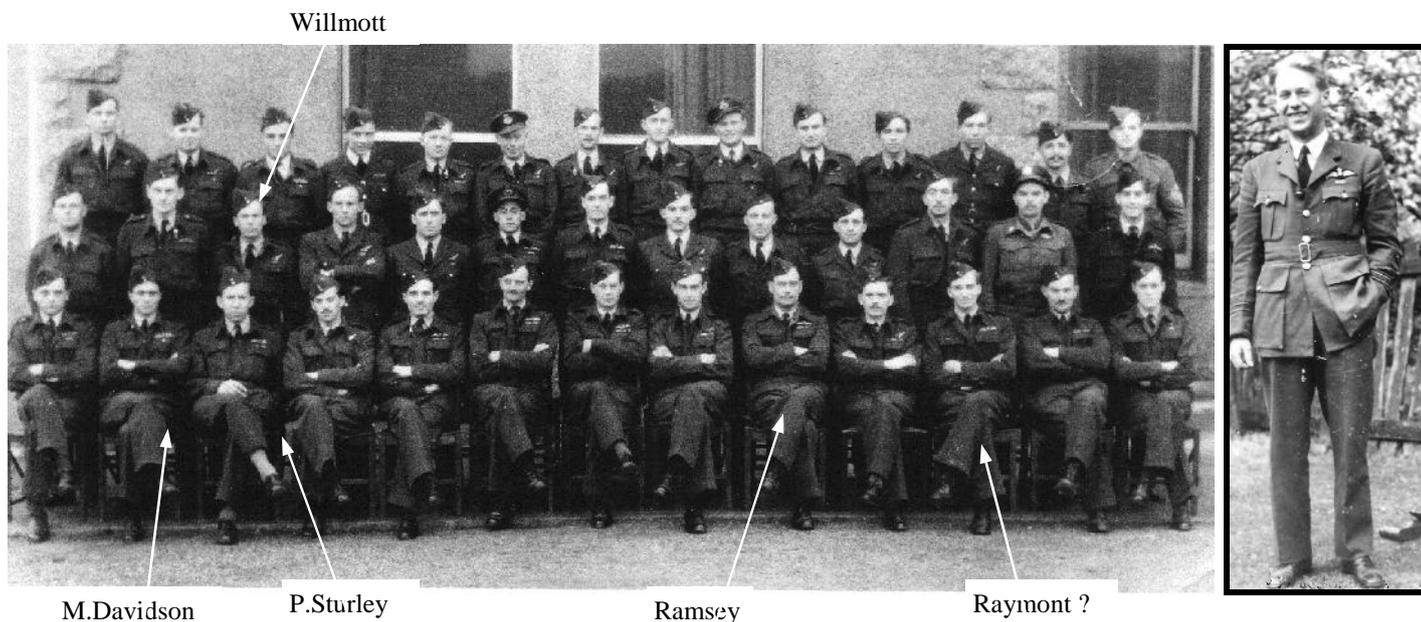
The Goodwin Sands item in the last edition was very interesting and is one of the subjects I'm working on at the moment. (artwise)
I've been trawling through the 264 files to try and attribute the Do 17 shooting down to a particular crew, a/c code and serial number. I think it was in November "Fly past" magazine when there was an article featuring the "Secret of the Sands" and said that the recovered bits of Dornier are going to be renovated at the Michael Beetham workshops at Cosford. As I have a chance to nosy around there in March I thought it could be a good background source for a bit of artwork. could either be a good background to offer a bit of artwork. Shown on the right is an initial trial painting on this subject.



Clyde writes to tell me that on the Internet it says That there were only two aircraft airborne just prior to D - Day. Three of the aircrew involved with this story appear on the same group photo below, so its highly likely it was a 264 squadron Defiant that was the aircraft that shot the enemy plane down.

1944 Predannack 1944

Although we have been under the impression that we had some of the names of the aircrew correct, it has come to light that the officer we named as Rayment, is in doubt. I have been in contact with Jane Latin who has sent me pictures of Ken Rayment, that she obtained from Ken's son. This is shown to the left of the group photo, can anyone help?



The Aeroplane Magazine:

As a keen and fairly new regular reader to 'The Aeroplane' magazine, I have found that there has been several articles that refer to our Squadron. So more in hope than expectation, I had contacted the Editor (Jarrod Cotter) to see if I could reproduce some, or part of the articles that were applicable to us. So far, my requests have been favourably received and permission granted. Indeed, on one of the articles about the Do 17 shot down over the Goodwin Sands, (and hopefully to be raised and restored), not only did 'The Aeroplane' agree to it, but also got the author, Chris Goss to give his permission too. So for those who don't have 'The Aeroplane', you're in for some better articles than I can write and for those who've read them before, please bare with me!

Roll of Honour 264 Squadron – May to September 1940

Those marked with an * were killed in action during the Battle of Britain

Sgt. R.T. Adams	-	British	Killed;	P/O. W.R. Knocker	-	British	
Sgt. M.R Andrews	-	New Zealander;		Sgt. A.I. Lauder	-	British;	
F/Lt. R.C. Ash	-	British	Killed *;	Sgt. Lille	-	British;	
P/O. J. R. Bailey	-	British;		Cpl. A. Lippett	-	British	Killed*;
Sgt. B. Baker	-	British	Killed*;	Sgt. W.H. Machin	-	British	Killed*;
F/Lt. A.J. Banham	British;			P/O. M.H. Maggs	-	British;	
F/Sgt. F.J. Barker	British;			Sgt. Martin	-	British;	
P/O. E.G. Barwell	-	British;		Sgt. W. Maxwell	British		Killed*;
S/Ldr L.G Belchem	British		Killed;	P/O. J.C. Melville	-	British;	
Sgt. A. Berry	-	British	Killed*;	F/Lt. A.M. Montague-Smith	British;		
P/O. F.D. Bowen	-	British	Killed*;	P/O. W.R. Moore	-	British;	
Sgt. A. Campbell	-	New Zealander;		Sgt. W.J. Murland	British;		
F/Lt E.W. Campbell	-	British;		F/O. A. O'Connell	British;		
P/O. S. Carlin	-	British	Killed;	F/O. D.H. O'Malley	British		Killed*;
F/O. W.F. Carnaby	British		Killed;	P/O. H.H. Percy	-	British	Killed;
P/O. H.H. Chalder	-	British	Killed*;	P/O. W.A. Ponting	-	British	Killed*;
Sgt. V.R. Chapman	British;			Sgt. L.A. Rasmussen	New Zeal.		Killed;
P/O. M.C. Corner	-	British	Died;	P/O. G. Robinson	British;		
F/Lt. N.G. Cooke	-	British	Killed*	Sgt. Russell	-	New Zealander;	
Sgt. W.E. Cox	-	British	Killed;	F/O. I.G. Shaw	-	British	Killed*;
Sgt. V.W. Crook	-	New Zealander;		Sgt. F.W. Shepherd	British		Killed;
P/O. ? Debree	-	British;		P/O. L.W. Simpson	British;		
P/O. C.C. Ellery	-	British;		Sgt. G.E. Smith	-	British;	
Sgt. C. Emeny	-	New Zealander;		F/O. D.M. Smythe	-	British;	
S/Ldr G.D.Garvin	-	British;		F/O. I.R. Stephenson	British		Killed;
Sgt. F. Gash	-	British;		P/O. R.W. Stokes	-	British	Killed;
P/O. R.S. Gaskell	-	British;		P/O. A.J. Storrie	-	British	Killed
P/O. H.I. Goodall	-	British	Killed*;	P/O. F.C. Sutton	-	British;	
P/O. G.H. Hackwood	British		Killed;	F/O. K.R. Sutton	-	New Zealander;	
Sgt. O.A. Hardy	-	British;		P/O. S.R. Thomas	British;		
Sgt. L.H. Hayden	-	British;		Sgt. E.R. Thorn	-	British	Killed;
P/O. F.D. Hughes	-	British;		Sgt. E.R. Toombs	British;		
S/Ldr P.A. Hunter	-	British	Killed*	F/Lt A.J. Trumble	-	British ;	
P/O. C.E. Johnson	British		Killed*;	Sgt. R.C. Turner	-	British	Killed*;
P/O. J.T. Jones	-	British	Killed*	Sgt. Wake	-	British;	
P/O. D.H. Kay	-	British	Killed;	P/O. T.D. Welsh	-	British	Killed*;
P/O. P.L. Kenner	-	British	Killed*	P/O. D. Whitley	British		Killed*;
P/O. F.H. King	-	British	Killed*	P/O. M.H. Young	-	British ;	
				Sgt. R.B. Young	-	New Zeal	Killed*;

Source – The Battle of Britain by Richard Townsend Bickers; The Battle of Britain then and now

During our research into the Squadron history we were able to find more information about a number of the Squadron Pilots and Air Gunners – Unfortunately a large part of this research found obituaries. However, we found that the following 'flight crews' from 264 Squadron shot down more than 10 enemy aircraft during the Battle of France and the Battle of Britain.

Nicholas Gresham Cooke, having joined the pre-war RAF, was a flight lieutenant on 264 (Defiant) Squadron by 1939. His air gunner was Corporal **Albert Lippett**. On May 10th 1940 they joined Spitfires of 66 Squadron in shooting down an He111. Two days later they destroyed an HE111 on their own and on the 27th of May shared one with two Defiants also from 264 Squadron. On May 29th they brought down a Bf110 and 2 Me109s on their first patrol over Dunkirk; on their second they accounted for 5 Ju87 Stukas; after which they shared the destruction of 2 Ju88s with two other defiants from 264. Flt. Cooke was awarded a DFC and Cpl. Lippett a DFM. They were killed in action on May 30th 1940. Their total number of victories – 10.

Philip Algernon Hunter, was one of the most admired, respected and loved squadron commanders of the war (quote J.T. Bolton L/Ac 264Sqdn '39-42). He and his air gunner, Leading Aircraftsman **Fredrick King** shared a record number of 'kills'. On May 12th 1940 they shot down a JU88; a Me109 and a shared He111 over Dunkirk on the 27th May; destroyed a Me109, a Me110 and a Ju87 and shared a Ju88 on the 29th. Sqdn. Leader Hunter now had a DSO and L/Ac King a DFM and rapid promotion to a Pilot Officer. On May 31st they shot down a Me109 and a He111 and a shared He111. Both S/L Hunter and P/O King were killed 'somewhere over the channel' on 24th August whilst in pursuit of Ju88s who had recently attacked Manston. Their total number of victories 10.5.

Edward Roland Thorn, was a Sergeant pilot with 264 with Leading Aircraftsman **Fred Barker** as his air gunner. On May 28th 1940 they destroyed 3 Me109s and on the 30th 2 Ju87s and an Me110. For these feats they were both awarded the DFM. On May 31st they shot down an He111. Both were promoted to Flight Sergeants. On August 24th they destroyed a Ju88 on the 26th two Dornier 17s and a Me109 that was attempting to shoot them down. The damage incurred during the 'dog fight' caused them to make a forced landing at Manston. Edward Thorn went on to win a DSO and a DFC and bar and command of 169 Squadron before being killed. Fred Barker survived the war.



These picture of the Mosquito Night fighter were sent to me by Mervyn Troake, who also sent me an article about ** Hedger which I will publish in another issue



Wartime bomber to emerge from the deep

On the morning of 26 August, 1940, the door near bombers of 7 Staffel 111 Gruppe/KG3 (7 Squadron, 111 Group, 3rd Battle Wing) took off from St Trond in Belgium. Their mission to attack fighter command airfields in Essex as the Luftwaffe's struggle for supremacy over the RAF reached its most intense and crucial phase. Göring's vaunted Adlerangriff (Eagle attack) designed to crush the RAF, was now nearing the end of its second week without decisive results. Any putative invasion of England depended on the crippling of fighter command bases.

Known by its crews as the Fliegender Bleistift (flying pencil) because of its stick like fuselage, the D over 17 was not much liked by his crew on the score of its lack of armour and poor firepower, but it was fast and had a good a low level performance. On that morning Do17 Z serial number 1160, was piloted by Feldwebel Willie Effmert, aged 24. With him in the cabin and cockpit were his navigator, Herman Ritzel, wireless operator, Helmut 27, and bomb aimer Heinz Huhn, 21 whose job it would be to release the aircraft's 16, 50 kg bombs over one of the key fighter station is at either Debden or Hornchurch.

Huhn was never to get his charms. While flying above cloud over the Strait of Dover the Dornier became separated from the rest of 7 Staffel. Some time after 1 PM it was fine on its own when it was jumped at 13,000 feet over Deal by a Boulton Paul defiant of 264 Squadron from RAF Hornchurch. A two seater fighter with a fork damn power operated horror, the defiant had suffered severely from Messerschmitt 109's during the Battle of Britain. But it was more than a match for the Do17, in despite of the latter's six machine guns.

With both his engines hit, and one out of action, Effmert put his aircraft into a shallow glide and made a wheel up forced landing on the Goodwin Sands at low water. The aircraft appears to have " ground looped " just before final impact, landing on its back and killing Reihardt and Huhn. Effmert and Ritzel survived to be captured, and spent the remainder of their war as POWs in Canada.

Neither Effmert and Ritzel could have possibly imagined that their wartime misfortune would become a major military archaeology discovery a lifetime later, and a focus of intense interest by the RAF Museum in the 21st century.

Over the next five years of war Dornier number 1160 sank quietly into the ouze and sand off the Kent coast. There it might have remained to this day but for a series of random events, involving tides and shifting sands that have allowed the RAF Museum to restore and put on display, what is thought to be the only substantially intact example of one of the Battle of Britain is most characteristic German bombers.

The saga of the recovery began 10 years ago when a fisherman snagged his net on an unidentified object, recently uncovered, perhaps, by movement of the seabed.. He mentioned it to a diver friend who discovered the wreck of an aircraft at a depth of 16 m (50 feet) and reported it to the authorities. When the importance of the discovery was realised, Wessex archaeology, working on behalf of English Heritage, set to work to conduct the side scan sonar a magnetometer survey which confirmed that the aircraft, a Do17, was lying inverted and given that the impact, remarkably complete on a bed of chalk on the Goodwin Sands. Missing were the starboard tailplane, tailwheel, Bombay doors, and several of the original 6 off 7.92 mm MG 15 machine guns - the last thought to have been taken by unauthorised divers. The main landing gear appeared to be intact. With the support of English Heritage and the Ministry of defence, the RAF Museum is developing a recovery plan to protect the aircraft from further damage and ensure its long-term preservation.

To retrieve an aircraft that has been underwater for 70 years is a tricky prospect. Luckily, the RAF Museum has already had experience of similar tasks, such as a Handley Page Halifax bomber retrieved in 1973 from Lake Hoklingen in Norway, and a Hurricane, saved from the Thames estuary in the same year. With the passing of each year recovery techniques for such rescues become more and more refined.

Once it is out of the water the task of restoring the Dornier will be undertaken at the RAF Museum Cosford's Michael Beetham conservation centre, where it will be worked on alongside the Museum's Vickers Wellington bomber, currently undergoing long-term restoration. The aim is to bring the restored Dornier to the RAF Museum in London at Hendon where it will form the centre part of the recently announced Battle of Britain Beacon .

As the director general of the RAF Museum, air Vice Marshal Peter Dye comments " the aircraft is a unique survivor from the Battle of Britain, it will provide an evocative and moving exhibit that will allow the Museum to present the wider story of the Battle of Britain, highlighting the sacrifices made by the young men of both the air forces and from many nations ' is the recovery of the Dornier from the seabed is planned for early next year. It is estimated that the conservation and preparation of the aircraft for display would take between two and three years longer.

The Battle of Normandy

A Strange Tale of D-Day

By Bob Beverley, a Mosquito pilot with 264 squadron RAF at Hartford Bridge

The run up to D-DAY

Day by day, June was getting closer and closer and the remainder of the Squadron left Church Fenton for Hartford Bridge with me left behind for a fortnight, before following them. Someone else flew my aircraft to Deptford for finishing of the anti-jamming equipment installation and repaint. We had about a fortnight to finish our training and Phil (F/O Sturley, my navigator) had gone off somewhere, I don't know where, and I arrived at Hartford full of fury and screaming - 'Where is my aircraft?' I was told it would be 'OK' in time and I would have plenty of time before the day. When the aircraft arrived back I was astounded -

Black and white stripes all over the wings etc.,

A new set of rear looking radar - all very smart! We had about 14 days to wait and to finish our anti-jamming exercises.

The start of these exercises consisted of something, which to day would be classed as 'common-place'. Our job which we had to practice consisted of what should be called 'Fox and Goose' - in other words, we had to locate a certain aircraft which could be anything up to 20 to 80 miles away, on a black night at any height, all of which information was unknown to us, and to shoot it down somehow! It didn't matter at all how we did it!

The 'Goose' or target took off 15 minutes or more before us and could go anywhere. We were told not to go too near the Channel but if possible to go more or less towards the centre of England, so that we should not be giving away any information to the enemy. With radar and any help, which it was possible to use, it would appear nowadays to be easy, but it was quite a different proposition in those days. We could point our aircraft in four directions, up or down, left or right and when we picked up a radar Signal, we would know in which quarter it was flying and we could lock on to whichever direction it was - up to 40 or 50 miles from us.

Had there been for instance, a squadron of German aircraft, we would have knowledge of them.

264 Squadron- Hartford Bridge

the evening before D-Day, 5th June

Mosquito Night Flight

After a fair nights rest in our tent, 10 o'clock arrived. We had been flying most of the preceding night, operating our new type of radar with four boxes on the left side of myself - there were 7 different frequencies for transmitting and receiving messages from long distances. Phil also had new radar equipment.

Breakfast as usual in the large tent. We were 'A' Flight of 264 Squadron, and our tent, (ie. Phil's and mine) were each being used by a separate crew for each tent. We then had a free morning to clear up; letters to answer etc, lunch would be approximately 1 o'clock, also in the big tent. 'A' Flight's transport was due at 2 o'clock.

We were collecting together waiting for the transport and when we were ready we left for the crew room and flights. We threaded our way through parked

army tanks down to where the aircraft had been serviced since the night before.

Normally there had been hundreds of big tanks scattered about in the pinewoods and

Several remarks were made about the fact that some of the tanks had gone during the last day or so.

We duly arrived at 'A' Flight crew room, which was a small white plaster hut.

First job was to take our own aircraft for a daylight air test, which would be about 1 hour.

Then the Mosquito's would come back and land one after the other. Faults would be rectified, etc and we would have orders to return and be present at the crew room for briefing at about 5 o'clock. These several 3 or 4 hours were all rather tiresome and various people got a bit short-tempered. I remember that Phil and myself paid a visit into Camberley and went to a cinema show. When we came out to return to the crew room, I noticed that the usual noise of aircraft about was absent and I commented on it to Phil. Who said, 'Oh well, perhaps we'll have an easy night tonight.'

The weather was rough, with 20-25 knot wind, visibility not too bad, but not bad enough to stop us flying, blowing from the west with a fair amount of cloud, and there was rain about as well. We were back at the crew room at 6pm sharp, for weather and briefing for the nights flying programme. Our Flight Commander was on leave and so I had to write the programme on the black board and the times of take-off etc.

I had just fixed the times etc., of my own aircraft and of Mike Davison's, when there was a great stirring of the rest of the Flight. I turned around to see what the sudden silence was and through the door there came a man, with whom I was very familiar. It was Air Vice Marshall Sir Charles Steel who I had not seen since Salisbury, Rhodesia.

He was with two Wing Commanders, and Squadron Leaders, etc. I just looked at him with my mouth open!!

He said, 'Good afternoon Bob Beverley, and how are you? I have a job for you. Will you please come into the briefing room while I talk to you? Can we go into a separate room?'

I said, 'Yes Sir, I suppose this is the day?'

He said, 'Yes, it will be tonight, for you and one other aircraft and no one else. You will take-off at 9.30pm, one aircraft at 9.27 and the other at 9.30pm: We went into the room with the other officers and he said, 'Just sit down will you and the other aircraft captain and I will tell you all about it.'

'To start with, we are uncertain regarding a possible problem, which I am going to tell you about. We have knowledge of a German aircraft which has forced landed within reach of us to the extent that the electronics on board have unfortunately proved that the enemy can upset all our arrangements for tonight and possibly tomorrow night by utilizing their equipment to such an extent that it could interfere with the accuracy of our airborne landings.

In other words, it could bend the signals, which we have arranged to guide troops to be dropped on all the bridges and important points in France, which have been selected as initial landings for the whole of the airborne and parachute landings.

The landings could be scattered all over the selected spots and the bridgeheads could be anywhere in France,

where we don't want them. The result will be very serious for the airborne troops and the whole landings could be useless. I have selected you and F/Lt Davison to flyover before the others with your new type electronics and demolish any other aircraft, which may be airborne, either theirs or ours. By flying at all they will have to be shot down. If they are in the air even our own.

A squadron of Lancasters will be flying up the Channel towards Dover and Calais in order to entice any German aircraft to think the landing will be taking place there and not at Normandy.

All British aircraft will be forbidden to be airborne before 10 o'clock and the Lancasters and the whole of the allies' aircraft will be out of the sky. So that you need not worry who, or what they may be, just get them out of the sky. You must return by 12.30 calling me personally in the control tower, here, to inform me of,

1. The weather. 2. If there have been any other aircraft flying - and if it is all clear for the airborne and parachutes to carry out their orders.

You should call me before you cross the coast when you return, so that we will have as much time as possible to make our arrangements for the landings to go ahead.

Is that quite clear? I am now going up to the control tower; that is where I shall remain until you call me from this side of the Channel.

You will fly at no less than 15,000 feet behind the landings and call to each other to make quite sure no other aircraft are there, call each other every 3 minutes continuously during the time you are there at that height. Good luck to you both and I hope you will return without trouble. Is that quite clear?' Mike and I replied 'Yes Sir', but with shaky voices as neither Mike or myself ever thought we would get away with it.

The Lancasters were to throw out as much silver paper as possible so that it would entice the enemy aircraft up Channel with radar. This trick was called 'window dressing' so that an aircraft throwing it out would be followed.

Both navigators, Mike and myself were at the briefing. As we left to go for a short rest, both navigators were of the opinion that we wouldn't get away with it either.

When one thinks that the whole of the RAF and American Air force were to be grounded, it made one realise how important it was, that we should get away with it.

At 9.15pm both Mike and I left the Flight room followed by our navigators, rather like people going to be executed. Mike went off first as arranged and with absolute radio silence. He taxied by us, turned into wind and opened up right on time and I followed three minutes later.

We followed each other at zero feet and crossed the coast at Southsea, and throttled back to 1900 rpm to save fuel. Our time to the French coast was 18 minutes from take-off and then up to 15,000 feet where we started to call each other. Nothing there, just **ABSOLUTELY NOTHING**- I just could not believe it.

During the next three hours, my admiration for our intelligence people became wonder as to how they had done it.

The weather was bad, the wind had gone up to 30 knots, I felt sorry for the crafts full of the army which we had passed going out. It had been daylight and we could see them rocking as they went - hundreds of them. In approximately two hours we picked up 'Window' that the Lancaster's were throwing out. I called Mike and said we would stay our allotted time and then return home.

We didn't know what was going on below - just Boors shells exploding was all we saw.

I started reducing height and up went the speed, Phil gave a time for Southsea and I called the Air Marshall 5 minutes early and go his reply - all he said was 'GOOD!'. Another 12 minutes and we were approaching Blackbush (Hartford Bridge)

And red lights, hundreds of them, stacked up and all going out! How we were going to land with them there I don't know. But we got in, underneath them and landed safely on runway 26.

The whole of 'A' Flight were there waiting to know what had happened.

'Nothing!! I said **'JUST NOTHING'**

What about the Air Marshall?

I asked. 'Gone like the wind' they said. 'The Tower said that he ran all the way to his car, and his despatch riders had an estimated speed of 60 mph before they even got to the road'.

Bob's log for the period shows:

June 1st Mosquito 477 Special AI test 1 hr.25 Daytime

June 1st Mosquito 477 Special AI test 1 hr.SO Night flight

June 5th Mosquito 477 NFT Ohr.50 Daytime

June 5th Mosquito 477 D-Day patrol 3hr.25 Night flight

Ray Loveland:

I was privileged to have a nice long telephone conversation with our dear friend Ray Loveland. For 'old timer' with so many problems, totally blind and can't walk, he's an inspiration to all of us with his cheerfulness and positive attitude, (makes me feel ashamed at times). I'm sure he would welcome a letter from anyone who has the time to drop him a line. He has a lovely helper who reads his letters for him, so its not a great problem for him. I'm not totally sure of my facts here, but I think Ray was most probably one of longest servicing men on 264 Squadron. He worked his way up through the ranks, AC1 to Flt Sgt. and finally being offered a commission. As you can see, there is an article written by him on page

A True Story:

On marshalling aircraft at about 2.00 a.m. in the morning, on a NATO exercise where the airfield was on master diversion and packed with incoming aircraft. An airman stopped an aircraft that was not obeying marshalling instructions that he was giving so stopping the aircraft and pulling the Aircraft's footstep down, enquired angrily, "What do you think I'm doing waiving my arms about? Obey the marshalling instructions!". To the airman's horror, the Officer came up to him a few minutes later, asking "Was that you who just told me off?". Sheepishly admitting to this, The Officer patted his shoulder and said "Quite right airman, carry on!". A much relieved Airman!!

The Officer was our CO, Wing Comm. Hugh Tudor DFC, AFC and the embarrassed airman was me!

Hi Geoff

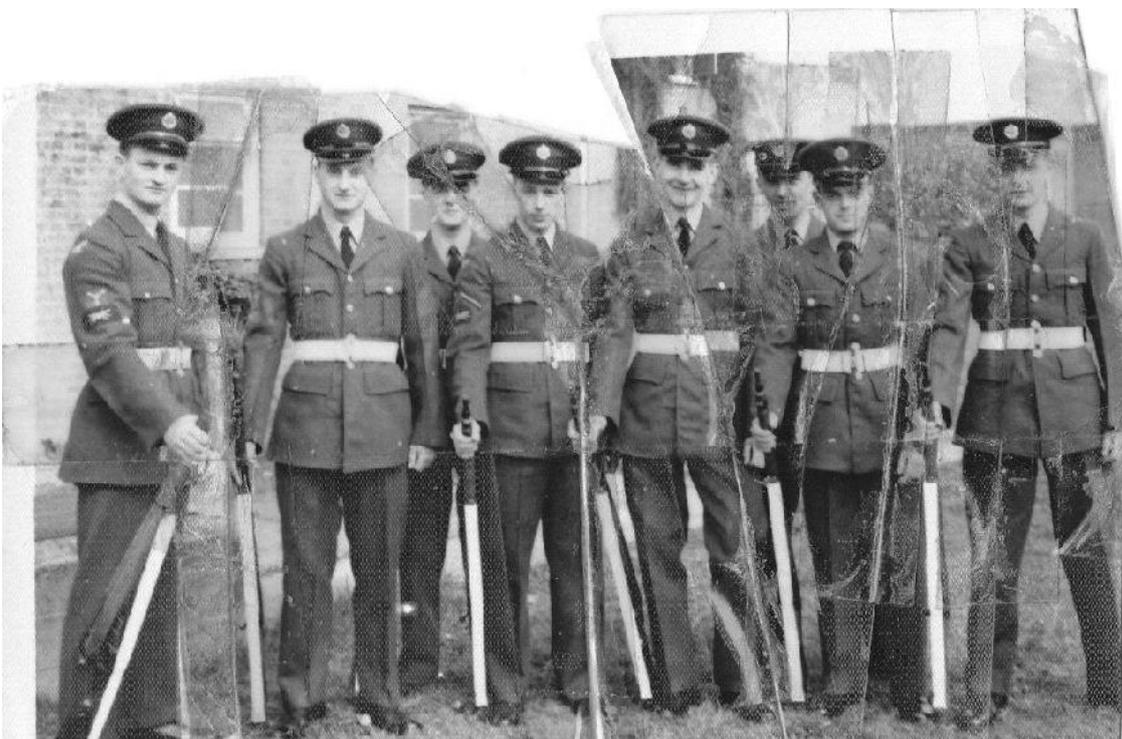
Photo attached as discussed. Taken outside Squadron accommodation block at Linton-on-Ouse in 1956 just prior to participating in a parade to Parade the Queen's Colour to the Royal Air Force. Can't remember why Linton was chosen as the venue or who the Reviewing Officer was. The people in the photo are all radio or radar types with the exception of Harold Lightowler who was (one of your lot) airframes. L-R Bob Barnard, John Marshall, Harold Lightowler, 'Dai' Philips, 'Glob' Anderson, George Williamson, Pete Stimpson, Cliff Pinkney. (*Your lot!!, you cheeky fella!*)

Sorry about the quality but they are fairly old and much travelled and of course they are in black and white.

Hope you can use them. Kind regards, John Marshall, Australia



Same parade, same occasion. L-R Colin Henderson, John Marshall, 'Dai' Phillips, Cliff Pinkney, Pete Stimpson, George Williamson, Harold Lightowler, Bob Barnard.



I believe that I may have printed this article by **Ray Loveland** some years ago, but thought it would be interesting to re-introduce it, as I believe some of you might understand and be interested in it.

Communications on 264 Squadron in the Defiant era.

Aircraft equipment.

On formation, 264 Squadron in common with other fighter squadrons, was equipped with the TR9D HF Radio-telephone transmitter-receiver. This consisted of six valve TRF receiver and the two valve two channel transmitter. Two volt battery valves were used in all stages. It seemed almost unbelievable today that the receivers and transmitters in fighters in the Battle of Britain and earlier, also a ground station receivers depended entirely on battery valves using two volt accumulators and 120 volt HT batteries exactly as used in a vast number of ordinary domestic radio receivers in the 1930's.

Owing to the frequencies used (4 to 6 Mhz) and low power, the transmitter range limited and communication became difficult at times. One of the great drawbacks with the TR9D set was that as a straight receiver was used there was no automatic gain control. The pilot was provided with a volume control which controlled the gain of the two RF stages in the receiver. When receiving a strong signal the pilot would turn the volume down to give a comfortable signal in his headphones. Often, due to other factors in a flying the aircraft demanding his attention, he would fail to return the volume control to its maximum position with the result that he would not be able to hear some weaker signals.

In 1940 and vastly improved aircraft transmitter-receiver known as the TR133 became available. This worked on the VHF band of 100 to 120 MHz., Had a much greater range than the TR9D and gave telephone quality with low noise levels. Mains type valves were employed and power was provided by a rotary transformer running from the aircraft electrical system. The receiver had a very effective automatic gain control circuit and became available in time for the Battle of Britain-the first aircraft to be equipped with VHF was a Spitfire late in August 1940. 264 Squadron changed over to VHF working in November and December 1940 whilst stationed at Debden.

An automatic direction finding system was fitted to all the fighter aircraft with both HF and VHF sets. This device-christened " Pip-squeak ", which pulled in the aircraft on a special DF frequency for 14 seconds out of every minute could be switched in by the pilot on instructions from the ground controller. The pilot had a cockpit indication by means of a clock-face type instrument showing when his transmitter was actually transmitting on the DF Channel.

Whilst at West Malling the Squadron took part in trials of an end of the runway marker beacon picking up a 360 MHz. Marker signal on the aircraft approach. This was later fitted as standard equipment.

Tuning up the TR9D set in the Defiant

The normal fighter HF aerial installation as fitted to the Hurricane and Spitfire consisted of a short aerial mast on top of the fuselage immediately behind the cockpit with a wire run to the top of the tailfin. Owing to the presence of the gun turret, this arrangement was not possible on the Defiant. Instead the aerial was strung underneath the fuselage from a vertical mast mounted between the wheels to another mast at the back just in front of the tail-wheel. This rear mast was retractable, being coupled to the undercarriage mechanism so that it was lowered during flight. This enabled the aerial to be positioned further away from the fuselage and thus be more effective. The lowered rear mast can be seen in many of the in-flight photographs.



This arrangement provided some problems in tuning up the TR90D receiver and a transmitter as there were considerable change in capacity in the two positions of the aerial. When the separate tuner on the ground it was out of tune in the air so in order to achieve satisfactory results the set to be tuned in flight. This was not easy, but one of the wireless operators devised a method of doing it. The TR9 set was positioned on some decking between the cockpit and gun turret at the top of the fuselage. The tuning procedure adopted was that the wireless operator in the gun turret, to position the guns low down pointing to the rear, then open the turret doors, reach forward to the controls on the set and tune up the radio. This was not a very pleasant job as a turret doors were opened in the slipstream and this meant that the aircraft had to be flown at the lowest safe speed.

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An attempt was made to provide a tuning-up device in the form of an artificial aerial so that each aircraft could be tuned up satisfactorily on the ground. Two boffins from Farnborough came to the Squadron and arranged for a Defiant to be set up on trestles in the flying position so that the undercarriage could be retracted consequently lowering the rear aerial mast. They made numerous measurements and produced an artificial aerial which hopefully would enable the TS9D set to be tuned up on the ground. Unfortunately this did not prove to be the answer to the problem, as the capacity of the aerial to the airframe in its flying position on the ground was not the same as when the aircraft was in free space. There was no alternative but to

continue tuning the radio in the air.

Night-flying Training

When training for night flying commenced, the CO asked for a radio set to be provided on the flare path so that he or one of the Flight Commanders could talk to the pilots and give on-the-sport night landing instructions. A TR9D set was duly fitted on a small trolley together with a vertical aerial. The trolley was taken out each night by someone from the Signal Section and positioned by the landing light. It proved invaluable for talking down the pilots during training and was christened "Clarence" by the CO.



A super picture of the old Defiant

Squadron News:

Well as most of you know, I have been running the Squadron News, (and with the help of a few, mainly Bob Tacey), our Squadron Association for 11 years now. And it is increasingly more difficult to make the 'News' interesting for you. coupled with this is the fact that the number of the association members who have not renewed their subscriptions has dropped dramatically, which begs the question, does it have the interest and pull that it once had?, are people interested anymore, especially as we get older and the old adage, "Never put off tomorrow what you can do today" is subtly changing to, "Put off today what you can do tomorrow". I can to a degree sympathise, as I have to fight that feeling, and I don't always win!

The drop of membership is roughly 30% and that in one year, which makes it difficult to get the News printed at a reasonable price professionally as well. So what do we do?, I'll struggle along as long as its wanted, but in fairness, I do have a busy life and don't want to waste any of it.

Humour Page:

I suspect that some of these “quotes” are not as genuine as they say, nevertheless they might make you smile a bit.

These are supposed actual comments made on students' report cards by teachers in the New York City public school system. All teachers were reprimanded. (but, boy, are these funny!)

1. Since my last report, your child has reached rock bottom and has started to dig.
2. I would not allow this student to breed.
3. Your child has delusions of adequacy.
4. Your son is depriving a village somewhere of an idiot.
5. Your son sets low personal standards and then consistently fails to achieve them.
6. The student has a 'full six-pack' but lacks the plastic thing to hold it all together.
7. This child has been working with glue too much.
8. When your daughter's IQ reaches 50, she should sell.
9. The gates are down, the lights are flashing, but the train isn't coming..
10. If this student were any more stupid, he'd have to be watered twice a week.
11. It's impossible to believe the sperm that created this child beat out 1,000,000 others.
12. The wheel is turning but the hamster is definitely dead.

These are actual comments made by 16 Police Officers. The comments were taken off actual police car videos around the country:

1. "You know, stop lights don't come any redder than the one you just went through."
2. "Relax, the handcuffs are tight because they're new. They'll stretch after you wear them a while."
3. "If you take your hands off the car, I'll make your birth certificate a worthless document."
4. "If you run, you'll only go to jail tired."
5. "Can you run faster than 1200 feet per second? Because that's the speed of the bullet that'll be chasing you." (LOVE IT)
6. "You don't know how fast you were going? I guess that means I can write anything I want to on the ticket, huh?" (MY FAVOURITE)
7. "Yes, sir, you can talk to the shift supervisor, but I don't think it will help. Oh, did I mention that I'm the shift supervisor?"
8. "Warning! You want a warning? O.K, I'm warning you not to do that again or I'll give you another ticket."
9. "The answer to this last question will determine whether you are drunk or not. Was Mickey Mouse a cat or a dog?"
10. "Fair? You want me to be fair? Listen, fair is a place where you go to ride on rides, eat cotton candy and corn dogs and step in monkey poop."
11. "Yeah, we have a quota. Two more tickets and my wife gets a toaster oven."
12. "In God we trust; all others we run through NCIC." (National Crime Information Centre)
13. "Just how big were those 'two beers' you say you had?"
14. "No sir, we don't have quotas anymore. We used to, but now we're allowed to write as many tickets as we can."
15. "I'm glad to hear that the Chief (of Police) is a personal friend of yours. So you know someone who can post your bail."

AND THE WINNER IS...

16. "You didn't think we give pretty women tickets? - You're right, we don't - - Sign here !?"