



Friends of RAF Skellingthorpe
(Home of No.50 & No.61 Squadrons)
Newsletter
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FIND US AT

Facebook—Friends of RAF Skellingthorpe (Home of 50 & 61 Squadrons)

www.no-50-and-no-61-squadrons-association.co.uk

OTHER USEFUL CONTACTS/REFERENCES

<https://www.helloblackswan.co.uk/>

<https://internationalbcc.co.uk/>

&

<https://internationalbcc.co.uk/history-archive/losses-database/>

Operation Failed to Return

https://www.youtube.com/watch?v=QNEMHp_c8Vg

<https://raflincolnshire.blogspot.com/2013/05/hidden-gems-of-housing-estate.html>

Chairmans Report

It is hard to believe that this our third edition of the newsletter for Friends of RAF Skellingthorpe. Things are happening and things are changing, but we are still committed to the ethos of the former No.50 & No.61 squadrons Association.

Since our last newsletter, Neil Cheeseman has stood down from the committee due to work commitments. We thank him for all the work he did in the early days of "Friends". In the interim, I have taken over as chairman.

The reunion weekend went extremely well in June of this year, and we were fortunate to have the services of Kevin Hart the Padre who took the Birchwood service and the Skellingthorpe service. Kevin is a former RAF Padre.

The format for Birchwood changed slightly in that we did not have the Waddington Band nor a march past. However, the service was well attended by the mayor and the local schools. The parish service at Skellingthorpe was extremely well supported as ever by the schools, scouts and we were entertained by the village choir and the Witham Valley Orchestra.

Our next step is to do a register of all our assets which are scattered around different places and hopefully in the not too distant future we can get somewhere to display them.

Finally, I must express my thanks to our committee who have been a great help in enabling the Friends of RAF Skellingthorpe to make progress and plan for the future. Perhaps this an opportunity to introduce them. Apart from myself they are;

Peter Small who was on the committee of the former No.50 & No.61 Squadrons association, a Skellingthorpe man and great knowledge of Bomber command.

Scott Frances, another Skellingthorpe resident who co-edits our newsletter and is our technical support with the web site etc.

David Willey, Another historian with a great knowledge of Bomber Command in Lincolnshire and has recovered many aircraft during his time with the Lincolnshire Aircraft Recovery Group. He also Co-edits the newsletter.

Callum Frances, A Skellingthorpe resident who is now a serving member of the Royal Air Force and supports us with his IT skills.

Julian Fisk, he has a wealth of knowledge on RAF Skellingthorpe and helps us to Liaise with the City of Lincoln Council in developing the airfield trail.

Pam Connock, who probably needs no introduction as she has served on the former squadrons association committee and is responsible for organising many of the events. Very much our front of house person.



Hampden Crash

Boutham Baths, Lincoln 1939 > 50 Squadron

David Willey has been researching the Hampden Bomber that crashed in 1939—an aircraft and crew from 50 Squadron.

Pictured below—Mrs Martin stood at the door of Waterworks cottage
Photo —Courtesy of Lincolnshire Echo



On the 20th March 2019 members of the Friends of RAF Skellingthorpe Airfields met up with Lincoln Scout leaders from Lincoln and Waddington at St Michaels Church Yard, Waddington at 2.30pm, at the grave of Aircraftman Norman Newsham to lay flowers and crosses to remember the 80th anniversary of the tragic death of Norman and his crew members also killed, when their Handley Page Hampden L4082 crashed at Boultham Baths, Lincoln on Monday the 20th March 1939.

The crew were from 50 Squadron based at RAF Waddington. Pilot Officer Robert Alexander McAlister, Sergeant Walter Freestone, and Aircraftsman Norman Newsham and Frederick Greensill all perished when their out of control Handley Page Hampden Mark I L4082 plummeted at high speed and hit the ground almost vertically whilst returning to RAF Waddington from a training flight, flying back in formation from RAF Evanton, a gunnery training school, in Ross and Cromarty, Scotland.

Just as Pilot Officer Robert McAlister approached Lincoln at 6000ft he became separated from the formation as the weather became really hazy with poor visibility and sadly their plane plummeted into Boultham Swimming Baths which are an open air swimming baths on Altham Terrace in Lincoln.

Pictured Below—The exact aircraft pictured below, that crashed.



Below— National Newspaper Article



SCENES at Boultham Baths (Lincoln) after a 'plane from Waddington had crashed there on Monday. In the foreground (above) part of the wreckage is seen. The crowd are watching efforts to put out the fire that followed the crash.

THE DAILY TELEGRAPH AND MORNING POST.

TUESDAY, MARCH 21, 1939



R.A.F. BOMBER CRASH.—Firemen and civilians working among the debris after a Service aircraft, the four occupants of which were killed, had crashed on to the public baths near Lincoln yesterday.

4 KILLED IN R.A.F. CRASH

WRECKAGE HITS HOUSES

From Our Own Correspondent.

LINCOLN, Monday.

The four occupants of an R.A.F. machine, flying from Scotland to the bomber squadron base at Waddington, Lines, were killed when it crashed here this afternoon. It came down between Boultham open-air swimming bath and two cottages, where three women narrowly escaped with their lives.

One of the women, Mrs. Martin, was washing clothes in an outbuilding when a large piece of metal struck the brick work above the doorway and several smaller pieces of burning wreckage fell round about her. A heap of clothes was set on fire.

Eye-witnesses state that the 'plane appeared below a cloud in a nose dive, the engine suddenly roaring into full throttle. It struck the corner of both buildings and burst into flames with an explosion that could be heard more than a mile away. Wreckage was buried 10 feet in the ground.

Firemen, airmen and volunteers worked desperately to recover the bodies, but the flames made the work almost impossible.

The victims of the accident were Pilot-officer Robert Alexander McAlister, Sgt. Walter Harvey Freestone, Aircraftman (First Class) Norman Vincent Newsham and Aircraftman (Second Class) Frederick Roy Grewell. The machine belonged to the 56th Bomber Squadron, Waddington.

Pilot Officer Robert Alexander McAlister was taken home for burial to Rothesay Isle of Bute where he is buried in Rothesay cemetery section L-Lair 1345. Robert McAlister came from a farming family who breed Ayrshire Cattle and after Robert's death his brother John McAlister commissioned a silver prize cup in his memory which is awarded annually at the Bute Agricultural Show in Scotland.

Aircraftsman Norman Vincent Newsham, who came from Derby, is buried locally in St Michaels Church Yard Waddington. No Last resting places are known for Walter Freestone or Frederick Greensill.

Hampden crew member, Bill Marshall, had flown out as ground crew support on Hampden L4082 and should have flown back as part of Pilot Officer Robert Alexander McAlister crew. Bill had to come back from Scotland to Lincoln by train the day before the crash because of a family problem. Bill was stood waiting at RAF Waddington for Hampden L4082 to land when one of Bill ground crew team noticed a plume of smoke from the south of Lincoln.

The Lincoln and District Scout headquarters is located on Altham Terrace Lincoln just metres from where Hampden L4082 crashed & a bench is being kindly donated & engraved with all the crew's names

Pictured below, the extent of the damage, as with so many crashes, can be clearly be seen at the baths.



Photo of wreckage above—Courtesy of Lincolnshire Echo

Pilot Officer Reginald Herbert Passant RAAF

Patrick Gibbons is the great nephew of Reginald Passant has done a lot of research into his wartime service. He has pretty much all his belongings that relate to his time in Bomber Command, including his log book, dress uniform, various letters, and copies of the ORB's that cover all the missions that he flew on. Patrick has visited the crash site in Northern France and recovered some pieces of his Lancaster. In 2001, He arranged a memorial service in the village where the plane crashed (Balagny-sur-Therain) – the locals were fantastic, and they placed a memorial plaque in the local church for Reg and his crew.



One of his operations was on the night of the 21/22nd June, Reg's Lancaster was damaged by an enemy aircraft. Reg received a "Green Endorsement" in his log book for his actions in bringing the aircraft home. The notation states that the starboard fin and rudder were shot away, fuselage and starboard mainplane damaged, and the starboard tyre burst. The ORB also states that the bomb doors would not open and that the rear gunner was injured. Patrick came across some more information about what happened this night, when reading a book called "A Thousand Shall Fall" by Murray Peden. Murray was a Canadian pilot who flew RAF Flying Fortresses with 214 Squadron.

In his book he recounts the events of the night of 21/22nd June, when his own aircraft was damaged by enemy action. He flew it back to the emergency airfield at Woodbridge, where he landed and collided with Reg's Lancaster. The ORB from Woodbridge gives the following account of those events:

"22Jun44 0225 hrs QR-R/61 from Skellingthorpe, P/O RH Passant diverted with u/s hydraulics after encounter with night fighter. Aircraft swung on landing and came to rest on south side of north flarepath. There were 11,000lbs of bombs on board. Recovery crew immediately withdrawn as an RAF Fortress landed. This aircraft also swung and cut Lancaster QR-R in two with its starboard wing. Immediately following this landing another Lancaster, OL-O/83 F/O DJ Hegarty, landed and its u/c collapsed. This aircraft also had 11,000lbs of bombs on board. As OL-O landed, another Lancaster, DX-K/57 P/O AVH Wardle, requested emergency landing as part of the u/c was thought to be u/s and the port wing badly holed. When told to standby he reported 15 minutes endurance. Aircraft DX-K landed over the wreckage, and u/c did not collapse. There were no casualties in any of the landings."

All in all, a pretty exciting night! As Murray Peden tells it in his book, Reg and his crew has just exited the aircraft and were congratulating themselves on surviving the mission, when they had to run for their lives as Murray's plane headed towards them. Murray mentions that he spoke to Reg in the mess the next morning, and it was only then that he found out that Reg's aircraft still had 11,000lbs of bombs on board! Interestingly, he mentions that Reg was known as "Butch" by his crew. He must have picked up this nickname in the UK, as none of his family had ever heard him called this.

Patrick is interested in getting in contact with anyone who might have photos of RAF Skellingthorpe between May and July 1944. He also interested in getting in contact with any extended family members of Reg's crew. He hopes that they would be interested in the research that he has done, and in possibly visiting the memorial at Balagny-sur-Therain. He is aware that there are people out there with a connection to Reg's crew – when he and his family visited the crew's graves in the Marissel French National Cemetery at Beauvais a few years back, someone had left poppies on each of the crew members' graves. There were no other poppies in the cemetery.

Pilot Officer R H Passant and the full crew were lost on the mission of 7/8th July 1944 to St Leu, they were:

421619 P/O Reginald Herbert Passant	RAAF – Pilot
778979 F/S P G Uren	Navigator
1891862 SGT T E Hunt	Engineer
1132241 F/S A W Frew	Bomb Aimer
419449 F/S G E Nash	RAAF – WOP
1504052 F/S W Smith	Gunner
1896784 SGT C Howard	Gunner

The ORB incorrectly states that SGT D Copson was one of the gunners on this mission, but he was the gunner that was injured on the mission of 21/22nd June and did not fly on this last mission. It is my understanding that he survived the war but has since passed away.

Note; We are grateful to Patrick Gibbons (pgibbons1@optusnet.com.au)for this story and the fact that all crew walked away from a 4 aircraft crash landing and sadly lose their lives just two weeks later—**Mike Connock**

RAF Skellingthorpe History Walk

What a superb addition to the preservation of memories for the war-time Airfield of RAF Skellingthorpe—Black Swan.

It starts with the former No.50 & No.61 Squadrons memorial and following a tour around the estate and woods it finished back at the Leisure centre where the memorabilia are displayed.



With the help of Lincoln City Council, a history walk of approximately 3.5 miles around the site of RAF Skellingthorpe. Devised by Nick Grimshaw of North Kesteven Walking for Health Group for the Friends of RAF Skellingthorpe.

RAF Skellingthorpe opened in 1941 on a field previously called Black Moor, approximately 2.5 miles (4 km) south-east from the village of Skellingthorpe under the control of RAF Bomber Command

The airfield consisted of the standard pattern of three runways, with one Type B1 and two Type T2 hangars. Nissen huts were used for accommodation.

No. 50 Squadron RAF, equipped with Hampdens, was the first squadron based at Skellingthorpe, with the first detachment of personnel arriving shortly before the runways were complete. They were followed by No. 455 Squadron RAAF (also flying Hampdens), however this squadron moved to RAF Wigsley shortly afterwards.

The 50 Squadron Hampdens were replaced with Avro Manchester's in April 1942, then, in June 1942, Skellingthorpe was closed for runway extensions to cope with the Squadron's conversion to new Avro Lancaster aircraft.

In November 1943 a further bomber squadron, No. 61 Squadron RAF operating Avro Lancaster's, arrived at Skellingthorpe, and remained until February 1944 after which it transferred to RAF Coningsby in order for accommodation to be built on the Doddington Road side of Skellingthorpe airfield.

463 Squadron RAAF moved to RAF Skellingthorpe on 3 July 1945 with Lancaster Mk's I and III from RAF Waddington.

During the war the tally of bombers lost or failed to return from RAF Skellingthorpe reached 208: 15 Hampdens, 6 Manchester's and 187 Lancaster's. In 1981, former Chief of the Air Staff, Marshal of the Royal Air Force Sir Michael Beetham, who had flown Lancaster's from Skellingthorpe during the war, unveiled a memorial on the site to commemorate the 1,984 men killed flying from the airfield during the Second World War.



Below, are a few extracts of the walk. We are entering all of the way-points onto the website too and each location will have a QR code that can be scanned with a smart device and the details about the location can be read and associated photographs will be shown too. A very exciting project and a must for anyone wishing to learn more about RAF Skellingthorpe.

The start

The History Walk starts at War Memorial on Birchwood Avenue in front of the Car Park of Birchwood Leisure Centre. Across the road from this memorial in the school grounds, there once stood the Control Tower - sadly now demolished.



No4 — Air raid Shelters

Albeit, overgrown, they are a great example of what is left around the former Airfield. There are many examples of Brick structures still remaining around Birchwood.



No 15—Loading Ramps

Still very visible and remarkably good condition.

Can anyone explain how these loading ramps were used?



No 21—Old Air Raid Shelter

Still in very good condition and could almost be used!

The walk finish's back at the Leisure centre and takes in a large amount of uncovered runways, squadron building foundations and much more. Some of which has only recently been uncovered and identified using original site plans.



At the Leisure Centre you will find a rather good and comfortable cafe plus the usual toileting facilities. More importantly, you will also find an excellent display of RAF Skellingthorpe's history with a supporting interactive computer terminal.

Here you can search the records for all manner of things relating to the base, including individual airman records, flight logs and more.

All completely free of charge.

Spotted !



Grayscroft Coaches of Mablethorpe

During my annual visit to the World War weekend in July held at the Lincolnshire village of Woodhall Spa I spotted this double decker bus owned by Grayscroft Coaches of Mablethorpe bearing a tribute in its livery to Bomber County's RAF Skellingthorpe including Skellingthorpe's famous radio callsign "Blackswan".

Grayscroft Company founder Charles Barker was born in 1895 to a farming family from Grimoldby. In 1916 Charles joined the British Army and was posted Belgium near to the city of Ypres. Charles was wounded in the hand at the Battle of Ypres and returned home.



In 1924 Charles Barker loaned £25 from his father and bought a Model T Ford lorry for general haulage. A local joiner was asked to build a bus body to fit the Model T Ford lorry chassis which could be easily changed back to the original body for general haulage.

In 1928 Charles obtained a second vehicle, a 14 seat Chevrolet now using the company name of Grayscroft Bus Services, Grayscroft was taken from the name of Charles's house in Mablethorpe.

During the second world war Grayscroft coaches regularly used to transport airmen, airwomen together with workmen to and from various Lincolnshire airfields in the area such as Binbrook, North Cotes and Strubby.

Talking to Steve Mackay fleet workshop Manager at Graycroft coaches the company has been going 94 year and is still family owned. Grayscroft Coaches currently operates 24 vehicles which includes double decker's, Coaches and mini buses and all of have a different tribute to a WW2 Bomber County Lincolnshire Airfield incorporated into their livery.

61 Squadron Lincoln Bomber Crash—1949 70th Anniversary, by David Willey.

While assisting on the NKDC organised walk on the 25 July as a guide with Mike Connock around the old bomb dump at RAF Skellingthorpe, we all stopped at the field edge to remember the crew from a 61 Squadron Avro Lincoln RF471, which crashed some 70 years ago on the 15 July 1949 tragically killing all seven crew that was aboard.

The Avro Lincoln was based at RAF Waddington RF471 OR-Q (Queenie) and had taken off for training flight, it had only been airborne several minutes when it plummeted out of the cloud on fire and exploded in a field only metres from RAF Skellingthorpe's bomb dump which still had large bombs stored on the ramps.

The Crew of the Avro Lincoln were:-

Pilot Officer Robert George Ratcliffe
Flight Lieutenant Raymond Henry Knight
Signaller James Whitecross Adamson
Gunner II Clarence Stanley Brett
Gunner I Frederick George Searle
Engineer I Gerald McCarthy
Navigator II Morris Guy Waterfall

A farm worker who was leading a herd of cows in for milking from a nearby field saw the Avro Lincoln circle the field three times and then fly off and suddenly it appeared out of a cloud nose down on fire and crashed into the next field exploding behind the hedge.

The inquest on the crash was held at RAF Waddington a few days later the cause of the crash was unknown, the Lincoln Coroner recorded the verdict on the crew as death by misadventure.

Flight Lieutenant Raymond Henry Knight, Signaller James Whitecross Adamson and Navigator II Morris Guy Waterfall were laid to rest in St. Michaels church yard Waddington the rest of the crew were taken and buried in their hometowns.

David Willey has since researched further information relating to the Pilot. Of Queenie - A great article for the next newsletter.

AFTER NOSE-DIVE



PLANE CRASHES— 3 Lincs RAF MEN DEAD

TWO of the seven men killed in the R.A.F. bomber crash at Jerusalem, near Lincoln, yesterday, lived in Lincoln and another at Coleby.

Five Killed In Airport Crash

A BRITISH Hastings aircraft crashed at Tegel Airport, Berlin, today, and the crew of five were killed.

The wrecked plane blocked the runway. Other aircraft bound for Berlin were diverted to Gatow airport. Many returned landed to their bases in the British zone.

Sixty-six people—28 British, 31 American, and 7 Germans—have been killed in airlift crashes since operations began in June.

1,685 NEW SAVINGS GROUPS IN MONTH

FIGURES issued by the National Savings Committee today, show that 1,685 new savings groups were formed in June, making a total of 172,760 groups now operating throughout England and Wales.

LOCKED, D, UNTIL TRIAL

men at Lowest County Hall in the building will be "will be bolted and police ask-ord."

the three days the trial is expected to last. Special regulations on the use of cameras in the precincts of the 157-years-

The aircraft was a four-engined Lincoln on a local flight from Waddington R.A.F. station.

It nose-dived into a field a quarter of a mile from a R.A.F. dump of "block-busters," was smashed to pieces and burst into flames. Wreckage was strewn over a wide area.

A German land worker, Kurt Patzig, for the plane crashed within 100 yards of him.

He works for Mr. J. W. East, of Monson Farm, Jerusalem, Skellingthorpe, on whose land the bomber crashed, and he told an Echo reporter his story in broken English.

He was on his way to fetch a herd of cows when he heard the plane.

The plane came lower and Patzig saw flames coming from it. Then suddenly, it dived straight to the ground.

Firmen Make Dash
He dashed to the plane and found two bodies, hurled half way across the field.

Lincoln firemen, fighting the bush fire at Hartholme, heard the crash and went straight to the scene. Another fire tender was sent from Lincoln.

Waddington R.A.F. aircraft rescue teams helped the firemen.

An inquest will be held at 3 o'clock on Monday afternoon at Waddington aerodrome.

Rector, 99 Is Still "Good As Ever"

REV. William Henry Hewlett, 99, rector of St. Peter's, Lincoln, is still "good as ever."

Top picture shows the wreckage of the R.A.F. Lincoln Bomber which crashed at Monson Farm, Jerusalem, yesterday, shown over a vast area, and above a R.A.F. dog tender crew plays foam on the blazing wreckage.

Dock Leaders At Ministry For New Peace Talks

EIGHTEEN representatives of the full executive Lightermen's Union, led by Mr. William Lindley (General Secretary), and 17 representatives of the Stevedores and Dockers Union, led by Mr. R. Barrett (General Secretary) met Sir Robert Goud, Chief Conciliation Officer, Ministry of Labour, at the Ministry this morning, with the expressed intention of "doing good" in the London dock dispute.

Commenting on the Minister of Labour's rebuke in the House of Commons, Mr. Benalbanach with 5,000 tons of military stores for the Far East.

There was no change today in the unofficial strike of about 1,000 casual dockers at Belfast. The strike has no connection with the London stoppage.

to continue working at high speed loading the 8,000 tons of military stores for the Far East.

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More Ra —Coole

DEPRESSION South-West Engl moving slowly East weather will be cloudy in all district East England: Sp outbreaks of the rain of thunders Fair periods, close. Further outlook: cool cloudy conditions North will probably South.

"CRIP DIDN' IMPRE SNYDE

NEW YORK "Tim day reported that Snyder, United Secretary of the ury, was "rather impressed" by his in London with Sir ford Cripps, Ch of the Exchequer.

A despatch from added that Mr. Sn: "particularly pleased

Snatched Rings In Shop

Reunion Weekend 2019

The start of a new Era—Friends of RAF Skellingthorpe

With a slightly more relaxed and less formal weekend, it commenced as usual on the Saturday evening with an informal dinner at Skellingthorpe community centre.

We were honoured that Arthur Atkinson provided some light entertainment and the facility for us to all have a bit of a sing along with his superbly played tunes on the keyboard. A real delight and pleasure to listen to Arthur playing and the chance to join in with him.

Thank you Arthur, we hope you enjoyed it as much as we did.

A Special thanks to everyone involved in the organisation to make the evening meal happen.



Visitors from Afar

We have been proud to welcome our regular visitors from afar, Carole & Nigel Grant from Crawley, Western Australia, and Vicky Lyndsay & Leonie Blackley from Mosman, New South Wales, it is always a pleasure to see you and enjoy your company during this special weekend.



This year, we were also joined by Ted McRae's Daughter, Sue McRae and Martin Rawlings, we were very much looking forward to seeing them along with Ted who was looking forward to the weekend, but, sadly passed away shortly before the re-union.

During the evening, we had some informal speeches by Squadron Leader Richard Jones and Wing Commander Jim Wright but most of all it was a nice atmosphere to be able to socialise and talk to all of our friends.



On Sunday morning, with a slightly less formal approach, both association members and the public congregated for the service of remembrance at birchwood Memorial which was conducted by Kevin Hart.

Wreaths were laid by our Chairman along with the civic party including the Mayor of Lincoln, Councillor Sue Burke, The City Sheriff Jo Rimmer and Local ward councillors. As always, we were pleased to welcome some of our veterans for the weekend, Arthur Atkinson, Harry Parkins, Jim Wright and Reg Payne. Thank you to them, in particular, for taking the time to be with us.

Callum Frances, pictured to the right and below, from Skellingthorpe, currently mid term of his training in the Royal Air Force, at RAF Cosford, was invited to recite the Epitaph during the act of remembrance.

Thank you Callum for being with us and representing the Modern Royal Air Force.



At this years service, we were privileged and delighted when Kevin Hart (photo below) accepted our invite to conduct the service of remembrance for us. Reverend Kevin Hart is an retired Padre from the Royal Airforce. We are absolutely delighted to announce that Kevin has accepted our invitation to become Friends of RAF Skellingthorpe **Honoury** Chaplain. More about Kevin in our next Newsletter!



The attendance in Skellingthorpe was fantastic, the local community including the Scouting and Guiding movement were all there. Unfortunately, due to operational issues, there was to be no flypast from the Battle of Britain Memorial flight.

We did however have, as usual, the Skellingthorpe Choir at the service again, which was wonderful, a real nice way to give a lovely atmosphere and sang beautifully their carefully chosen songs.

Pictured to the right, two Cubs from 23rd Lincoln Scouts, laying a rose at the memorial.





Left, Pam Connock Presenting Kath Compton with flowers, thanking her for all the hard work and baking she does for the Memorial service.

Bottom, 23rd Lincoln Scout Leaders and Scouts laying a wreath and Roses at the Memorial.



Absent Friends



Ted McRae

We are saddened to report the passing of E R McRae. Ted was an Air Gunner who was posted in to 50 Squadron 21st January 1945 from No.5 Lancaster Finishing School. He flew operations with F/O C J Evans.

On 26th April 1945 whilst returning from operation Exodus his aircraft crashed killing all but the two air gunners. This aircraft was PD339 VN-J. Ted visited Lincoln and Skellingthorpe in recent years to take part in our reunions.

Ted passed away on 30th May 2019.



Fred Gardiner

Sergeant E F Gardiner was posted in to 61 squadron on 15th July 1943 from 1654 Conversion Unit. He flew five operations with the pilot Sergeant J C Whitley, being shot down on 9/10th August 1943. Three of the crew were killed and the remainder evaded. The fascinating story of Fred's evasion in his own words, is told on the following web site;

[http://www.possumline.net/
EscapeAndEvaders/gardiner/ownstory.htm](http://www.possumline.net/EscapeAndEvaders/gardiner/ownstory.htm)

Fred Gardiner passed away on 30th May 2109.



Our Weekend evening Dinner—2019

