



## NEWSLETTER SPRING 2024

### 102 (CEYLON) SQUADRON ASSOCIATION



Hon. Secretary      Harry Bartlett

Email:      [102squadronassociation@gmail.com](mailto:102squadronassociation@gmail.com)

Website: [102ceylonsquadronassociation](http://102ceylonsquadronassociation)

## Secretary's Ramblings

Spring 2024

As you know, this year is the 80<sup>th</sup> Anniversary of D Day, the day which heralded the beginning of the end of Nazi tyranny and oppression in Europe. 102 (Ceylon) Squadron had a part to play in trying to suppress the defences of the, so called 'impregnable', Rommel's Atlantic Wall. Flying operations in advance of D Day to disrupt and deceive the enemy and, on D Day, to bomb the Heavy Coastal Battery at Maisy, covering "Utah" beach.

With the comforting distance of time it is, perhaps, hard for us to imagine the dread and fear experienced by all of those who took part in this decisive day, eighty years ago. So many young men and women who died to ensure that the world would, in future, be free again.

There can be no glory in the pain, suffering and loss incurred by so many to make this one day an eventual success. Our thoughts must acknowledge the sacrifice of lives, and the many thousands of families who lost loved ones, or had their lives changed forever.

Of course, behind these momentous events were the many members of the resistance groups in France and Belgium who worked in the most dangerous circumstances. Our Squadron, along with so many others, appreciated their heroism in running the escape lines to get our surviving aircrews back to England, to return to the fight.

In January this year we received an invitation from the Mayor of Aubenton, Northern France, to be guests in March, at the 80th Anniversary Service, of the death of Captain Emile Fontaine, French Forces of the Interior. Known by his code name, Captain Tanguy, he had taken over as head of the area resistance and, amongst many of his exploits, he helped downed aircrew into the evasion system via the Comet Line, in which he was a major organiser. One of Squadron Leader Wally Lashbrook's crew, Sergeant William Laws, the Wireless operator, was hidden and later put into the Comet line by Captain Fontaine. Sadly, Captain Fontaine was betrayed by an invitation to a meeting. Realising he was at risk he escaped in a car, but was pursued by the Germans, who stopped him on a country lane, and, in the ensuing gunbattle, Captain Fontaine was killed.



Mayor, Bernard Gehant lays the Wreath



The Town tributes.

One of the 'perks' of being Secretary of an active Squadron Association is the variety of people who contact us for information about their relatives who served with 102 (Ceylon) Squadron. So, back in November 2021, through the Facebook Group and, latterly, through Messenger, I was contacted by Bob Witt who lives in British Columbia, Canada, seeking information about his father and the crew he flew with.

Having started out looking into the service of his father Sergeant Wireless Operator Air Gunner, Bob's own research had helped identify the daughter of the Navigator (Sgt. Dixon), Anne Toogood, and the son of the Flight Engineer, (Sgt. Ball), Anthony 'Dave' Ball.

They all served in the crew of Sergeant Colin Hynd with 102 from May 1943 to the end of a full tour. After this they volunteered, as a crew, to continue on operations. They were posted to 624 Squadron, (Special Duties) and flew from Blida to supply partisans in the Balkans and to bomb targets in Southern France. (This was the late Joe Wilson's Squadron after 102.)

Bob, Anne and 'Dave' arranged to meet in Pocklington on the 18<sup>th</sup> of April this year and invited me along. A great day and lots of stories and information. (I felt quite guilty that I threw such a lot of information at them in a short time, but they were only there for a short time. (We managed to have a look at the Halifax, 'Friday the 13<sup>th</sup>', visit the last remaining hangar on the old airfield and the Memorabilia Wall at the Wolds Gliding Club.)



The Hynd crew: Sgt. Dixon front left, Sgt. Witt front right, Sgt Ball back





Anne and Mick Toogood, Bob Witt, Dave Ball



After a full day!

And so, we look forward to our annual visit to Brissy-Hamegicourt to remember our Whitley crew buried in the Churchyard since May 1940. Again, the Mayor has arranged a Memorial Service with full honours on Saturday the 18<sup>th</sup> of May and we will lay a wreath. Following this we will visit the town of Aubenton on the 19<sup>th</sup> to finally pay our respect to Capitaine Emile Fontaine.

Our Reunion Weekend, (7<sup>th</sup> to the 9<sup>th</sup> of June) is the next major event. We have quite a big list of attendee's for the dinner on the 8<sup>th</sup>, this year being held at the Pocklington Rugby Club. Our guest speaker will be Association member, Alan Measures, author of 'RAF Bomber Command Striking Back', who will talk about the Whitley era.

I look forward to seeing some of you in June. In the meantime, can I wish you a pleasant Summer, and hope you absorb as much vitamin D from the sun to see you through the next Winter!

Harry Bartlett

(Secretary)

### **102 (Ceylon) Squadron – D Day**

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Members of 102 (Ceylon) Squadron Association will be interested in the part that members of the Squadron then played in that historic event.

The War Diaries of RAF Pocklington and RAF Elvington, by Mike Underwood, tell of an attack by 102 (Ceylon) Squadron of 26 aircraft, (a Squadron record), on the Maisy Heavy Coastal Battery. The attack was carried out through 3/10<sup>th</sup> cloud at 5,000 feet. There were no 'Night-Fighters' but some light flak to contend with. (Note: Bomber Command flew 211 sorties that day for the loss of three aircraft.)

102 (Ceylon) Squadron flew on operations every day from the 1<sup>st</sup> to the 11<sup>th</sup> of June without a break.

There is a rare colour photograph of RAAF pilot, William Rabbit DFC of 102 (Ceylon) Squadron, and his crew in the foyer of the Wolds Gliding Club on Pocklington Airfield.

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There is a rare colour photograph of RAAF pilot, William Rabbitt DFC of 102 (Ceylon) Squadron, and his crew in the foyer of the Wolds Gliding Club on Pocklington Airfield.



The Rabbitt Crew

This was an all-Australian crew, apart from the Flight Engineer, John Allen who was RAF. In the photograph his uniform can be distinguished by its slightly darker blue colour. This crew completed a tour of about forty operations. In 2008 I was privileged to have had access to the Log Book of one of the crew members, who had added additional information to every trip recorded in it.

Trip 4, dusk, D Day 6<sup>th</sup> of June: " A birds-eye view of 5000 various ships in the Channel.

The details to be found underneath the photograph were compiled with the assistance of the late Tom Wingham, a former Hon. Secretary of the Association. Reading the

information, it is worthy of note the anomalous phrase in the Log Book, '*at dusk*', to that of the War Diary account of a D Day '*dawn attack*'.

Below is a photograph of just some of the memorabilia in the Gliding Club Foyer.



Author: Colin Stevens, Glider Pilot and member of the 102 (Ceylon Squadron Association).

March 2024

### **What part did 102 Squadron play in support of the D-Day Landings?**

**By Clare Wilson**

The D-Day Landings codenamed Operation 'Overlord' was the largest combined operation in History when the Allied armies landed on the five Normandy beaches at dawn on the 6<sup>th</sup> June 1944.

On that first day alone 133 thousand British, American and Canadian troops landed on the beaches of Normandy. Prior to this Three airborne divisions involving 23 thousand men had landed by glider and parachute to secure the flanks of the invading force.

Naval and Air support was supplied before and after the landings not only by Commonwealth countries but many European countries too.

Bomber Command played a big part in the proceedings which started some months before by bombing railways, marshalling yards, ammunition depots, military camps, factories and German airfields in Belgium and France to

prevent the enemy from pinpointing the landing site. Further bombing of major road junctions, bridges and tunnels also limited the Nazis own transportation routes therefore delaying the movement of troops and weapons to Normandy. As the invasion drew nearer the bombers destroyed coastal batteries, radar and radio stations in and around the landing areas.

On the night of the 5<sup>th</sup> June Bomber Command flew **1211 sorties** (it greatest in one night), almost all of these were in support of the invasion.

This year our annual reunion will take place during this important anniversary and will see some of us partake in some of the events in and around Pocklington and Barmby Moor.

But, one question we have been asked on a couple of occasions is '[What part did 102 Squadron play in support of the D-Day Landings?](#)'

To examine 102 Squadrons role, we looked at the operation record books either side of the invasion before looking at a few historical publications that detail the day-to-day happenings. Here are our findings: -

### **1<sup>st</sup> June**

3 Aircraft are detailed to carry out Gardening operations (Mine Laying) at various points in the north and northwest of France.

### **2<sup>nd</sup> June**

16 Aircraft are detailed to bomb Haringzelles, in particular 'Todt Battery' a heavy coastal battery near Pas De Calais, France. Built by the Nazis in 1940 to support the planned occupation of Great Britain it consisted of 4 x 380mm guns with a range of 34 miles, these guns were able to target allied warships in the English Channel but also had the capability to reach the coast of Britain.

This coastal area was heavily fortified as the Nazis believed that if the allies were to invade it would be in this location. In planning the invasion, a deception plan was created to persuade the enemy that the landing would actually take place in the Pas de Calais area some 150 miles further along the coast from Normandy.

A total of 271 bombers were sent to bomb Coastal Batteries on that night. The result reported by our crews was that there was heavy cloud at the target. 4 aircraft did not bomb, but for those that did it was hard to estimate if the attack was a success or not. Bomber Command would carry out further raids over the next 2 evenings to continue their deception plan and the Normandy Batteries would only be bombed on the last night before the invasion, a raid that 102 Squadron would take part in!

#### **4<sup>th</sup> June**

18 Aircraft are detailed to attack Boulogne (Defended Area). 259 Aircraft of Bomber Command were tasked with bombing 4 Gun Positions in the Pas de Calais area. 2 of our crews returned early due to weather, those that did bomb did so using navigational aids due to cloud over the target.

#### **5<sup>th</sup> June**

26 Aircraft carry out an operation to Maisy (Medium Gun Battery). This was the biggest force ever sent out by the Squadron, the previous being 24.

Bomber Command sent out 1021 aircraft on this evening most of which attacked Coastal Batteries in and around the Normandy Area....as mentioned previously preparations were being made for the following mornings Landings.

All of our crews managed to bomb the target, they reported that the target indicators dropped by the Pathfinders could be seen quite clearly and that bombing was fairly concentrated round the markers.

#### **6<sup>th</sup> June – D-Day**

15 Aircraft were detailed to bomb Saint Lo, Bomber Command sent out a total of 1065 Aircraft to bomb railway and road centres behind the Normandy battle area to prevent the Nazis from transporting supplies, reinforcements and weapons into Normandy. Our crews reported that the target was thoroughly bombed.

A further 6 Aircraft were detailed to carry out Gardening operations to St Nazaire, Croisic Point and Lorient.



## **8<sup>th</sup> June**

15 Aircraft carried out an operation to bomb Alencon. 483 Bomber Command aircraft were detailed with bombing railway targets to prevent reinforcements from the South reaching Normandy, Alencon was one of those targets. 102 Squadron crews reported a successful operation with a small amount of flak reported in the target area.

9 Aircraft carried out Gardening Operations to Brest in Northwest France, some crews encountered opposition from flak ships and shore defences

1 Aircraft (LW140 DY-N) flown by W/O Jekyll RAAF, crashed at 0355 hours after flying into trees at Home Farm, Seaton Ross, 3 miles from Hornsea, Yorkshire, all lost their lives. The crew included Sgt Florent, F/O Lillington, F/O Hillrich RCAF, Sgt Downs, Sgt Rodger and

Sgt Catterwell. Sgt Rodger was from Buenos Aires in Argentina; he lies at Harrogate Stonefall Cemetery along with W/O Jekyll and F/O Hillrich. The others were buried at their hometowns.

## **10<sup>th</sup> June**

8 Aircraft of the Squadron were detailed to carry out a Gardening operation to Le Harve, further along the coast from the invasion area.

## **11<sup>th</sup> June**

8 Aircraft carried out Gardening Operations to Le Harve and Cap de la Chevre in Brest, France

12 Aircraft were also detailed to bomb a railway target at Massy-Palaiseau, only 6 aircraft managed to bomb the target with the others having difficulty spotting the target indicators and in identifying the target.

1 Aircraft piloted by F/S Singleton RAAF (MZ651 DY-N) came down at Autheuil-Authouillet, 14 km NE of Evreux. All of the crew were killed in the crash and are buried in Autheuil Communal Cemetery. The crew included Sgt Smith, Sgt Thomas, F/S McNamara RAAF, F/S Robson RAAF, Sgt Lishman and Sgt Francis.

## **14<sup>th</sup> June**

21 Aircraft of the Squadron were detailed to attack troop and vehicle Positions at Evrecy. This raid was quickly executed in response to an army report giving details of the presence of major German units in the area. 19 Aircraft dropped their bombs, the opinion of the crews was that the bombing was concentrated and should prove to have been a successful attack

1 Aircraft was damaged by Flak and the Navigator (Sgt Harris) baled out over the target, the intercom was unserviceable and the captains' instructions that were given verbally were misunderstood in the confusion. The Aircraft landed at Colerne in Wiltshire. Later inspection of the Aircraft revealed 16 holes in the Aircraft, all navigational aids and wireless unserviceable, Intercom shot away and both turrets unserviceable. The Navigator later returned to the Squadron.

## **CECIL LAFFORD** **18.10.1921 – 10.8.1943**



**By Stephen Duxbury**

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## Summary

Cecil Lafford was born at 116 Northgate, Newark, on 18th October 1921. During the war he was a flight engineer on a Halifax bomber, Serial No. JB782, of 102 Squadron, flying out of RAF Pocklington, Yorkshire. Cecil was killed in action on the night of 9th/10th August 1943. His aircraft was on its way home, having bombed Mannheim in Germany, and was shot down by a German ME-110 aircraft (a night-fighter) piloted by Major Heinrich Wohlers of the Luftwaffe. The plane crashed in woods near Spesbach, close to Landstuhl and Kaiserlautern, some 60 miles west of Mannheim. Five members of the crew died. Two crewmen escaped by parachute. The dead were buried first at nearby Ramstein and later at the British Military Cemetery at Rheinberg, near Duisurg, Germany (Graves 20-22, Row A, Plot XX). The crew members were as follows:

Sgt Vincent Thomas	Pilot	Survived
Sgt J Perry	Air Gunner	Survived
Sgt Norman Wilbraham		Killed
Sgt William Henry Buffery		Killed
Sgt John Anderson Walls	Air Gunner	Killed
Sgt Cecil Lafford	Engineer	Killed
Sgt Alan Claude Marsh		Killed

Cecil Lafford is commemorated on a war memorial plaque at St. Mary Magdalene Church, Newark, and on a plaque at Magnus Grammar School old buildings, Newark, now a museum – he was an old boy of the school.

## Correspondence

On 10th August 1943, Cecil's father, Jesse Lafford, received a telegram from 102 Squadron which read: 'Regret to inform you that your son 945774 Sgt C Lafford is missing as a result of air operations on night of 9/10 August 1943. Letter follows. Any further information will be immediately communicated to you.' Jesse and Ada Lafford received a letter dated 14<sup>th</sup> from 102 Squadron, Pocklington, reporting, regretfully, that there was no further news. The crew's target was Mannheim, but no distress signal had been received. One other aircraft failed to return. There was still hope that they might have baled out and been picked up in the English Channel, or might have been taken prisoner or be on the run.

A letter to the family from the Air Ministry Casualty Branch in London dated 20th August expressed regret and sympathy, and reported that enquiries were being made of the International Red Cross to see if any further information was available. On 6th September the family received a telegram from the Under Secretary of State stating: 'Deeply regret to advise you that according to information received through the International Red Cross Committee your son Cecil Lafford is believed to have lost his life as the result of air operations on 10th August 1943.' The Wilbraham and Buffery families received the same telegram.

A letter to the family dated 6th August 1943 (presumably 6th September 1943) from Amelia Wilbraham, mother of another member of the aircrew, brought slightly hopeful news: 'My son's fiancée was listening to the German radio yesterday and heard the name and address of one of the crew given as being a prisoner of war, he was the air gunner [J. Perry]. And by this morning's post I received a letter from the pilot's mother to say she had heard through a listener that her son [Vincent Thomas] was also a prisoner. As he would be the last out of the plane, it would seem almost certain that the rest of the crew would get away safely.'



However, in a letter dated 16th September 1943 to the family, the Air Ministry Casualty Branch, London, stated that the Air Council had regretfully confirmed the contents of the telegram of 6th September which advised the family that Cecil was believed to have lost his life. The International Red Cross Committee had received official German information that Sergeant Perry and Sergeant Thomas had been captured on 10th August, but that the five other members of the crew were dead.

On 23rd September 1943 Mr. and Mrs. Davies, who lived in Morecambe, Lancashire, wrote to the Lafford family offering 'heartfelt sympathy'. It seems that, whilst undergoing RAF training, Cecil Lafford had been billeted with the Davies family in Morecambe. He was their daughter Monica's first boyfriend, became part of the family and was liked and loved by them all. His loss was greatly felt and he was sorely missed. In Monica's words, 'The war gave him to us and the war has taken him away but one feels better for having known him.'

The family received a letter dated 14th January 1944 from the Air Ministry Casualty Branch notifying receipt of confirmation of Cecil's death from an official German source but with no details of his place of burial. It was therefore presumed officially that Cecil died on 10<sup>th</sup> August 1943. King George and Queen Mary sent the following undated message from Buckingham Palace to Jesse Lafford: 'The Queen and I offer you our heartfelt sympathy in your great sorrow. We pray that your country's gratitude for a life so nobly given in its service may bring you some measure of consolation. George RI.'

In a letter dated 24th January 1944 to Mr and Mrs Lafford, Amelia Wilbraham (mother of another member of the crew) wrote that she and Mr and Mrs Walls (parents of one of the air gunners) had also received the letter dated 14th January, but that it did not alter the position. She wondered 'that if the pilot brought the plane down, (which seems likely) because the Air gunner who is a POW is uninjured why haven't we heard more details about our boys if the bodies were still in the plane?' She said that the pilot had a broken leg and jaw, plus short loss of memory.

On 9th May 1945 Mrs. Marian Thomas wrote to Mr. Lafford that her son Vincent, Pilot of the plane, had been in England for about 10 days but could not be of any great help as he had been unconscious for a week after he parachuted to the ground and had no memory of the events that led up to the crash. He remained in hospital and was recovering from malnutrition and, presumably, his injuries. She said that the surviving air gunner, Sergeant Perry, might be able to tell them more. The Thomas family had a second son who was missing for almost a year, presumed lost.

In a letter dated 14th May 1945 from Sergeant J. Perry, Mid/Upper Gunner, replying to an enquiry from Jesse Lafford, Sgt. Perry said that as far as he knew the rest of the crew were unhurt when he baled out: 'and as I have an exit for myself which is a long way from where the others depart, you may understand how it was. It was very difficult climbing along the fuselage, as the aircraft was diving about somewhat.' He saw flames, presumably the plane burning, in a forest, but he was unable to return to the crash site due to German activity. He was captured some time later.

Marian Thomas, (mother of Vincent Thomas, the Pilot), wrote a letter to Jesse Lafford on 9th June 1945 giving Vincent's account of the crash: 'They were some miles on their homeward journey when the 'plane ran into some very accurate "flack". This put an engine out of action and set a wing on fire. [In fact, it was a German night-fighter that caused the damage, not "flack".] Knowing that this might reach a petrol tank, Vin remained at the controls to keep an even keel for the others to bale out, gave the order to the 4 members of crew that were forward to don 'chutes and open



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escape hatch, and jump in turn.' The letter continues: 'He received no reply on intercomm: nor from the tail gunner [Walls] who Vin thinks may have been hit. Neither could Vin note the draught which should have come from the forward hatch had it been opened. By this time the flames were licking the fuselage and Vin's only quick chance of escape was by the entrance opening overhead. This procedure was fraught with the greatest risk and it is a miracle that he survived. Vin's leaving the controls caused the 'plane to give a jerk, and so stimulated Perry to action, and he baled out from the rear hatch.'

Vincent believes that he was hit by debris as he baled out and lost consciousness. He remained largely unconscious for a week. He thought that the petrol tanks must have exploded and destroyed the plane. The Germans knew the plane was a Halifax, but all identifying information was destroyed in the crash and fire and it seems they had no information on the lost five members of the crew to report to the Red Cross [though the evidence provided by the eye-witnesses indicated that they must have been aware that the five had died].

A letter to Jesse Lafford dated 4th August 1945 from the Air Ministry Casualty Branch reported that there was no further information. Flight Sergeant Perry saw no other parachutes after he baled out by the exit in the middle of the fuselage. Sgt Perry stated that 'the others would have used the port hatch' but that 'he had difficulty in getting out due to the gravitational pull, and the others may have had the same trouble. He was told by the Germans that five remaining members of the crew had lost their lives.' The letter goes on to explain that the magnitude of the search for graves meant that the procedure was a lengthy one.

In reply to a letter of enquiry from K. Lafford (Cecil's brother, my wife's father), an Air Ministry letter to dated 10th July 1946 reported that captured documents confirmed the sad loss of Cecil Lafford and four other crewmembers. No burial information was yet available.

A letter from the Air Ministry to Jesse Lafford dated 3rd November 1948 stated that: 'It is with deep regret that I refer after such a long time to the sad loss of your son, Sergeant C Lafford, but I feel sure you will wish to know that the Royal Air Force Missing Research and Enquiry Service has now located his place of burial.' The five deceased members of the aircrew were buried at a cemetery at Ramstein, a few miles north-east of the Spesbach crash site. The letter continues: 'unhappily, the circumstances of the crash were such that individual identification was not possible, and the bodies of the crew were reverently reburied in Rheinberg British Military Cemetery, eleven miles North-West of Duisburg.' The graves were numbered 20-22, Row A, Plot XX, and would be inscribed in due course by the War Graves Authorities.

### **Heinrich Wohlers**

Heinrich Wohlers was the pilot of the Messerschmitt Me-110 night-fighter that shot down the Halifax bomber in which Cecil Lafford was flight engineer. Cecil's Halifax was Wohlers' eighteenth victim and his total tally eventually rose to 29. Wohlers died in 1944 in an aircraft accident whilst ferrying a Messerschmitt Bf 110 from one airfield to another in Germany, his twin-engined plane suffering an engine failure, forcing him to land in fog.



## Campaign Stars, Clasps and Medals

instituted in recognition of service  
in the war of 1939-45

THE AWARDS ISSUED ARE MARKED X  
ON THE ACCOMPANYING SLIP

Order in which the awards should be set up, e.g., for framing	Description of Ribbon	Clasp or Emblem (if awarded)
1 1939-45 Star ✓	Dark blue, red and light blue in three equal vertical stripes. This ribbon is worn with the dark blue stripe furthest from the left shoulder.	Battle of Britain
2 Atlantic Star	Blue, white and sea green shaded and watered. This ribbon is worn with the blue edge furthest from the left shoulder.	Air Crew Europe or France and Germany
3 Air Crew Europe Star ✓	Light blue with black edges and in addition a narrow yellow stripe on either side.	Atlantic or France and Germany
4 Africa Star	Pale buff, with a central vertical red stripe and two narrower stripes, one dark blue, and the other light blue. This ribbon is worn with the dark blue stripe furthest from the left shoulder.	8th Army or 1st Army or North Africa 1942-43
5 Pacific Star	Dark green with red edges, a central yellow stripe, and two narrow stripes, one dark blue and the other light blue. This ribbon is worn with the dark blue stripe furthest from the left shoulder.	Burma
6 Burma Star	Dark blue with a central red stripe and in addition two orange stripes.	Pacific
7 Italy Star	Five vertical stripes of equal width, one in red at either edge and one in green at the centre, the two intervening stripes being in white.	Atlantic
8 France and Germany Star	Five vertical stripes of equal width, one in blue at either edge and one in red at the centre, the two intervening stripes being in white.	Atlantic
9 Defence Medal ✓	Flame coloured with green edges, upon each of which is a narrow black stripe.	Silver laurel leaves (King's Commenda- tion for brave conduct, Civil)
10 War Medal 1939-45 ✓	A narrow central red stripe with a narrow white stripe on either side. A broad red stripe at either edge, and two intervening stripes in blue.	Oak leaf

## Campaign Stars, Clasps and Medals

A thorough and comprehensive assessment of entitlement using the record of service has been completed. Your full and final award in recognition of service in the war of 1939-45 is enclosed.

NUMBER OF STARS, MEDALS, CLASPS  
OR EMBLEMS ENCLOSED

1

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2. Atlantic Star	Blue, white and sea green shaded and watered. This ribbon is worn with the blue edge furthest from the shoulder.	Air Crew Europe or France and Germany
3. Air Crew Europe Star	Light blue with black edges and in addition a narrow yellow stripe on either edge.	Atlantic or France and Germany
4. Arctic Star	A central vertical stripe of white flanked on either side by a thin stripe of black and then three equal stripes of red, dark blue and light blue.	
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7. Burma Star	Dark blue with a central red stripe and in addition two orange stripes.	Pacific
8. Italy Star	Five vertical stripes of equal width, one in red at either edge and one in green at the centre, the two intervening stripes being in white.	Atlantic
9. France and Germany Star	Five vertical stripes of equal width, one in blue at either edge and one in red at the centre, the two intervening stripes being in white.	Atlantic
10. Defence Medal	Flame coloured with green edges, upon each of which is a narrow black stripe.	Silver laurel leaves (Kings commendation for brave conduct, Civil)
11. War Medal	A narrow central red stripe with a narrow white stripe on either side. A broad red stripe at either edge, and two intervening stripes in blue.	Oak Leaf

## Record of Medal Awards to Cecil Lafford

Additionally, on 15th May 2014 Cecil Lafford was awarded the Bomber Command Clasp.



Medals and Clasp Awarded to Cecil Lafford



*And when you come to 102  
And think that you will get through  
There's many a fool who thought like you  
It's suicide but it's fun".*

Anonymous 102 Squadron member, 1941



Royal Air Force - Pocklington Airfield

The home of 102 (Ceylon) Squadron RAF and 405 (Vancouver) Squadron RCAF No 4 Group Bomber Command during World War II from where so many gave their lives in the cause of freedom.

This memorial was raised by Old Comrades in gratitude to all those men and women who served in both squadrons in War and Peace.

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