



Chances are,
another Guild
member can help
P10



Operation DRAGON
P18



DESPATCHES

the magazine of the International Guild of Battlefield Guides

'FILM GUIDE'...HOW TO GET ON SCREEN AND MAKE FILM WORK FOR YOU!

As the profile of the Guild increases and the demand to fill TV air time with original programming continue to grow, as viewers will only watch Time Team or Tank Repair Workshop so many times, there are increasing opportunities for guides to enhance their profile by taking part in programme making. This article is designed to help guides make decisions appropriate to their best interests and to help them make the most of opportunities that present themselves.



Guild Members supporting TV work on a cold day; Mike Peters, Tim Saunders, Ed Coutts-Britton (son of TCB) and in the Centre (Sergeant) Ed Church and Jeanette Dormer (wife of Tom), plus other extras at the end of a film shoot for Battlefield History TV's forthcoming documentary on the First Battle of Ypres. Photo by Tom Dormer.

ALSO IN THIS ISSUE:

BATTLEFIELD *guides*

Photos of guides
in action!



GUIDE *lines*

Your news and views

PLUS

The Cannock Chase
Terrain Model Of
Messines Village

AND

The Work of the
Commonwealth War
Graves Commission:

BATTLEFIELD*guides*: IN ACTION



Above: A Guild led Blitz tour in London.

Our Guild Secretary was present in Mons on 4th August where city mayor Nicolas Martin and Belgium's Prime Minister Elio Di Rupo welcomed the Duke & Duchess of Cambridge and Prince Harry to the C15th town hall.



Above: John Cotterill at Waterloo with three other Badged Guides listening (for a change).

Left: Guild members on the Norwich weekend

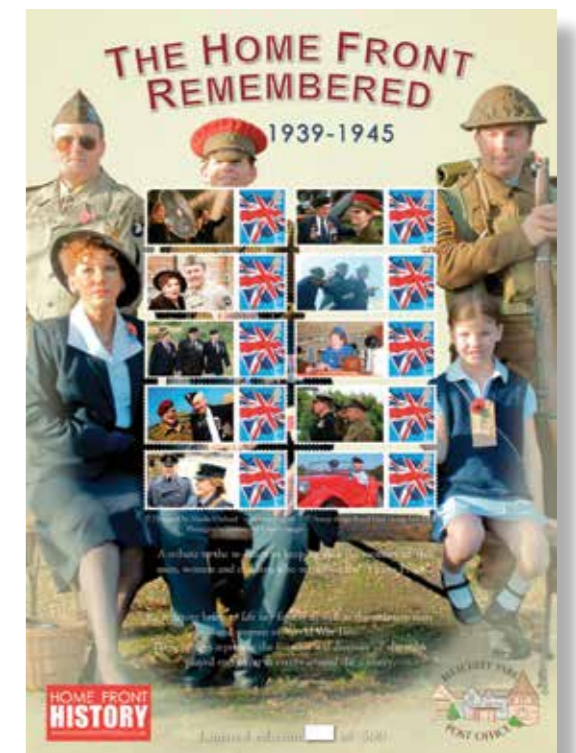
Contents

P1/5	Film Guide <i>How to get on screen and make film work for you</i>	P15	Battlefields by night <i>Operation Frankton</i>
P2/15	BATTLEFIELD<i>Guides</i>	P16	Guild Partners: Galloway Tours
P4	Opening Shot	P18	Operation Dragoon 70 Years on
P6	Cannock Chase <i>Model of Messines</i>	P22	Book Reviews
P8	Work of the Commonwealth War Graves Commission	P24	10 Questions
P10	Chances are, another Guild member can help	P23	Events
		P24	NEW<i>members</i>

Two special sheets of stamps have been released by Bletchley Park Post Office, once the undercover mail room of the Enigma code breakers. In the first offering, they have teamed up with Home Front History UK to produce a unique collector's sheet of ten Royal Mail stamps. Called "The Home Front Remembered" it is a tribute to those who served "on the Home Front" during World War Two and shows the diversity of Home Front roles as portrayed at 1940s re-enactment events. These 'living history' portrayals are increasingly important as the period passes from living memory. The stamp sheet has also been designed to be mounted and framed as a display piece rather than just tucked away in the traditional collector's album. Artist and designer Natalie Orchard has also linked it to her book jacket design for the John Leete book 'A re-enactor's war', considered by many as the definite guide to Second World War re-enactment.

A second set of stamps has been produced with the National Pigeon Association featuring photographs from the first world war.

For more information stamps can be viewed at www.bletchleycovers.com or by calling 01908 363489.



OPENINGshot:

THE CHAIRMAN'S VIEW



Welcome fellow members and Guild Partners and Supporters to the Summer issue of *Dispatches*.

Well finally, here we are, after years of anticipation, we are poised at the beginning of what is probably the busiest period of activity the battlefield tour industry has ever seen. Wherever you are in the world it seems that it is almost impossible to be unaware of the First World War Centenary, and it is even less likely that there is not some form of debate or argument raging on the subject. Here in the UK, the media and academia have certainly started the year with all guns blazing, we are already witnessing a metaphoric race to the sea as each positions itself for the official start of commemorations this August. I do wonder if the volume of material that is being generated can be sustained, and more importantly, can the general public absorb much more before reaching saturation point - are we in danger of peaking too early? Alternatively, for the battlefield tour industry it could still be true to say, that there is no such thing as bad publicity. The deluge of newspaper copy, TV coverage and social media activity has certainly increased interest worldwide in visiting FWW battlefields. Those of us who work on the Western Front regularly are already seeing a steady increase in the numbers of battlefield tourists, the crowds at the Menin Gate ceremony are an unscientific but tangible metric of the trend. For a large percentage of these first-time visitors the increased media coverage, whether of good or poor quality is the spark that initiates their interest and acts as their entry point into FWW history. Whatever the point of origin of their interest, the next most important step along the way is a choice of Battlefield Guide. This is where all of us in the Guild have an important role to play in helping people to access the

battlefields in a safe and enjoyable way, and to ensure that they gain a balanced understanding of the FWW. I already have concerns about the number of pop-up battlefield tour companies that have surfaced this year, and the damage that they may do to the industry. We, in cooperation with our Guild Partners, Guild Supporters and other reputable tour operators, must do all that we can to maintain professional standards - this will attract new members. This will be a long four-year haul, and I am confident that if we continue through the centenary programme with our current focus and momentum, we will emerge as a much stronger and more influential organisation.

The year has already started well for us, many of you have responded to the call for members to step forward and organise events and to contribute articles to this magazine. Thank you to all of you, and I look forward to learning a lot and honing my own guiding skills this year. We have also added 2 new members to the Council, welcome to Simon Worrall and Mike Scott. Our new Membership Secretary, Jo Hook has also settled into her role, and she has been busy welcoming a steady stream of new members. There is also evidence of more members entering the validation process - an encouraging trend. Although the FWW Centenary dominates my column, Tony Smith has taken great care to ensure that the content of *Dispatches* caters for as many different areas of interest as possible. I hope you all enjoy reading it. I look forward to meeting Guild Members out on the battlefields of the world this year. Have a great Spring and Summer, and above all, I hope you enjoy your guiding

Mike Peters

FIRSTcontact:

<https://www.facebook.com/battleguide>

<https://twitter.com/GuildofBG> - Twitter

Guild Secretary
Tony Smith

The Woodlands
Penrhos
Raglan
Monmouthshire
NP15 2LF
United Kingdom

+44 (0)1600 780273
+44 (0)7774 639023
secretary@gbg-
international.com

Guild Chairman
Mike Peters

Ascot House,
Norwich Road
Little Stonham
Ipswich
Suffolk IP14 5DL
United Kingdom

chairman@gbg-
international.com

**Guild Treasurer and
Company Secretary**
James Dinsdale

206a Lawn Lane,
Hemel Hempstead,
Herts, HP3 9JF
United Kingdom

+44 (0)7872 187 846
treasurer@gbg-
international.com

**Guild Membership
Secretary**
Jo Hook

Quince Cottage,
5 West Church Street,
Kenninghall,
Norfolk
NR16 2EN

mbr.sec@gbg-
international.com

From front cover

Most guides are naturals for TV; they know how to address an audience and have the energy in their delivery to hold that audience, with whiffs of blood, powder and cordite thrown in. It is, however, as much about being able to assemble relevant material into an engaging narrative (haven't we heard that one somewhere before?), in the length and detail required by the director on behalf of the viewers.

Getting noticed by programme researchers from production companies is the first step. Like most people production researchers take the easiest course of action - they consult Google, so your name must come up on search engines to stand a chance. The first thing they look for is for recently published authors but failing that, they look for those who have an established reputation or pedigree.

So, to get noticed these days you will need a sound internet presence. The Guild and tour company websites are a first step but they won't make you stand out from the crowd; ideally you need to have a widely sold product but don't worry your own well constructed website will get you noticed. A few years ago a website meant a bit of time and significant expense but now with the likes of 1and1 it is easy to do it yourself, with the major investment in being one's time. The meat of a website is of course content, otherwise the visually engaging site you have laboured so hard to produce, will be like Pompidou's pyramid i.e. look good but with nothing in it! Therefore, to get noticed by the search engines you will have to produce a range of articles and images relating to your areas of expertise. Testimonials from that feedback sheet we all learn to produce for validation is hopefully a good source of quotable lines.

Of equal importance in holding the production company's attention is 'the look', so don't forget some good pictures of yourself. A Box Brownie snap will probably not do unless you are particularly photogenic. A properly posed studio is worth the small investment but don't let the photographer go overboard this is documentary work not the heart of loveliness! To be serious your look on a photo/screen is important because mainstream broadcasting is inherently vain and likes its participants to 'look good' and a professional photographer can do that for us - well most of us.

For those who are challenged in the looks department, specialist producers tend to be more interested in what you have to say and how you say it, so don't give up! It is also worth noting that an interesting face is as good for TV as the attractive visage.

Having successfully attracted attention, the first contact with a production company will normally be on the phone, out of the blue, by a researcher who will probe you for information. There are two main reasons for this - they want to gather sufficient information for the



Getting a close up of Ed Church in action

programme without having to buy or read a book and equally importantly they want to hear you talk! A good tactic to give yourself the best possible chance is to offer an excuse and break off the conversation, promising to ring back once you have gathered your thoughts. Make it quick as they will be onto the next person on their list!

As this contact process goes on, with further phone calls and e-mails, one must ask the researcher and director questions of your own, with the constant thought at the back of your mind 'Is this going to be beneficial to me?' For instance ask questions about the programme; if it is a second series view he first or search out reviews, etc. to see how they use or plan to use their participants. Important information for you is who

is paying and therefore 'calling the tune'; a cynical example from personal experience is that if the programme is US funded and its about Sicily or Normandy you may be being put up as a target to be shot down or simply edited so your British voice sound as if you are supporting a one sided view of say Montgomery - just beware as this sort of thing can and does happen in any number of different circumstances.

Another question is of course your fee or lack of it. With the increasingly tight and thinly spread budgets no remuneration is increasingly common. Again the question for the individual is 'What is in it for me?' If there is cash the answer is straight forward but if not, one must of course weigh the benefits; will participation help raise my profile in my core business of guiding and/or will I enjoy and learn from the experience. Another question is of course, what are the non cash elements of the deal and what comes in kind? For example these could be edited clips of film for one's website, name on the box, etc. If you are sure it all adds up for you - go for it!

As a final thought, prior to the shoot preparation, as usual should focus on reading around your subject and thinking through some likely questions. At the shoot the most common scenario is for the director to sit alongside the camera asking you questions. Rarely will you be asked to do a piece to camera without an on screen pedigree. Bear in mind TV wants short concise well crafted stories not long rambling diatribes, with numerous 'ifs butts and maybes'. Remember it is all about gathering material and presenting the story appropriately. Think performance and sound bites of as little as 20 - 30 seconds; it's a short story not a book. If the director wants' more he will ask supplementary questions but don't be afraid to gently suggest questions that you haven't been asked but should have been. Keep in mind if you are not happy with something you have said it is in both your interest and that of the film company to say 'we should do that one again!'

As guides, performing for TV is just a way of us reaching another larger audience and it is normally fun. In the longer term it's about building profile to gain work and customer confidence but make sure though you are aware of the pitfalls; he who sups with the devil should do so with a long spoon!

THE CANNOCK CHASE TERRAIN MODEL OF MESSINES VILLAGE, 1917, THEN AND NOW.

CHRISTOPHER JOHN

For those guides whose clients have limited time for battlefield touring abroad, there are sites in plenty associated with the Great War here within the UK. Cannock Chase, Staffordshire, saw much military usage in that period with the establishment of two large infantry training camps here in 1915, Brocton and Rugely Camps jointly known as the Cannock Chase Reserve Centre. Today the Cannock Chase visitor centre exhibits an original Great War barrack hut, fully kitted out with authentic period beds, personal equipment and living accommodation. As well as the site of the camps there are still recognisable rifle ranges and uniquely a complete CWGC Great War cemetery and the national German cemetery, constructed in the 1960s as a concentration site for German burials of both world wars.

Last year the site of Brocton Camp came into national prominence, both in the newspapers and television, as the site of an excavation to uncover the remains of the only known contemporary semi-permanent terrain model of a Great War battlefield, that of the village of Messines and surrounding area assaulted by the New Zealand Division at the Battle of Messines 7th June 1917.

In mid-1917 most of Brocton Camp was turned over to the training battalion of the New Zealand Rifle Brigade to become the New Zealand Reserve Centre.

The New Zealand division had first experienced action on the Western Front in the later stages of the Battle of the Somme. In April 1917 they were chosen as the central unit in the planned Battle of Messines to retake the Messines Ridge as a

precursor to Third Ypres. The battle would start with the simultaneous detonation of 19 explosive mines along the battle front with the NZ division directly assaulting the village of Messines itself.

The attack was an astonishing success with the entire ridge captured as planned within 24 hours. The NZ Division took all its objectives, with Lance Corporal Sam Frickleton winning the Victoria Cross during the assault.

The success of the attack was attributed not only to the shock effect of the mines but also to the meticulous planning and preparation for the offensive by all Divisions involved.

Part of this was the construction of a large scale terrain model of the ridge at Petit Pont near Romarin, west of Plugstreet Wood.

Here roads, tracks, trench lines,



New Zealand troops, in shorts in winter, on a parade ground Brocton Camp



British and Australian troops study the Petit Pont terrain model prior to the battle of Messines.



The model nearing completion summer 1918. Note the two German PoWs working bottom Left.



The uncovered model site. The large area occupied by the model can be appreciated.

trench lines and many impressed small pebbles representing roads are clearly visible.

Above all an accurate copy of the plan of the ruined village of Messines came to light, complete with town square and ponds and reservoirs.

Details of the model were scanned in detail by digital laser scanning equipment. Hopefully this will allow a "model of The Model" to be constructed for future public display. The condition of the Model was too fragile for permanent display and so it was recovered under a protective membrane, and layers of sand and top soil.

The author would be happy to give advice to guides wishing to visit these sites or help with guiding interested groups.

Further information on the military sites on Cannock Chase:-

"A Hundred Years On-the Military Use of Cannock Chase" by the author, published by Reveille Press. Copies available from author £8 +p&c.p. contact Christopher John, GBG Badge 32 CEJB75@btinternet.com

strongpoints prominent buildings and landmarks were all laid out accurately to scale. Each battalion was required to attend and study the part they would play on the day. To facilitate this a duckboard path ran around the perimeter and two raised observation platforms were built to give a better overview.

In mid 1918 construction was started at Brocton on a similar scale terrain model of the NZ sector of the battle. Officially this was for purposes of "topographical instruction" but would undoubtedly have been used to instil regimental pride into recruits as New Zealanders and not just as British or Empire soldiers.

The picture shows the model under construction. The ground is covered by a concrete screed into

which accurate representations of trench lines, roads and buildings were made, all to scale and correspond exactly to trench maps of the date.

By the early 1920s the Camps' site had been entirely dismantled, except for the Model which became a public attraction. It even had a guardian with a tin hut and for a few pence he would give an explanation of the Model to visitors. The site was abandoned at the start of WW2 and was gradually covered by vegetation and lost.

The location was rediscovered some years ago and in 2013 Staffordshire County Council obtained funding for a community excavation of the site.

Considerable degradation of the concrete screed was found to have occurred. But remains of incised



Details of inscribed trench lines and pebbles representing a road.



Representation of the ruined village of Messines, bricks used as outlines of houses and other buildings represented as rubble.

THE WORK OF THE COMMONWEALTH WAR GRAVES COMMISSION: PUTTING THE CENTENARY INTO CONTEXT

Whether visiting our iconic sites on the Western Front or one of the thousands of isolated graves we maintain around the world, the cemeteries and memorials cared for by the Commonwealth War Graves Commission (CWGC) stand as some of the last physical reminders of the First World War.



Barenthal BC - St Barnabas Pilgrimage



Soon – from the flat plains of Belgium to windswept Gallipoli and beyond – the world will mark the Centenary of the Great War. The sites we maintain are a testament to the sacrifice made by millions of men a century ago. These places exist today not as static reminders of a far-off history, but as personal touchstones to a shared past.

The locations we care for have always been places of collective remembrance. Just as early pilgrims made their way to Thiepval and Tyne Cot, the upcoming Centenary will bring modern visitors to our cemeteries and memorials around the globe.

Whether arriving as individuals or in guided groups, many come to our sites to connect with their own personal histories, searching name upon name and row upon row for loved ones who fought and died in the Great War. We want those who come to our sites to understand not just the events which brought these places into existence, but to foster a deeper rapport with those who died so long ago.

In this vein, our Visitor Information Panel (VIP) project allows visitors to connect with the servicemen of the First World War as individuals. The production and placement of these panels – to be installed at 500 CWGC-maintained locations around the globe – is a core part of our Centenary preparation. Explaining not just the historical context of each site, these panels are also embedded with a QR (quick response) code, which when scanned with a smartphone, reveals the personal stories of some of those commemorated at that particular location.

As we approach the Centenary, the support of Guild members – some of whom have contributed their expertise to our VIP project – has been and continues to be a great boon to both the CWGC and to the wider commemorative landscape. “The expertise that we’ve had from Guild members has been incredibly

Bayeux D-Day 65th(48)

beneficial,” said Claire Douglas, the CWGC’s 14-18 Team Production Coordinator, responsible for overseeing the creation and installation of these panels at 500 key sites around the world.

Our work to commemorate the war dead has remained unchanged for a century, but as any good battlefield guide knows, a successful visit depends on putting the right information into the right context. With their in-depth knowledge of our sites, Guild members – whether leading a tour or coordinating resources for our VIP project – are able to put the history of the Great War and the work of the CWGC into a context that is relevant to a modern audience.

We know that Guild members are eager to perfect their craft and expand their field of knowledge. As an organisation, the CWGC offers an expansive range of resources – materials that provide an insight into some of our most iconic sites as well as those that are lesser-known.

While the Guild continues to make tangible contributions to the work of the CWGC, we hope that we – as the organisation that commemorates the war dead of the Commonwealth – can enhance and heighten the knowledge of its members, ensuring that those who fought and died a century ago are remembered today.

Jackie Reddy
Publications Coordinator
Commonwealth War Graves Commission



At 16.31 on the afternoon of Thursday 2nd December, Lancaster serial number LM363 SR-P of 101 Squadron climbed into the air from its base at Ludford Magna in Lincolnshire. With it were 20 other Lancasters from 101 Squadron. Their mission was to bomb Berlin in another raid in the Battle of Berlin which had started that November.

Chances are, another Guild member can help...

Moving to pre-arranged forming up points, the aircraft from 101 Squadron joined with others from other UK bases to make a total attack force of 458 aircraft. Whilst the raid was considered a success in terms of the damage done, a total of 40 bombers did not make it back that night – nearly 9% of the raiding force. Lancaster LM363 was one of these.

A new aircraft, LM363 had been delivered to the Squadron on the 31st October and only had 35 hours 'on the clock'. The Lancaster was crewed by eight men, all experienced Bomber Command crew. Four of them had already been decorated for bravery. The pilot that night was Flight Lieutenant George Albert James Frazer-Hollins.

George was a relatively 'old' man by Bomber Command standards being 31. Married with two children, he had been with the squadron since May 1943 and had 24 missions under his belt, including attacks on the Ruhr and Italy. He had also taken part in Operation Gomorrah – the raid on Hamburg which led to the firestorm destruction of the city.

In the air he knew what he was doing. He had already been awarded the Distinguished Flying Cross for two actions. In the first, his aircraft was attacked and both port engines put out of action. He was forced to drop to 15,500 feet but continued to carry on to bomb his target. On the return trip, he restarted one engine and made it back to land safely, despite his port tyre and port flap being shot away.

Later, in August 1943, on a raid to Milan, his aircraft had been attacked by a Junkers 88 and a Focke Wulf 190. By skilful flying, he manoeuvred his aircraft such that the rear gunner was able to destroy it.

His flight engineer was Pilot Officer Cecil Henry

Mortimer and the navigator was Flying Officer John William Frederick Deane. The wireless operator was Sergeant Herbert William Witham and the mid upper gunner was Sergeant Eric Heap. Eric had recently been awarded the Distinguished Flying Medal in October. His citation showed that his accurate shooting had on a number of occasions driven off enemy fighters that were attacking his aircraft. The bomb aimer was Pilot Officer Henry Tiller. He was a Jewish Londoner whose parents Herman and Ester



Grave of John Kelley – the USAAF gunner on board

had fled from Germany in the 1930s.

Interestingly, the rear gunner on the mission was an American – at that time a member of the the US Army Air Force. He was Technical Sergeant John Joseph Kelley, a US citizen from Rockland County, New York. He was 32.

He had joined the Royal Canadian Air Force earlier in the war and was awarded the DFM, gazetted as foreign national, in the same action as Frazer-Hollins DFC. When America entered the war, a special committee sought out those Americans who had joined the RCAF and persuaded them to transfer into the USAAF. Those that refused were stripped of their US citizenship.

Accordingly, on July 2nd 1943 John Kelley went to USAAF No 12 Replacement Depot in Chorley and swore allegiance to the USAAF. The deal, however, was that he completed his current tour with the RAF before switching over. However, from this date he was an official member of the USAAF and this was to affect what happened later.

Normally the crew would have been seven strong but there was an additional crewman on board that night. He was Flying Officer Arnold Weldon from Rotherham, nicknamed 'Bish'. A solicitor before the war and previously with 150 Squadron, he was awarded the DFM in 1941. This was awarded for putting out a fire in his aircraft with his bare hands after rescuing his rear gunner. All this was accomplished in temperatures of minus 25 degrees Centigrade and without an oxygen supply. Arnold was on board that night to carry out a dangerous task which had been assigned to 101 Squadron.

Many Allied bombers were falling victim to German night-fighters guided by ground controllers scrutinising their radar screens. An Allied counter-measure named 'Window' partially upset this, but the Luftwaffe responded by coordinating the commentaries of several controllers at different locations, and delegating overall command to a single master controller who guided the night-fighters towards the Allied aircraft.

The British Telecommunications Research Establishment at Malvern developed a response to this that was tested by 101 Squadron. It was called 'Airborne Cigar', or ABC, an operational version of 'Ground Cigar', and its original code name was



Crew of 101 Sqn.
Source: usaaf.forumactif.com

'Jostle'. Using a receiver and three 50-watt T.3160-type transmitters, the German VHF frequency – and language – was identified and then jammed.

The jamming caused a loud and constantly varying note running up and down the scale of the relevant speech channel.

To carry out the jamming process, a German-speaking eighth crew member was included in the crew of especially fitted Lancaster bombers. Since the enemy often gave false instructions to divert the jammers, it was essential that these operators knew German reasonably well. In addition, if the Germans changed frequencies the Special Operator would have to be skilful enough to do likewise. He had to recognize German code words and log any German transmissions for passing on to Intelligence at the post-flight debriefing. On this mission, Arnold was the Special Operator - 'Spec. Op.', or SO. Henry Tiller was also a trained Special Operator.

Arnold sat just aft of the main spar on the port side of the aircraft, immediately above the bomb bay, at a desk with three transmitters and a cathode-ray screen. He was completely cut off from the rest of the crew except for his intercom, and was in darkness with no window to observe what was going on outside. His nearest human contact were the boots of the mid-upper gunner, four feet away.

So that was the crew of LM363 on the night of the 2nd December and their mission was Berlin. However they did not make it home and, when no further word was heard from them after take-off, they were posted as missing presumed dead. Their Lancaster was later recorded as crashing near Deipholz, south of Bremen where there was a night fighter base and a number of Flak units.

So what had happened to them that night? How had the aircraft come to go down without any survivors?

In the air he knew what he was doing. He had already been awarded the Distinguished Flying Cross for two actions...

Continued overleaf



George Frazer-Hollins medal group showing his DFC

My interest in the crew came when I bought Frazer-Hollins' medal group and started to research the individual men. I knew that their aircraft had come down and I knew that they were listed on the Commonwealth War Graves Commission records as being buried at the Rheinberg War Cemetery in Germany (with the exception of Cecil Mortimer whose body was not recovered. He is commemorated on the Runnymede Memorial and John Kelly who I will come back to later). How had they come to die – Flak, night fighters, mechanical problems - what?

To help answer this question I spoke to fellow Guild member Willem Kleijn. Willem specialises on the nightly air war '40-'45 and is a member of the Dutch Air War Study Group, a group of air war researchers who have listed (so far) over 5600 air crashes in the Netherlands during the Second World War. One of his fellow members is the internationally well-known author Theo Boiten, who has been compiling records of German Luftwaffe night fighter claims and comparing them with Allied losses. This study was recently published in two volumes by Red Kite Publications as 'The Nachtjagd War Diaries'.

Having these files available, Willem was quickly (almost by return e-mail) able to identify that LM363 had been brought down at 19.24 on the night of the

2nd December by a night fighter. It had not reached its target.

Willem was further able to tell me that LM363 was most probably shot down by a German night fighter 'ace' – Paul Zorner, recipient of the Knights Cross in June 1944 and Oak Leaves in September of that year. Born in 1920 in Upper Silesia, Zorner was credited with 59 nocturnal aerial victories claimed in 272 missions, including 110 night fighter missions. The shooting down of Lancaster LM 363 was his 15th victory.

He joined the Luftwaffe in 1938 and started training as a night fighter pilot in 1941. He claimed his first victory in January 1943 and by March he had six, by July ten. The tally mounted and LM363 was the first of two Lancasters that he shot down on the night of the 2nd – 3rd December. He seemed to be particularly good at taking down Lancasters. He claimed three on the night of the 23rd – 24th December 1943, and another near Luckenwalde as his 20th claim on 2–3 January 1944. He claimed four more Lancasters shot down on the night of 19th – 20th February and five more on the 24th – 25th February.

Coincidentally, in his autobiography (Nächte im Bomberstrom, published by 296 Verlag/ Kurt Braatz) Paul Zorner, now being Staffelfkapitän (Squadron-leader) of the 8th Staffel of NJG3, describes his 15th

and 16th victories in detail. On this night he flew a brand new aircraft (Me 110 with D5+FS markings) equipped with a SN-2 Lichtenstein radar-set, the most advanced radar-set available at that time, and a pair of upward and forward firing Schräge Musik 20mm cannon behind the navigator/radio-operator.

ZORNER REMEMBERS:

'On the night of Dec 2nd 1943 we flew our new kite for the first time on combat mission. The moonless period was going to an end, so the RAF had to undertake something. The bombers flew in under mixed conditions - west of Berlin were big cloud complexes, though other stretches were free of clouds. I started at Lüneburg at 18:44 hrs, and got a quite good 'luftreportage' (air-situation report, WK) and was given a direct head-on course into the bomber stream that was heading for Berlin at 5.500 and 6.000 meters altitude.

After about 20 minutes of flying I saw a bomber going down right in front of us. Five minutes later, we were then at an altitude of 5.600 meters, Wilke (my navigator/ radio-operator) reported in: 'Herr Oberleutnant, I have a 'Kurier' (code for 'enemy bomber', WK) for you, approaching rapidly at dead opposite course! Salto Lisa! So there was an adversary, which he wanted me to attack flying a 180 degree left turn. I reacted at once, accompanied by muted cheers of Wilke, who seemed to be more than happy with the trouble-free performance of his SN-2 set. The clock showed 19:12 hrs. 'Lisa-Marie 1200, Lisa-Marie 1000...geradeausMarie 800, Marie 600 ...' he shouted the distances in my headset, followed by 'I have contact'!! That went quite smooth. In front of me, just a little bit higher, I saw a four engined bomber. The sky was clear with excellent sight, the horizon a bit hazy as usual. I approached the bomber from this milky grey haze, and recognised it as a Lancaster.

Now the usual nerve-wrecking approach began, the distance between the aircraft diminishing rapidly. Now less than 250 meters, the bomber still flew straight ahead. Did they see us? I wondered. Do they feel safe because of the bad weather over the 'Reichsgebiet'? When will they start firing at me? Should I wait, or get even closer? Now 150 meters, still approaching.... The wing was enormous in my reflex – visor, the cross pointing right between two engines. Only 100 meters left! I pulled the stick a bit towards me and tensioned the pointing finger of my

right hand around the trigger...

The bullets of my guns cut straight through the wing, like a saw, and it started burning immediately. It was 19:20 hrs. I steered away to the left of the burning aircraft and saw it going down in a slow decent, which soon became steeper and steeper, until the bomber crashed with a violent explosion near the village of Diepholz. The wreckage burnt long after, no wonder, the Lancaster was on the way in with all the bombs on board and fuel tanks more than half full.

During our attack, we had lost contact with the bomber stream, and now I flew after it on an eastern course. There were more bombers going down in front of us, and we saw the explosions and fires in Berlin in the distance. At 20:20 Wilke detected another target with his SN-2 equipment, flying on a cross-course to the South. He gave instructions for interception, I saw the aircraft at 20:24, directly in front of us, it was already on the way home. I immediately attacked it from astern, setting one of the wings on fire. At 20:29 it crashed to the southwest of Berlin. We continued our search flying a west-course, without any further contacts. At 21:00 we landed at Stendal, about 100 kms west of Berlin. '

Zorner was captured by the Americans at the end of the war and handed over to the Russians who imprisoned him. He finally returned to Germany in December 1949. He entered the field of refrigeration engineering before he re-joined the Bundesluftwaffe in 1956. He was not passed fit to fly jet fighters and returned to civilian life in May 1957. He worked in the chemical industry, retiring in 1981 as a chief engineer with Hoechst near Frankfurt.

So now I knew the story of what had probably happened that night.

The remains of the crewmen of LM363 that could be found were interred together and they lie today in a line side by side ... except for one. Because John Kelley was an American and, at the time of his death a member of the USAAF, his body was exhumed after the war and was reburied at the Ardennes American Cemetery in Belgium. It was US policy that none of their dead should have permanent graves in what had been enemy countries.

It seems particularly sad that a bomber crew who had fought and died together should have been finally separated because of this.

Tony Smith

BATTLEFIELD *guides:* IN ACTION



Above: Guild SW Group meeting on Beacon Hill, Bulford on the site from where the first measurement in the Ordnance Survey was taken.



Left: Problems on tour – Laurie Evanson-Goddard on Yellow Beach about to be hit by a tsunami.



Left: Duncan Barnes presenting at Dieppe.

BATTLEFIELDS BY NIGHT!?

Scenario - on tour with a group looking at the December 1942 Operation FRANKTON Cockleshell canoe raid on the Bordeaux blockade-runners. Time is short due to incoming and outgoing flights. Effect - the first five stands have to be completed on the afternoon of arrival. Problem - we clear the airport with hired minibus at 1530, the first stand is an hour away and it is 6th December - last useable light is at 1715. Solution - do it in the dark naturally. The operation was carried out at night so why not? I was a little dubious at first, but it worked. The group loved the atmosphere and despite modern light pollution in places, it gave them a much better feel for the conditions at the time. The rest of the tour was conducted more conventionally in daylight. If the situation presents itself and the battle/operation in question took place at night, consider it (probably not near cliffs or fast moving water!). Don't knock it until you've tried it ... oh and don't forget your head-torch.



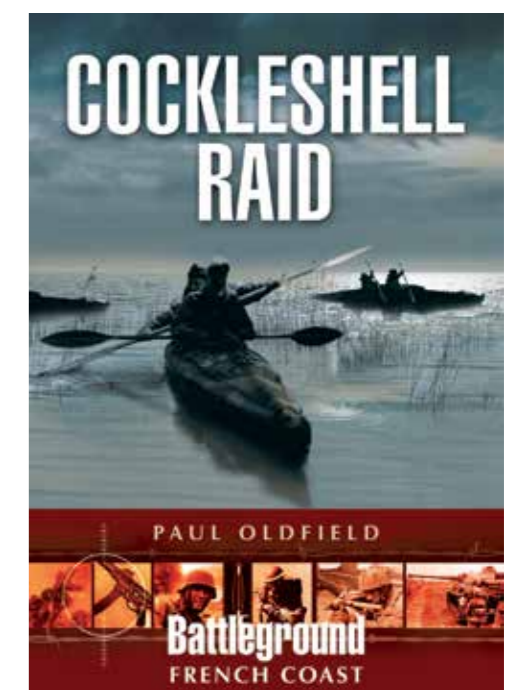
The sun sets over the North Atlantic with the group hearing about the launch of the canoes from the submarine HMS Tuna and the start of the raiders' epic journey to Bordeaux.



Two days later wrapping up the story of the operation and starting the tale of the classic escape journey for Blondie Haslar and Bill Sparks at the point where they landed on the Gironde estuary near Blaye.

Paul Oldfield has recently written and published a book on the Cockleshell raid. Operation 'Frankton' is a story of how a handful of determined and resourceful men, using flimsy canoes, achieved what thousands could not by conventional means. The volunteers had enlisted for 'Hostilities Only' and, except for their leader, none had been in a canoe before. However, with a few months training they carried out what one German officer described as, "the outstanding commando raid of the war". They became known as the 'Cockleshell Heroes', having been immortalised in a film and a book of that name in the 1950s. This book covers the whole of the 'Frankton' story including the development of the Royal Marines Boom Patrol Detachment, the planning and preparation for the raid, its aftermath and an account of the horrific war crimes inflicted on those who were captured. It also includes the epic escape by Haslar and Corporal Bill Sparks across occupied France into Spain.

Publisher: Pen and Sword Books
 ISBN: 9781781592557
 RRP: £14.99



GUILD PARTNERS GALLOWAY TOURS



Galloway have a proven track record in providing non-guided school tours to the Western Front, Normandy and Germany. We now offer our clients, battlefield tours to a wide range of destinations, all of which are led by Guild badged guides.

The Guild Partnership Scheme was launched in 2013 with the aim of forging closer links with selected Battlefield Tour Operators who share our objectives. The number of partnerships continues to grow and, in this issue of Dispatches, we feature Galloway Travel Group, the second battlefield tour operator to join the scheme.

John Hadler, Head of Development at Galloway says:

“Many Guild members will already know Galloway well; our coaches are a familiar sight on the First World War battlefields, the Normandy beachheads and the Arnhem landing zones. Many may not be aware that we also coordinate a programme of historical tours for school groups to Berlin, Munich, Nuremberg and Poland.

Founded 50 years ago in East Anglia, still our traditional catchment area, Galloway specialised in school battlefield tours – many of which were commissioned to celebrate the 50th anniversary of the First World War. Today the heart of the company is very much the school tour operation that has an enviable place amongst suppliers and competitors alike, and one that we work hard to maintain.

Even in the early years, the company believed in growth and development, purchasing a local coach operation allowing the expansion of our touring holiday range into many new and exciting areas. Today we offer the full range of products including day excursions as well as air, rail and cruise

holidays. Additionally, we manage local bus services, provide coach hire and run National Express franchise routes.

Although still based in East Anglia, our coaches regularly carry clients and tour groups from much further afield, working with well-established partners throughout the UK.

The foundation of our success to date is the proven formula of owning and managing a fleet of over 50 safe and reliable coaches, driven by professional and courteous coach drivers, underpinned by our in-depth product knowledge – whether on a school trip to the battlefields or a two week holiday at the Italian Lakes. We differ from most coach tour operators in that we also have a chain of Galloway Travel Shops located in the major local towns.

In 2012, and with the WW1 Centenary fast approaching, we recognised there would be vastly greater demand for our products and services. This increase would likely be made up of not just school groups but adults from organisations and communities wishing to include travel as part of their commemoration. Since then, we have strengthened the team,



Galloway are certainly no strangers to the Battlefield Tour Industry, and in this our 50th anniversary year, we are developing a new and exciting range of Battlefield Tours for the FWW Centenary. Photo: Simon Gregor.

installed a new computer system, added three specialist vehicles with WW1 liveries and, towards the end of 2013, appointed Mike Peters as our Resident Military Historian and lead Battlefield Guide.

Mike has taken on the task of assisting in the planning of tour itineraries, developing supporting literature for our passengers, and training staff. Having the best guides possible is crucial and Mike is responsible for the selection and training of the Battlefield Guides that in the future we will employ on our extended battlefield tour programme. Externally, he has been a key part of raising awareness of

our Centenary-related products through numerous media channels, giving pre-tour briefings to clients and advising community groups on planning and funding their own battlefield tours.

The company is delighted to be a Guild Partner and over the coming months we are looking forward to strengthening our ties with the Guild and its members further. We share the values of the Guild with regard to the standard and quality of battlefield tours and the competence of the guides that lead them. We are therefore committed to using badged members of the Guild to lead our guided tours.”



Our Resident Military Historian and lead Guide, Mike Peters will be selecting and training our new team of Battlefield Guides.

OPERATION DRAGOON IN 2014

15 AUGUST 2014 MARKS THE 70TH ANNIVERSARY OF THE LAUNCH OF OPERATION DRAGOON, THE ALLIED LANDINGS ON THE SOUTH COAST OF FRANCE. THE ANNIVERSARY OF D DAY AND THE CENTENARY OF THE FIRST WORLD WAR WILL OVERSHADOW THE EVENT

AND, NO DOUBT, WE WILL HEAR NOTHING OF THE 'CHAMPAGNE CAMPAIGN' IN THE MEDIA. MOST PEOPLE REGARD OPERATION DRAGOON AS A SIDE-SHOW AND I ADMIT I HAVE BEEN GUILTY OF THE SAME ATTITUDE IN THE PAST. I RECENTLY HAD A CHAPTER ON BRITISH AIRBORNE FORCES PUBLISHED IN A BOOK ON ALLIED FIGHTING EFFECTIVENESS IN THE MEDITERRANEAN DURING THE SECOND WORLD WAR AND I DEDICATED ONLY ONE SENTENCE TO OPERATION DRAGOON, AN OMISSION I NOW REGRET.



I was lucky recently to have been asked by HQ Joint Helicopter Command to provide support for a battlefield study of Operation DRAGOON. My first task on arrival at our hotel in St Raphael was to deliver a presentation on the situation in the Mediterranean leading up to the summer of 1944. For the first time I examined the planning of Operation DRAGOON, known as Operation ANVIL up until a couple of weeks before its launch. The complicated machinations between the UK, the USA and France over whether and when to land in the South of France immediately became clear. The operation was indeed important to feed more Allied troops into France than would have been possible through Normandy, to open the ports of Toulon and Marseilles for logistic support, to clear what had been Vichy France of German forces and to form the right flank of the Allied advance east towards Germany.

Once we began to walk the ground where American, British and French troops landed seventy years ago the similarities between Operations DRAGOON and OVERLORD (albeit on a smaller scale) were easy to see. The amphibious landings were preceded by an airborne landing designed to block the main potential routes for a German counter-attack towards the beaches; the breakout from the beachhead was followed by a rapid advance up the Rhone valley; the fighting in the Montelimar 'Battle Square' bears comparison with the German escape through the Falaise Gap.

The area of the airborne landings, code-named Rugby straddled the small town of Le Muy. Securing Le Muy and the main route that ran through it would prevent any German counter attack from approaching St Raphael and Frejus and the Camel group of beaches on the right flank of the Allied



The LCVP Higgins Boat at Camel Green Beach

landings. The 1st Allied Airborne Task Force (AATF) was made up of two American parachute regiments, 517th and 551st and the British 2nd Independent Parachute Brigade, commanded by Brigadier Charles Pritchard. Three drop zones were selected around Le Muy; DZ/LZ A to the west of the town, DZ C to the south across the River Argens and DZ/LZ O to the north. 2nd Independent Parachute Brigade landed on the latter and, although more accurate than their American counterparts, the drop at 0445 hours was scattered over a wide area.

The amphibious forces began landing on the beaches at 0700 hours. Just over an hour later at 0814 hours 35 Horsas flown by members of the Glider Pilot Regiment from the Independent Squadron, then based at Tarquinia in Italy, were due to begin landing north of Le Muy. They would be joined by 26 Wacos flown by American glider pilot,

together carrying the guns and men of 64th Light Battery RA and 300th Air-Landing Anti-tank Batty RA. In the early evening of 15 August a further 348 Waco gliders would land American glider infantry troops, guns, mortars and engineers. When the first Wacos arrived over Le Muy the LZs were shrouded in fog. The American pilots circled for some time until the fog cleared enough to allow them to land. The Horsas had been recalled to Italy by the Commander of the Troop Carrier Wing once he was apprised of the poor weather at the objective. Two Horsas made forced landings on Corsica but the rest returned to Tarquinia to be quickly turned round by Major Ewart-Jones' team. After a total of 7 hours flying during the day the pilots of the Horsas made a grateful landing on their LZ along with the main American glider infantry landing.

Notwithstanding the initial problems with the



LZ O to the north of Le Muy

landings Le Muy was secured, if not completely cleared, by the end of the day on 15 August 1944. As the beachhead was expanded over the following days and the American Seventh Army pushed north up the Rhone, 1st AATF was given the task of protecting and expanding the right flank of the beaches and the members of the Glider Pilot Regiment still in the south of France were pushed east towards Cannes and Nice. The AATF was withdrawn to Manduria in Italy on 9 September 1944. Major G.A.R. Coulthard, who was seriously injured during the landing when his glider overshot the LZ into trees, was Mentioned in Dispatches for his actions during Operation DRAGOON.

There are traces of Operation DRAGOON along the French coast between Toulon and Cannes. Many of the landing beaches around St Tropez, St Maxime and St Raphael have been overtaken by the sprawl of tourism. East of St Raphael Camel Green

JHC officers looking out towards DZ A near Le Muy



and Camel Blue beaches are largely unspoilt and it is easy to imagine the American troops wading ashore. Immediately to the rear of Camel Green stands a monument to the 36th Texas Division who landed there and a Landing Craft Vehicle, Personnel (LCVP or Higgins Boat) has been set in concrete as a fitting memorial. By climbing the hills north of Le Muy it is possible to get a view over the town and DZ/LZs A and O. Most of the countryside is covered with dense, brown scrub but it is still possible to pick out the DZs and LZs as areas of greener, clearer agricultural land. It is easy to see why they were picked for paratroopers and gliders to land on seventy years ago. In Le Muy itself, next to a busy main road, there is a rather austere memorial, with some later additions, for Operation DRAGOON and the airborne landings in particular. The airborne museum was destroyed by flood water a few years ago but the memory of its liberation is kept alive by the people of Le Muy. We were met by the Deputy Mayor who gave us a passionate speech of thanks for our interest in Le Muy and what the liberation still means to the townspeople. She even bought us all a drink.

Only one member of the Glider Pilot Regiment was killed during Operation DRAGOON. Sergeant

The 2nd Independent Parachute Brigade memorial in Le Muy

W. Roy Jenner was hit by artillery fire on the final approach to the LZ on 15 August 1944. He is buried in Mazargues War Cemetery at Marseilles. Sgt Jenner shares the cemetery with 15 other members of the Glider Pilot Regiment all of whom died in December 1944. Marseilles was, unfortunately, too far for us to travel so instead the group visited the immaculate American Battle Monuments Commission (ABMC) Rhone Cemetery at Draguignan. The group was given an excellent tour by Richard Arseneault, an American assistant superintendent with the ABMC. The cemetery is the last resting place for 860 American soldiers who died during Operation DRAGOON and the subsequent fighting in the Rhone valley area and a further 294 missing men are commemorated on the memorial there. An excellent bronze relief map gives an overview of the campaign.

We finished our battlefield study by moving on to Toulon as guests of the French Navy but it is the sites and complexities of Operation DRAGOON that will stay with me. I now feel rather embarrassed that I have, in the past, overlooked the operation and the contribution of all troops who took part in the landings, including members of the Glider Pilot Regiment. I would certainly recommend a visit to the area and I will be encouraging future battlefield studies and staff rides to examine Operation DRAGOON.

ABMC Rhone Cemetery



BOOK REVIEWS



A HISTORY OF THE FIRST WORLD WAR IN 100 OBJECTS

By John Hughes-Wilson. IWM Consultant
Nigel Steel

Guild members are faced by an incoming tsunami of FWW books over the next few years. Amid this overwhelming torrent there are however a few gems and I think that this is one of them. Beautifully presented, lavishly illustrated and supported with an authoritative and engaging text, it is a pleasure to read. The eclectic array of objects makes for an engaging narrative that allows the reader to bite and hold chunks of new information. This style of book is ideal for those who are initially intimidated by the scale and complexity of the FWW, it allows the reader to dip in and out of its chapters while still learning in a meaningful way. Worth the price!

Published by Octopus Books
RRP £30.00
hardback, pp448

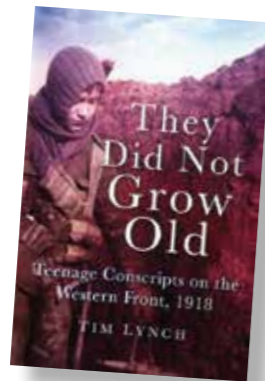
THEY DID NOT GROW OLD

Teenage Conscripts on the Western Front, 1918

By Tim Lynch

This book does not follow the well-trodden path of most recent works on teenage soldiers during the Great War. Author, and Guild Member, Tim Lynch, has researched the progress of a single draft of 135 teenagers in great detail, following them from their home doorsteps, through military training, and into the front line. I have read numerous Great War histories, and much of their content is duplicated, this cannot be said of this book. The recruits featured, were deployed into the cauldron that was the Western Front in the weeks after the failed German Offensive in spring 1918. For me, some of the most interesting aspects of the narrative were the comparisons between the education, and living standards of German and British teenage conscripts. Even more thought-provoking, was the fact that these young men, had already lived through four years of war, they knew what awaited them, and still, they marched away to fight.

Published by The History Press
RRP £12.99, pp 253, Paperback



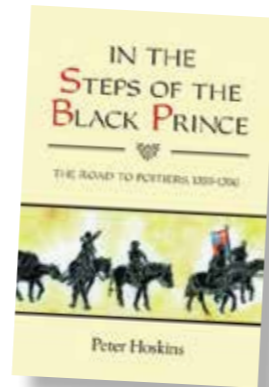
IN THE STEPS OF THE BLACK PRINCE

The Road To Poitiers, 1355-1356

By Peter Hoskins

The campaigns of the Black Prince are a fascinating chapter in the saga of the Hundred Years War. If you are new to these battlefields, and you are considering following in the wake of the English expedition, don't leave home without a copy of this superb book. From the first page, it is obvious that Guild member Peter Hoskins knows the history in detail. More importantly, it is clearly evident that he knows the ground intimately - he has walked the entire 1300 miles of the Prince's march. This is an ideal stand-alone source, built around an excellent historical narrative, useful on the spot photographs and, critically, good maps! Money well spent.

Published by Boydell Press
Paperback pp 257 RRP £16.99



ANZAC - SARI BAIR

Battleground Gallipoli

By Stephen Chambers

The Battleground series will be very familiar to Guild members, the template is now well established and most BGs make use of them. This particular guidebook by Guild Member Stephen Chambers is one of the best examples that I have seen for some time. This is a comprehensive work that includes a wealth of photographs, anecdotal accounts and critically, plenty of maps! This is a timely release and it is a must have for any BG leading a Gallipoli tour - highly recommended.

Published by Pen & Sword
Ltd
RRP £14.99, pp 244,
Paperback



COCKERELS AND VULTURES:

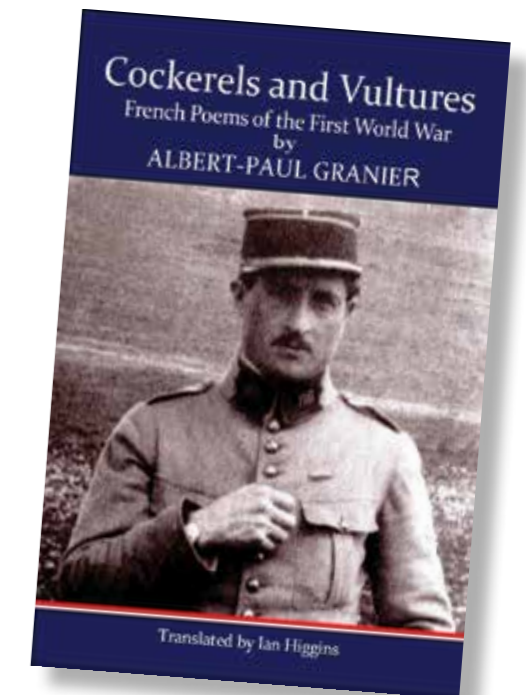
Poems of the First World War:

Albert-Paul Granier, translated by Ian Higgins:

Perhaps because reading verse in translation can never quite be a substitute for the original, Jon Silkin's Penguin Book of First World War Poetry (1979, 1996), Tim Cross's 'Lost Voices of World War One' (1989) and Ian Higgins's 'Anthology of First World War French Poetry' (1996) have been almost the only attempts to introduce a British readership to the French poetry of the First World War. Now Saxon Books have brought out Ian Higgins's translation of Albert-Paul Granier's 1917 collection of thirty-seven war poems, *Les Coqs et Les Vautours*, a work which vanished from the literary scene after the war, only to be rediscovered and republished in 2008. Granier, a young Breton solicitor, was called up as an artillery officer in August 1914 and served in the Verdun and Somme regions. He volunteered as an airborne artillery observer in 1916 and was killed when his plane was brought down over Verdun on 17 August 1917. He was 28 years old. By 1914 French poetry had come much further along the path of modernism than British poetry. Where many of the British combatant war poets struggled at first to find the language and forms through which to convey their experience of modern industrial warfare, a young poet like Granier could employ a rhythmic free verse with ease and animate his battle scenes and war-torn landscapes with bold original imagery. These are the poems of a Frenchman in another sense too: they vividly depict a landscape and culture that have been destroyed and their mood varies from pathos to horror as Granier observes processions of refugees, abandoned dogs, burnt-out hamlets and wrecked churches. There is a demonic power in the forces of war that shatter nature and a deadly calm in the war-torn landscapes that result.

They are also the poems of a soldier and an artilleryman. The big guns are portrayed animalistically, in dramatic but fine detail, as they blunder through tiny villages at night, a 'deadweight cortege of death' ('The Mortars'), or in battle 'rear their black necks like snakes striking, Spewing hatred by the mouthful' ('The Battle'). And yet, as they 'stop for breath', the battle over, the poet cannot refrain from 'lovingly, gently' patting 'the weary guns'. In 'The Fort', the determination with which Fort Troyon at Verdun was held in September 1914 is celebrated. The paradoxes of war are here, as well as all its deadly and surreal power. Ian Higgins provides clear and useful notes to clarify Granier's allusions; the fact that these poems are a vivid evocation of one young Frenchman's war must be due in some degree to the competence of his translation.

Saxon Books,
2013,
price £9.95



Events for 2014/15

The events list is being added to on a regular basis. Listed below are the events for 2014 which have been agreed so far. See each new edition of Despatches or the Guild website for the updated list.

- 8th August, The Badged Guides Annual Dinner - London
- 12th - 17th September, Normandy Recce, The British & Canadian Sectors - Normandy
- 9th - 12th October, Arnhem Weekend - Arnhem
- 21st - 23rd November, The Guild AGM - Bromsgrove

Advance information:

- 16th - 18th May 2015 - Dublin Event
- Somme Validation Session- date tbc

10 Questions:

Name: Vivien Whelpton

Age: 68

Nationality: British

Home Location: Woodbridge, Suffolk

Tour Company: currently working with Battle Honours

Validating: Yes



In each edition of *Despatches* we will be introducing a Member of the Guild. In this edition it is Vivien Whelpton

1. How long have you been interested in battlefields and what was it that initially attracted your interest?

I have been interested for most of my teaching career. (I was a teacher of English.) I came to the First World War through its literature but, contrary to what some military historians suggest, the power of that literature gave me an absorbing interest in discovering and understanding the history.

2. Have any experiences stood out?

Sharing familiar places on the battlefield with my sixth form students and then being able to see those experiences shape and change their thinking in the months that followed. You don't get that opportunity with most groups you take to the battlefields (and they are not so impressionable!)

3. What do you enjoy the most about battlefield guiding?

Everyone comes on tour with an individual agenda and over the course of a few days you see those agendas shared and changed – and you get to take an active role in that process.

4. What is your favourite stand, location or battlefield and why?

The Redan Ridge, because the area is so isolated and little visited, because the views are stunning and because the stories of the actions there, epitomised by those tiny cemeteries, demonstrate the huge courage and determination displayed in those final bleak wintry days of the Battle of the Somme.

5. Which battlefield would you like to visit in the future?

Salonika: my imagination is moved by the powerful

murals of Sandham Chapel and by the thought of the harsh mountains of Doiran and the malarial swamps of the Struma valley, battlefields that have hardly changed down the years, armies pinned down for three years with more fatalities from sickness and disease than from battle – and those rarely-visited graves of British soldiers.

6. What have you enjoyed the most about being a member of the Guild?

Benefiting from the immense wisdom and encouragement of experienced badged guides and having the opportunity to share enthusiasm and aspirations with other more 'junior' members; altogether a sense of being welcomed into a community with a shared passion.

7. If there was a fire and you could only save one battlefield-related book or prop, what would you save and why?

Anne Powell's *A Deep Cry*, her exhaustive account of the lives, deaths and writings of sixty-six soldier poets who lost their lives in France and Flanders between 1914 and 1918; it offers wonderful opportunities to share with groups the intimate personal records of ordinary young – and not-so-young – men who fought and died at different places and times on the Western Front.

8. What type of group do you think is the most challenging to lead on a tour?

Experts! In my case, my own WFA branch (Suffolk) because they all know so much and have had the benefit of having Peter Simkins as their guide on battlefield tours for so many years.

9. What's the best tip, story or nugget of information you have been given by a fellow battlefield guide?

Always expect someone to know more than you about one thing. It usually means that they know less than you on most things. You can then embrace new details that benefit you and the group you are guiding.

10. What is the funniest or most dramatic thing you have seen on tour?

When a female tour member took a classic slip in thick Somme mud at Bois Francais, ending up on her bottom and I was able to produce a clean pair of trousers for her from my rucksack; I was amused not by the slapstick moment but by how impressed everyone was by my preparedness.

NEW members: New members that have joined the Guild since November 2013 until the date of publication.

Todd Fisher
Adrian Ridley-Jones
Robert Taylor
Chris Lock
Steven Ross
Roger Steward
Peter Jackson
Frank de Planta de Wildenberg
Malcolm Davies
Christopher Payne
Julian Humphries
Steve Hoar

Hugh Williams
Robin Giles
Myriam Thompson
Paul Kersey
Jim White
Glenn Hearnden
Neil Barber
Simon Bendry
Luuk Buist
Julie Thomson
Dan Mills
Mark Spearman
Chris Gravestock

Ian Mould
Stuart Jones
Arthur G Petrie
Glynn Oakley
Edward Connolly
Robert Hina
Martin Shakespeare
Edwin Popken
Francesco Di Cintio
Eugenie Brooks
James Buchanan
Rupert Follett
Jim Smithson

Nigel Hobden
Hermant Singh Katoch
Dr Peter Gaskell
Damon Dagnall
Malcolm Doolin
Glenn Nolan
Paul Rowe
James Burgess
Chris Cherry
Rajeshwor Yumnam
Paul Prendergast