

Welcome to Scampton -
Home of the Dam-Busters

We thought you might like a bit of background to what you're going to see today, so here it is. First, a potted history of Scampton -

- 1916 - Royal Flying Corps training depot (for two years)
- 1938 - Opened up with two squadrons of Hampdens, which
- 1939 - mine-laid, attacked enemy shipping,
- 1940 - raided Germany and gained 2 V.C.s
- 1941 - (Flt. Lt. LELROYD and Sgt. H.J.N.H)
- 1942 - Lancasters replaced the Hampdens, and
- 1943 - attacks on Germany became increasingly intense. The Dams Raid brought the third V.C. - Wg. Cdr. GUY GIBSON, the C.O. of No. 617 Squadron.
- 1944 - Concrete runways were laid, and the Lancasters joined in the war's final phases.
- 1946 - A U.S.A.F. Superfortress base, an
- 1954 - Operational Conversion Unit, and a Master Diversion Airfield for Canberras
- 1955 - Closed down for runways to be lengthened. This entailed disturbing the ghosts of Roman legionaries as the Ermine Street had to be diverted. Besides causing a flood of correspondence in the papers, this also provided the station with a badge :-



- 1958 - Scampton became one of the "V" Bomber force stations, and once again No. 617 Squadron ("The Dambusters") took up residence.

If you arrived by road you probably saw the Lancaster, "S" for Sugar, at the gates. Its war-record is attached. Dauntless in war, she has been positively stubborn in peace. The combined efforts of the road safety committee and the education authorities have failed to make her budge. The former thought she was a distraction to motorists. She replied that she wasn't the only one with a pretty pair of legs. The latter objected to her tail which overhung the boundary. Offended, she faced the other way. She will shortly be chaperoned by two "blockbusters" to protect her and help her recall those balmy days when bombs were measured like butter, in pounds instead of megatons.

Your programme today should be as follows:-

- 11.30 - Arrive, be issued with identification tags (please hand these back when you leave) which must be outwardly worn at all times, and be met by one of the following :-

Flt. Lt. Hofford	- O.C. General Duties Flight (newspeak for Station Adjutant)
Flt. Lt. Bell	- Vulcan pilot captain, a New Zealander
Flt. Lt. Moore	- his navigator
Fg. Off. Jessiman	- Air Electronics Officer
Fg. Off. Collier	- Air Electronics Officer

/11.45

- 11.45 - A talk in the briefing room of the Operations Block by the Station Commander, Group Captain H. BURTON, D.S.O., M.B.E. Followed by questions.
- 12.15 - The following representatives will be met by Flt. Lt. CUMMINGS who will fix them up with flying clothing and introduce them to the crews with whom they will be flying).

Mr. REG TURNILL	-	B.B.C.
Mr. ANGUS McPHERSON	-	News Chronicle
Mr. MARK LAMBERT	-	Flight
Mr. GEORGE FOX	-	Sunday Times

The remainder are free to take photographs (external shots only) or make preparations for doing so in the afternoon. No private cars are allowed on the perimeter tracks and dispersals, but R.M.F. transport is available at the Ops. Blocks for your use. Entry to hangars and aircraft is forbidden.

- 12.40 - Transport leaves for the Officers' Mess and lunch.
- 13.15 - Lunch.
- 14.00 - Return to Ops. Block to make preparations for photographing Scramble.
- 14.30 - Scramble
(or shortly after)
- 15.20 - Transport leaves Ops. Block for Lincoln Central Station, to catch the 3.43 train to London, arriving 6 p.m.

(N.B. These times are not rigid. If you would rather spend the lunch-hour taking photographs, you are at liberty to do so.)

For your information your hosts at lunch will be -

Air Vice Marshal DAVIS, C.B., O.B.E.,	.....	.....	O.C. No. 1 Group
Gp. Capt. BURTON, D.S.O., M.B.E.	.....	.....	Station Commander
Wg. Cdr. TURNER, D.F.M.	.....	.....	O.C. Admin Wing
Wg. Cdr. BAGNALL, D.S.O., D.F.C.,	.....	.....	O.C. Ops. Wing
Wg. Cdr. ELLENDER	.....	.....	O.C. Tech. Wing
Sqn. Ldr. DUNN	.....	.....	O.C. Personnel Services Squadron
Flt. Lt. CRESSWELL	.....	.....	.....D.C. to A.O.C.
Flt. Lt. CUMMINGS			
Flt. Lt. BELL			
Flt. Lt. HOFFORD			
Fg. Off. JESSIMAN			
Fg. Off. COLLIER			

Also for your information is this list of your colleagues.

<u>Name</u>	<u>Arriving by</u>	<u>Representing</u>	<u>Name</u>	<u>Arriving by</u>	<u>Representing</u>
Reg. Turnill	car	B.B.C.	-	C.R	Guardian
Angus McPherson	train	News Chronicle	-	car	Pathé News
Mack Lambert	Gemini	Flight	-	car	Pathé News
George Fox	train	Sunday Times	-	car	Assoc. Rediffusion
-	train	Daily Mirror	-	car	"-
-	train	Planet News	-	car	"-
T. Fincher	train	Daily Herald	E. Worth	car	Associated Press
-	car	Lincs. Echo	B. Faidman	car	News Chronicle
H. Kerr	train	Times	-	train	Keystone Press
Len Waldorf	train	Moveitone News	Mr. Hardie	car	I.T.N.
-	train	"-	Mr. Long	car	Aeroplane
Dennis Oulds	train	Central Press	-	car	Lincs. Echo
-	train	Daily Mail	-	car	Sheffield Teleg. & Star
Ian MacDonald	Gemini	Flight	-	-	-

THE LANCASTER WHICH KNEW ITS OWN WAY HOME

5667

One of the most famous Lancasters of the Royal Air Force - number R.5868 - which has been stored at a maintenance Unit since the end of the war, is now in position at the main gate at R.A.F. Scampton.

Lancaster R.5068 flew 137 sorties over enemy territory during the world war. Ten years ago it was selected by Bomber Command for preservation because it was believed to have completed more operations than any other surviving heavy bomber belonging to the Command. It suffered only minor damage from enemy causes and strangely the most hazardous moments of its career occurred during accidental encounters with other friendly aircraft. It was affectionately said to be able to find its own way back from any target in Europe. In spite of its distinguished record, little of the aircraft's history has previously been related.

It joined No. 83 Squadron at Scampton, Lincs., as "Q" for "Queenie" in the summer of 1942. Its first operation was on July 8th, against Wilhelmshaven. Three days later it took part in the famous dusk raid on Danzig, up to that time the most distant target attacked by Bomber Command. In the following weeks it attacked a variety of targets in Germany and on September 14th, returning from Wilhelmshaven, had the first of its several narrow escapes, being fired on from the rear turret of another four-engined twin-tailed aircraft - presumably another Lancaster - the wireless operator being wounded.

On November 6th it made its first trip to Italy, dropping a 4,000 lbs "cookie" on a target at Genoa. On January 16th, 1943, it made the first of its night sorties to Berlin. Then followed raids on many other targets, whose names become almost household words from the Bomber Command Communiqués - Cologne, Stuttgart, Dortmund, Dusseldorf, Munster, Lorient, St. Nazaire and others. During the latter part of its service with No. 83 Squadron "Queenie" flew from Lyton, Hunts., with the Pathfinder Force.

In November, 1943, after a thorough overhaul, Lancaster R.5068 joined No. 467 Squadron, Royal Australian Air Force, at Waddington, Lincs., becoming "S" for "Sugar". On the 26th day of that month returning from Berlin, it was involved in an incident which nearly ended its career. This is best described in the breezy style of the Australian's Squadron's operations diary:-

"Flying Officer J.A. Colpus tried Aussie rules football with another Lancaster and tried to bump it out of the sky. The aircraft went into a severe dive to port, but by applying full rudder and aileron trim the aircraft straightened, but it still needed a lot of pressure on both the rudder pedals and the control column to maintain height. The aircraft was our old reliable "S for Sugar" and it had completed 80 trips. In this kite the pilot and navigator go to sleep coming home, for it knows its own way back from almost any target".

On May 11th, 1944, "Sugar" completed its 100th operation - against Bourg Leopold in Belgium. Many officers and airmen at Waddington waited up to toast the veteran on completing the century. As it happened "Sugar" may be counted lucky to have returned on this occasion. There was intense activity by enemy night fighters, and in nine-and-a-half minutes two Ju 88s made ten determined attacks. By skilful crew co-ordination and evasive action, "Sugar" escaped unscathed. Its last sortie of the war was on April 23rd, 1945 against Flensburg, but owing to thick cloud no bombs were dropped.

On the side of R.5068, beneath the port windows are 137 bomb silhouettes painted on by the ground crew, one for each sortie, and emblems of a D.S.O. and three D.F.C.s won by aircrews who flew it. Below is inscribed without comment the memorable boast - "No enemy planes will fly over Reich territory - Hermann Goerring".