

Up to June , only German reconnaissance and anti-shipping aircraft were active over the coast of East Yorkshire and adjacent coastal waters, Then, during the first week in June, Luftwaffe bombers attacked East Yorkshire for the first time in World War Two, The air war over the region was 'hatting up', and the Spitfire fighters of

Hit and run raids: Bridlington bombed and Spitfire funds Chapter 7 Night battles The Blitz on Hull Chapter 8 Baedeker The raids on Hull and York 77 Chapter 9 Coming in on a wing and a prayer: Drama in Filey Bay Chapter 10 Dorniers and Beaufighters down Chapter 11 Few reached Mancbestm; thei rintended target; the four that fell in the East Riding caused little damage, but IJ. To all of them I am very, vely grateful. There, employees in the Reprographic Ordering Section did a sterling job on my behalf in locating and supplying me with copies of relevant RAF documents. At the museum, Peter Elliott, Senior Keeper in the Department of Research and Information has been a tower of strength, always replying promptly to my queries, providing me with invaluable information, and often pOinting me in the right direction. With regard to secondaly sources, I have assembled my own collection of books relating to various aspects of the air war over Britain in World War Two, but I have also depended to a considerable extent on the excellent libraries of East and North Yorkshire. Two people in the libraly selvice who deserve a special mention are Susan McLaughlin in Bridlington Libraty, who helped with the selection and copying of wartime photographs of crashed German aircraft and bomb damage in Bridlington, and Alan Moir, the Libraries, Museums and Archives Manager of the East Riding of Yorkshire County Council, who gave his permission for the photographs to be reproduced in this book. Next, aspecial world of thanks for the input which I have received from three established authors: I have pestered them on many occasions and their responses have always been good-natured and obliging. The important contributions made by these three professional writers have been greatly appreciated by this raw, but enthusiastic, amateur. In the course of my research and preparation for this book, I was most fortunate to make contact with 4 I anumber of ex-RAF aircrew. I am deeply indebted to John for his unstinting cooperation, advice and support. In March , I was saddened to learn that Hany had died after a short illness; I had only known him for about two years but felt that I had lost a good friend. I last saw Hany shortly before he was taken into hospital and, although he was poorly at the time, he still displayed his usual twinkling sense of humour and, as ever, was most encouraging about my research and proposed publication. Hany kindly gave me permission to use quotes and acrew photograph from his book. I have not met former RAF pilot Peter French, but have had a number of fascinating conversations with him over the telephone. Peter willingly answered my queries about his forced landing in East Yorkshire and has allowed me to quote from his article It Started with an Oil Leak. I should also like to acknowledge the considerable input and encouragement I have received from the followIng individuals: Other individuals who have made contributions to this publication are: Ted, Joyce and David Bradshaw of Reighton; J. With regard to the final stages in the production of this book, I must sincerely thank my daughter Joanna for typing out the first half of the manuscript, and husband Eric for transferring the hard copy to a CD-Rom, and Denny Stubbs and Kath Mcleod of Computer Troubleshooters in Filey for doing the same with the second half. Last, but no means least, I shall be forever grateful to Bany Ketley, of Flight Recorder Publications in Ouringham, for accepting my book, editing it, providing extra information and photographs and publishing it. This was his first return to the area since the event. When term did get underway, there was an influx of far more pupils into Hunmanby Council School than the headteacher, Mr W,S, Bray, had bargained for. This was due to the arrival in the village of more than evacuees, children moved out of Hull and Middlesbrough - both likely to be attacked by German bombers - into the relative safety of the East Yorkshire countlyside, So many boys and girls descended on Hunmanby from Hull 19 and Middlesbrough 86 that the local school had to operate a shift system from Monday 25 September: Hull and Hunmanby children attended school in the mornings while the Middlesbrough youngsters were in school for the afternoon sessions, Similar problems arose for schools in Hornsea evacuees , Withernsea and Aldbrough 55 , to mention just a few of the East Riding schools affected by the arrival of large numbers of evacuee children, When the anticipated air raids on Hull and Middlesbrough

failed to materialise during the early months of the war, most of the evacuees returned to their families, After Whitsun , most schools in the East Riding were back to a normal school day, Sadly, the return home of these evacuees was distinctly premature, especially those from Hull, acity which M 6 I was to be devastated by German bombs in So many publications had completely ignored the air battles over East Yorkshire during the Battle of Britain, while others contained serious inaccuracies with reference to the region, Eventually, thanks to access to primary sources of information: It was usuairy located in a living room where, as here, it could be used as a shelffor the wireless andpottedplants. This allowed heights to be corrected between two observer posts and was invented by a memberwhose name it bore, B: The wing roundelswere intendedto be swiftly modified in the event ofwar, 9: The winter of was one of the coldest in living mem01Y. Thecrewsoftheunheated Whitley bombers sui fered ten-iblyfrom the intense cold- ground crews also as this iced-over aircraft of58 Sqn shows, The areas either side of the runway have been camouflaged to resemblefields, 9 Alineup ofSpitfire Mk Is immediately before the outbreak of war. Bombing raids by aircraft of the Luftwaffe on militaty, industrial and commercial targets in Hull and the East Riding appeared inevitable. So, at the outbreak of World War Two, the question was how effective were the defences of East Yorkshire likely to be in confrontations with the bombers of the Third Reich? There were plans to develop a fourth at Cottam, four miles north of Driffield, but the frequency of adverse weather conditions in the circuit over the Yorkshire Wolds led to the rejection of Cottam as an operational airfield. RAF Driffield, situated a short distance to the west of Great Driffield and on the northern side of the A Driffield to Market Weighton road, had been developed and expanded during the s. By September RAF Driffield was a well-established bomber base with five brick and steel C-type hangars, workshops, accommodation and administration blocks and grass runways. Vbomber squadrons, 77 and , were in residence at the station which came under the control of 4 Group Bomber Command, whose HQ was at Heslington Hall near York. RAF Leconfield, located some two miles north of Beverley and sandWiched between the A Beverley to Driffield road and the Hull to Scarborough railway line, had also been developed as a bomber base in the s. However, when war broke out it was not operational having been placed on a care and maintenance footing. RAF Catfoss, to the east of the A Hull to Bridlington road near Brandesburton, had functioned as a gunnety and bombing training airfield before the war, using the range off the coast at Skipsea. Rather surprisingly this function ceased when war broke out and the 1 Armament Training School moved on. From October until May the airfield was used from time to time by Sqn Spitfires from nearby Leconfield and heavily involved in convoy patrols off the Yorkshire coast. Thus, for the early part of the war East Yorkshire had just one fighter station, at Leconfield, to take on any enemy bombers. There was, however, one other RAF station in East Yorkshire, one which did play a significant part in the defence of the region against the aircraft of the Luftwaffe, but which has remained virtually unknown, namely RAF Staxton Wold. For some months, people living within a considerable radius of Staxton village had been somewhat mystified by the array of tall masts, which had been constructed along the Wolds skyline at Staxton Wold. Eventually, on 26 February , the very day when Hitler and Goring were gloating over the creation of the Luftwaffe, Robert Watson Watt and his assistant, Arnold Wilkins, were busy conducting experiments with a device which was to play a crucial part in the defeat of that organisation during the Battle of Britain. The exciting results obtained from the Davently experiment were followed up in May at Bawdsey Manor, south of Orfordness on the Suffolk coast. By the outbreak of war with Germany on 3 September a chain of early warning aircraft location stations had been established to guard the southern and eastern coasts of Britain. Later, these powerful stations, with a range of up to miles, became known as CH Chain Home stations. At the station there were three ft tall steel masts carrying the transmitting aerials on the eastern side of the site and four ft wooden masts with receiving aerials to the west of them. There had originally been four steel masts, but one had been dismantled and transported for erection in the Shetland Isles as the Chain Home system was extended northwards. Power was provided by electricity from the National Grid but the base also had emergency generators on site in the event of the mains supply being disrupted. Close observation over several minutes suggested that a very large object was Aying slowly northwards and approximately 15 miles from the Yorkshire coast. CH stations as far south as the Thames EstualY had been picking up similar responses all morning. Zeppelin II, a ft long airship. It is now known that the airship was

actually in use as a very well-equipped flying radio laboratory. It was on a spying mission to investigate and report on any radio transmissions related to the tall masts which had sprung up close to the southern and eastern coasts of Britain, from the Isle of Wight to the north of Scotland. Fortunately for Britain the spy flight failed; as the system operated on different wavelengths to those being used by the Germans in their own embryonic radar systems, the German radio scientists on board the airship assumed that the masts in which they were so interested were normal radio transmitter towers. The machine was actually carrying out calibration work for the radar station at Staxton Wold. But, because of its low speed and limited ceiling the autogiro was soon superseded by more conventional aircraft. Although the CH stations like Staxton Wold were becoming increasingly efficient in detecting high-flying aircraft, they could not accurately detect the position of incoming low-flying planes. There was, therefore, little practical use for the remaining two Zeppelins and both were broken up in on the direct order of Hermann Goring. It is either K, k or K 12

Chapter 2 : 2nd East Riding Artillery Volunteers - Wikipedia

In most accounts of the air war over Britain in summer , the events over East Yorkshire are mentioned only in passing, yet it was there, on August 20th, that the first enemy aircraft fell to the guns of a Polish fighter squadron in the RAF, less than a mile from where these words are being written.

Hull and East Yorkshire have had many great inspirational engineers, explorers, scientists and politicians throughout the years who have made their mark on the World. Lillian Bilocca who fought for health and safety of the UK fishing fleet and won! The Venn diagram hails from Hull University and the screen you are reading this webpage on will have been based on Liquid Cristal Technology developed in Hull University. He fought tirelessly for the slave trade to be ceased. He took several bills before the UK Parliament and managed to get them passed eventually, the last one just three days before his death. There is a William Wilberforce Museum in Hull. William Hague recently wrote a biography about Wilberforce - William Wilberforce: It followed tragic loss of three trawlers that shook the city and the whole fishing industry. Read more The Headscarf Revolutionaries: This was the catalyst for the English Civil War - the war of the roses. The remains of the Gate, the king was locked out from, still exists and can be seen at the bottom of the street known as Whitefriargate. Amy was the first solo female pilot to fly to Australia. This book may prove interesting reading Unto the Skies: A Biography of Amy Johnson. His published studies, included Symbolic Logic. Drypool Bridge was painted by artist Sarah Daniels. Brough built many aircraft that were used during World War II, e. It is this site where the infamous low flying jet the Buccaneer was built. Hull University has a building named in tribute to Sir Robert Blackburn. Hi work is key to develop cancer cures. Support Cancer Research Donate today. He served in the British Civil Service in Malaysia before leaving for America after a family scandal. He joined the Marines and served gallantly in Samoa. The latter being where he lost his life in a final act of bravery just one month before the war ended. The Destroyer named in his honour shot down a Japanese Torpedo Bomber in Pearl Harbour and is thought to be the first vessel to engage the Japanese. He fought in the Battle of the Ancre on the Somme. All of his colleagues were dead or wounded but he single handed took on 10 enemy soldiers earning a VC. He Served with the East Yorkshire Regiment and died aged 26 leaving a wife and son. In his brief Rugby career he scored tries in only appearances for Hull FC. He went onto become one of the high profile engineers in the aviation sector. Famous for the bouncing bomb used on the Dambusters raid. His design concepts are still in use in the aviation industry today. There is a pub called the Sir Barnes Wallis in Howden. One of the airships made at Howden burst into flames over Hull on August 23rd , killing 44 people. It was on a test flight before delivery to the US Navy. This well educated man from Hull worked for the Post Office before heading off to New Zealand to become a sheep farmer. He worked through political ranks to become Prime Minister of New Zealand. He worked alongside Kate Sheppard a leading light in New. New Zealand being the first country to give women the vote. He rose to Chancellor under Richard II. It came to an end when accused of Treason and exiled losing his Earl of Suffolk title. The Family history can be on the web. She was also one of the earliest car owners in the City too. She published a few books including an autobiography called A Woman Surgeon. Larger than life character full of chat or "Gas". The area became known as Gastown after Gassy Jack and was the foundation for what became Vancouver. There is a Statue of him still in Vancouver. What a guy, Gassy Jack we salute you! Coming next people from the plaques being issued by Hull Council. Feel free to contribute and suggest via contactus hulloffame.

Chapter 3 : East Riding Royal Garrison Artillery - Wikipedia

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Green Battery 2 x 9. The two units entrained for Folkestone , where they embarked on the SS Princess Victoria on 27 March and landed at Boulogne the same day. On 2 May it began firing registering shots against targets in its area and later constructed its Observation post OP. The battery fired 16 rounds against Beaucourt Redoubt on 30 May, only two of which burst properly, reflecting the notoriously unreliable fuzes of the 8-inch shells at that time. During June the battery was engaged in shoots against targets such as Hawthorn Ridge Redoubt and Beaumont-Hamel , the preliminary bombardment of the German trenches beginning on 6 June. Unfortunately, these lifts were premature, the Germans being able to man their trenches once the guns lifted, and the infantry of VIII Corps failed to penetrate much beyond the enemy front line trench. On 14 July the battery commander, Major W. Leggett, and his driver were killed when the battery car was hit by a shell. In November, six months after the bombardment began, 77th Siege Bty was still firing at Beaucourt Redoubt. He displayed great courage and determination while observing under very heavy fire. Later, although wounded, he continued to remain at his post. Soon, however, the Germans had moved many miles out of range. Fifth Army opened the offensive on 31 July with the Battle of Pilckem Ridge , which was preceded by a preliminary bombardment lasting 18 days, during which British batteries suffered badly from CB fire. The attack was generally successful, but the guns had to be moved forward to prepare for the next phase. Again, on 26 November, after the end of the major fighting, 77th Siege Bty lost a number of men killed and wounded from German CB fire. It had served with various HAGs until December when it was broken up to reinforce other batteries and subsequently re-raised as a 6-inch howitzer unit. Once again, 84th Bde supported VI Corps in this successful attack, the heavy gunners taking care to avoid hitting the town of Solesmes , which was occupied by French civilians. It was equipped with four 6-inch 26 cwt Howitzers. On 6 April , th Siege Bty was joined by a section of nd Siege Bty, bringing it up to a strength of six 6-inch howitzers. Officially, 52nd Brigade was a 9. RA brigades were redesignated regiments in The unit served as coastal defence troops under 50th Northumbrian Divisional Area.

Chapter 4 : Lost crews of WW2 | York Stories

Search the Hull History Centre catalogue which contains information and descriptions to over , items in the archives and local studies collections Air war over East Yorkshire in World War II / Paul Bright.

The names on this list have been submitted by relatives, friends, neighbours and others who wish to remember them, if you have any names to add or any recollections or photos of those listed, please Add a Name to this List The Wartime Memories Project is the original WW1 and WW2 commemoration website. If you would like to send us a present, a donation, no matter how small, would be much appreciated, annually we need to raise enough funds to pay for our web hosting or this site will vanish from the web. To commemorate the 70th anniversary of VE Day, we are launching a new feature, Second World War Day by Day and also a new Library to allow access to records which have previously been held in our offline archive. Looking for help with Family History Research? If the information here has been helpful or you have enjoyed reaching the stories please consider making a donation, no matter how small, would be much appreciated, annually we need to raise enough funds to pay for our web hosting or this site will vanish from the web. If you enjoy this site please consider making a donation. We are also looking for volunteers to help with the website. We currently have a huge backlog of submissions which need to be edited for display online, if you have a good standard of written English, an interest in the two World Wars and a little time to spare online we would appreciate your help. For more information please see our page on Volunteering. Want to know what life was like during the War? Our Library contains numerous diary entries, personal letters and other documents, all transcribed into plain text. Nov - Please note we currently have a large backlog of submitted material, our volunteers are working through this as quickly as possible and all names, stories and photos will be added to the site. If you have already submitted a story to the site and your UID reference number is higher than your information is still in the queue, please do not resubmit without contacting us first. We are now on Facebook. Like this page to receive our updates. If you have a general question please post it on our Facebook page. Digital copies of Group photographs, Scrapbooks, Autograph books, photo albums, newspaper clippings, letters, postcards and ephemera relating to WW2. We would like to obtain digital copies of any documents or photographs relating to WW2 you may have at home. If you have any unwanted photographs, documents or items from the First or Second World War, please do not destroy them. The Wartime Memories Project will give them a good home and ensure that they are used for educational purposes. Please get in touch for the postal address, do not sent them to our PO Box as packages are not accepted. We also have a section on The Great War. Access our library Lieutenant Gerald D. I believe that he served in Italy in Robert Beauchemin Add to this record. He collected this whilst incarcerated - so they are original names from over 60 years ago! He was a Sargeant in the 5th Battalion of the East Yorkshire Regiment I would love to hear from others who are still with us or their relatives. Marty Eisenhower Add to this record. Apparently they were being liberated from the camp when they heard that he had died. As for where he lived, how he joined up, I have no information or photographs at all. Eric now lies in the Leopoldsburg War Cemetery in Belgium. Bridget Jupp Add to this record. Roderick Swift 5th Battalion d. I know very little about the circumstances surrounding his death, nor much about any of his time in the forces. I am his sole surviving close relative and would welcome anything about him. Allan L Swift Lance Sgt. Gerald Crowe 5th Btn. Joseph Wilfred Fenna 5th Btn. East Yorkshire Regiment My grandfather was Sgt. We also have his service and army release documents. Sadly he is no longer with us but from all his experiences he was lucky to have survived the war. Look forward to hearing from anyone who wishes to ask for or share information. James Fenna Add to this record. I would like to find any photos but none found as of yet, I want to know about him but feel I never will. Lisa Cox Add to this record. Thomas Stour Allison 5th Btn. He joined up when he was 20 years old in He trained at Beverely, East Yorkshire and was then sent to France. He was captured in and spent the next 4 years in Poland in a POW camp. During the time he worked in the mines. He was liberated by the Americans and brought home to England in the Halifax Bombers and demobbed in Susan Brigham Add to this record. Jane Milne Add to this record. Arthur Blerkom 5th Btn. East Yorkshire Regiment d. But honour him and all the other brave men on 6th June and

Remembrance Day, every year. My son and I have visited his grave at Bayeaux Cemetery, Normandy which was very upsetting as there were so many young men buried there. Thank God we had such brave heroes to save us from the tyranny of Nazi Germany. Doreen Blerkom Add to this record. Does anyone know him, please. Steven Rees Add to this record. He never talked to my mum about the war and he died in Claire Adams Add to this record. I understood that he was a Conscientious Objector and was therefore a stretcher bearer. Later on, he rescued a Dutch man from a minefield and stepped on a mine that blew his foot off. Paul Add to this record. He joined the army at Beverley Barracks in about In the Battalion was posted from Poole, Dorset to North Africa and during one of the battles there was injured in his head by grenade shrapnel. He was captured by the Italians and sent to a hospital near Naples I think. Some time later he was handed over to the Germans and sent to Stalag IVB where he spent the rest of the war until liberated by the Russian Army in All this information was passed to me by my mother as my father never spoke about his combat experiences or his incarceration as a POW. On one occasion, however, on a visit to me in Germany where I was serving, we visited a British war cemetery near Venlo in Holland and he became visibly upset when he read some of the East Yorks names on the headstones. Bill Leck Add to this record. October My brother, Raymond Barker was killed in Holland in , he was nineteen years of age. He enlisted in early under age, telling them he was eighteen. Judge Add to this record. Mervyn Basil "Muff" Tooke 4th Btn. He married mum Irene Pet on a 3 day leave in April He was captured in the Middle East in June , spending 6 months as a prisoner in the desert in a cage according to mum before being taken by coal steamer to southern Italy, where he spent time in a holding camp. He was moved to northern Italy by cattle truck in dreadfully hot, cramped conditions, several men dying on route. Sadly he died in October A hard working lovely man, he kept his bad memories of the war to himself and only told us amusing tales "We hid behind the same blade of grass on Dunkirk beach! They threw apples at them sobbing when they were marched through villages after working on the land as they were such a pitiful sight. He spent time in hospital in Naples with dysentery and survived despite losing half his body weight. He is much missed and we will always be very very proud of him. Lesley Tevar Add to this record. I would like to know more about his war record. Tony Hewett Add to this record. Vin Mullen Add to this record. His story to me was while being attacked he was wounded and could not walk because of wounds to his back and legs, he could hear a "Bren gun carrier" with its engine running and crawled over to it and while trying to get up on the back the driver of the carrier, who had been blinded by a shell blast, not knowing Dad was there tried to run over him. My dad managed to stiffen his wounded legs and was pushed along the sand until he managed to shout to the driver to stop. Dad then, with considerable effort due to his wounds, got himself into the carrier and proceeded to give the blinded driver instructions of where to steer the carrier away from the advancing Germans with shells exploding all around. He then served more time in the Middle East, embarked on "H" force for the Sicily landings. He came back to the UK and went over to 32 General Hospital teaching wounded personnel how to paint and draw being an artist in civilian life. Add to this record. Harry Wade 5th Btn. He had worked on the railway in Sheffield but joined up in I expect thinking it was the right thing to do. There is so much to tell that I can barely start. I have lots of stories about my Dad gleaned mostly from the fantastic few letters which my Mom kept in a leather handbag my Dad had sent her from Egypt.

Chapter 5 : BBC - WW2 People's War - Humber Category

Air War over East Yorkshire in World War II. Read more [Stackpole] Eastern Front Combat - The German Soldier in Battle from Stalingrad to Berlin It is the last.

Early history[edit] At times of national crisis volunteers were regularly called upon to defend the vulnerable harbours on the coast of the East Riding of Yorkshire. At the time of the Jacobite rising of , the Wardens and Brethren of Hull Trinity House formed four volunteer artillery companies, equipped with 20 nine-pounder cannon taken from a ship lying in Hull Roads. These were the first volunteer artillery units formed in Yorkshire, though there may have been others manning the cannon in the fort covering Bridlington harbour. The companies were stood down after the Jacobite defeat at Culloden. These units existed from until the Treaty of Amiens in . When the peace broke down in , the Bridlington Volunteer Artillery reformed, but the guns at Hull were manned by the Sea Fencibles and by Regulars. In the 4th to 9th Companies followed at Hull and these were formed into a battalion the same year, becoming the 4th Yorkshire East Riding Artillery Volunteer Corps under the command of Lieutenant-Colonel Martin Samuelson, a prominent local engineer and shipbuilder, whose brother Alexander Samuelson served as Captain of the 6th Company. The 4th continued to expand, increasing its establishment in from eight to 12 batteries with a total of men in . The government supplied pounder muzzle-loading guns in June . From the coastal artillery batteries were supplemented by minefields , and the 2nd East Riding AV trained with the Humber Division Submarine Miners. The brigade was part of the Northumbrian Division of the TF. In late July the units of the Northumbrian Division were at their annual training camp in North Wales. On 3 August they were ordered to return to their respective headquarters, where at . This was particularly difficult for the divisional artillery, which had to gather requisitioned horses and mules and fit them with harness, and collect ammunition from Ordnance stores. The units went to their war stations along the coast, where there were numerous alerts. On 15 August the War Office WO issued instructions to separate those men who had signed up for Home Service only, and form these into reserve units. On 31 August, the formation of a reserve or 2nd Line unit was authorised for each 1st Line unit where 60 per cent or more of the men had volunteered for Overseas Service. In this way duplicate battalions, brigades and divisions were created, mirroring those TF formations being sent overseas. The division completed its concentration in the area of Steenvoorde on 23 April and went straight into action the next day in the Second Battle of Ypres. Casualties among the infantry were heavy during the fighting to stabilise the British line Battle of St Julien 24â€”28 April , but the divisional artillery did not take part. The batteries were south of Potijze , between the Menin and Ypresâ€”Potijze roads, where they covered the zone between the Ypresâ€”Westroosebeke road and the Ypresâ€”Roulers railway. For the next 10 days the situation was quiet apart from desultory artillery fire the BEF was short of artillery ammunition but on 24 May the Germans launched another serious attack accompanied with gas the Battle of Bellewaarde Ridge. The 50th Division had been split up to reinforce other formations and the infantry were heavily engaged for two days, but with ammunition being scarce there was little the gunners could do to support them. The division stayed in this quiet sector until mid-November, when it moved to Merris. In December the division returned to the Ypres Salient, in the Hill 60 sector, with the divisional artillery distributed around Zillebeke Lake, in appalling conditions. There was almost constant low-level fighting until the division was relieved at the beginning of April and moved to the Wytschaete sector. Here the observation posts on Mont Kemmel gave the gunners some advantage. This became D H Bty. The brigade ammunition columns were merged into the divisional ammunition column. Moss-Blundell, moved into position at Contalmaison on 19 August , while the infantry took over the front line between 7 and 10 September. The infantry attacked behind a creeping barrage of pounder shells, the first time the divisional artillery had fired one. This procedure was then to be repeated for the second and third objectives. On other parts of the front the attacking infantry were supported by Mark I tanks. Follow-up attacks were beaten back. However the advance on the flank of High Wood did assist the 47th Division in finally capturing that position. An attempt to continue the attack the following morning after a minute intense bombardment was a failure. It took a week of fighting for the division to reach its final

objective. The creeping barrage also acted as a smokescreen, and infantry advancing close behind it were onto their objectives with few casualties. The Butte de Warlencourt. The division returned on 24 October for an attack on the Butte de Warlencourt , which was several times delayed. Although 9th Bn Durham Light Infantry crept forward behind the barrage and took their objective, the rest of the assault bogged down. After strong German counter-attacks the infantry had been pushed back to their start line by The task of hauling the guns out of the mud was particularly onerous. A German counter-attack on 18 April was completely dispersed by the divisional artillery. The heavy barrage rolled forwards too slowly, and the infantry suffered casualties by advancing into it. They took their early objectives, but had been forced back by midday. The division attacked with a fresh brigade in the afternoon, preceded by another barrage, and held its objectives by nightfall. Five separate barrages were fired, the field guns participating in the creeping barrage and then the standing barrage. Zero hour was at The three attacking battalions of the Northumberland Fusiliers suffered appalling casualties and gained almost no ground, while the gunners suffered heavily from shellfire, both high explosive and mustard gas. Some advances were made on 30 and 31 October, and the division was finally withdrawn for rest and training on 9 November. There they attempted to improve the partially-dug defences before the troops retreating from the German advance passed through them. The division came under attack at Unfortunately, the protective barrage from the divisional artillery came down on the defence line rather than on the attackers. The brigade was then ordered to retire across the Somme Canal, which was achieved under heavy shellfire. The gunners were hampered by fog in the morning, but afterwards supported the hard-pressed infantry all day. At one point in the evening, its batteries found themselves in front of the front line, the infantry having fallen back. That morning the Northumbrian infantry had to advance from reserve and were committed piecemeal to relieve the Portuguese Expeditionary Force that had been driven from its positions. There followed three days of bitter fighting until the enemy advance was held. Unfortunately, the location chosen, the Chemin des Dames ridge in the French sector, was the target of the third phase of the German offensive the Third Battle of the Aisne , which opened on 27 May. The division got word of the impending German attack, and at The German guns did not reply, but at The German infantry came on at Soon the enemy infantry were approaching the gunpits, where the gunners " fighting in respirators because of gas shelling " suffered heavy casualties from shellfire. The batteries had their left flanks turned and were taken in rear. A Battery fired point blank at the advancing infantry at a range of 60 yards and all the guns fired to the last minute. The enemy only captured the gun positions after hand-to-hand fighting. When it was reformed in the summer of , all the original battalions had been replaced by others mainly from the Macedonian Front , but the artillery brigades were reconstituted under their old numbers. By now the Allied Hundred Days Offensive was gathering pace, the main Hindenburg Line had been crossed, and the division encountered little opposition until the second day, when the artillery greatly assisted its advance through Gouy and Le Catelet onto the high ground of Prospect Hill. On 6 October the division forced its way into the Beaufort Line, the last support line of the Hindenburg defences. They crossed the Sambre, followed by the artillery and made for the high ground beyond. The infantry got across the Helpe Majeure river, but the crossings were impassable for the artillery. By 7 November, some guns were across, and st Bde, with two pounders accompanying each battalion, advanced to the high ground at St Aubin and Dourlers. By 9 November the division was pursuing the defeated Germans with mobile columns. Demobilisation began in December , and the division ceased to exist in France on 19 March It began to reform in England under its old name of Northumbrian Division in April While under training they were responsible for defending the stretch of coast from Seaham Harbour through Sunderland to Newcastle. The division became 63rd 2nd Northumbrian Division on 16 August. In November the division moved into winter quarters around York and Doncaster. However, the decision had been made to break up the weak 63rd 2nd Northumbrian Division and its number was transferred to the Royal Naval Division , veterans of Antwerp and Gallipoli , now arriving on the Western Front. However, Bde was broken up among the other RFA brigades of 63rd RN Division at the end of August before seeing any significant action as a unit. In the brigade and its batteries were renumbered: The emergency lasted three weeks, and they were stood down on 13 October. On 24 August, ahead of the declaration of war, AA Command was fully mobilised at its war stations. Luftwaffe night raids over the Humber increased during

August while the Battle of Britain was under way, but were still small in scale. By October, 62nd HAA Rgt on the north bank of the Humber had all three of its own batteries back under command, manning static 4. Predicted concentrations, using Gun Laying GL Radar , were more effective if there were not too many targets. On the first night, fires started in the city acted as a beacon for subsequent waves of bombers, and the telephone lines to the GOR were cut. The Humber guns fired rounds that night. On the second night, the bombers starting dive-bombing the still-burning city in groups, making predicted fire difficult, but the guns fired about rounds. The two-night blitz resulted in over deaths in the city. However, after mid-May the number of raids against the UK tailed away and the Blitz is considered to have ended on 16 May, though periodic raids still occurred. By November it had attached to it the ancillary sub-units to make it fully mobile to take part in Operation Torch:

Chapter 6 : Air War over East Yorkshire in World War II - PDF Free Download

Air War Over East Yorkshire In most accounts of the air war over Britain in summer , the events over East Yorkshire are mentioned only in passing, yet it was there, on 20 August, that the first enemy aircraft fell to the guns of a Polish fighter squadron in the RAF, less than a mile from where these words are being written.

Bombs were dropped on Earles shipyard Docks and on Paragon station city centre resulting in deaths. The raids showed that Hull was completely unprotected from aerial attack and public anger led to service personnel being mobbed. Further attacks came on 25 September and 10 March. The public siren sounded at Jack Owen, and Clifford Turner; and three Saltend workers: In February several attacks resulted in multiple casualties, with around 20 people killed. Two major attacks took place on the nights between 7 and 9 May, each lasting around 5½-6 hours, the bombing included high explosives, parachute mines, and extensive use of incendiary bombs. On the docks the Riverside Quay was destroyed by fire, and major fires created at timber storage around the Hedon Road area. The Rank Flour Mill was directly damaged, as was the Corporation bus depot, and the buildings of the Hull Corporation telephone system. In addition to the areas of concentration bombs fell on area across the whole town. Over people were killed during the attack, with many casualties due to bombs hitting communal bomb shelters. Around people were killed by the bombing, many from the areas around the works. It is thought the attacks on the docks served the objective of diminishing supplies shipped to Russia. There were attacks in October and December, with comparatively limited damage, each killing two people. During this attack the well-known Hull Municipal Museum was destroyed by fire. The government allowed Hull to be named specifically as the target of the attack and the Hull Daily Mail ran a front-page headline the next day. Bombs were also dropped in error owing to poor navigation or the Hull Docks decoy. These attacks killed 22 people in Hedon , Bilton and Preston. Other bombing activity was caused by the Luftwaffe dumping bombs after abandoning raids not just on Hull but also on Manchester, Liverpool, Leeds and other northern targets. Death and destruction inflicted by the enemy also included sea mines exploding as they hit the coast and enemy aircraft shooting down allied aircraft over East Yorkshire. In addition to rural East Yorkshire and Lincolnshire children were evacuated to Lancashire, Norfolk, Northumberland, Leicester and elsewhere. Entire secondary schools were relocated: However many pupils remained in the city and most evacuees returned from the end of onwards. Damage to schools and churches was freely reported and German press releases were quoted verbatim in the British press, including the name of the town. Along with the other aircrews of our unit, we took off last night, having taken aboard the bomb load which we intended to deposit to good effect in the middle of the great dockyards.. The shell of the building remained unredeveloped and undemolished for sixty years, becoming one of the last visible bomb sites in Britain, as a consequence of which the building was listed in

Chapter 7 : Recollections of WWII - Yorkshire & Humberside

Mr Bright has examined the main phases in the air war over East Yorkshire, the East Riding as it was in World War Two, and has analysed some of the most memorable air dramas to unfold over the region and to relate what happened on the ground during major air raids.

From September to May , industrial and military centres were targeted by the Luftwaffe. The Blitz was intended to demoralise the country into surrender, which did not happen. A second raid, known as the Baedeker Blitz, was carried out in April and June The targets were strategically unimportant, but were picturesque cities in England. Overall, the city spent more than 1, hours on alert. After London, Hull was the most severely bombed British city, with over 80, buildings damaged. The city was a target for the Luftwaffe because of its importance as a shipping port and an industrial centre. It also received bombardment meant for more inland cities or from retreating German aircraft dumping bombs before reaching the open sea. Over 1, were killed and 3, injured during the raids in Hull. The National Picture Theatre is the last standing blitzed civilian building. The cinema suffered a direct hit and the bomb exploded near the screen, destroying the auditorium. The 12th century church consisted of a chancel and a nave with a wooden bell turret. Through the centuries the church was allowed to decay and in the s, the church was demolished. It was rebuilt in to designs by J. During the Hull Blitz of , the church was very badly damaged. The new church built in was designed by Francis Johnson of Bridlington. A Norman doorway was re-used for the entrance in the 19th- and 10th-century rebuilding of the church. The current church also incorporates some of the 19th-century stained glass. Built in , this octagonal building may have been used as a watch tower and was used as a hospital for troops in the s. The target of the raids was the multiple steel and iron works, collieries, and coke ovens along the Don Valley. On 12 December, the first wave of bombers encountered low cloud above the target, and it is thought a navigator mistook the Moor for Attercliffe Road. By the time the next wave of planes came, the fires which marked their targets were centred on the city. People in the street and surrounding buildings took refuge in the cellars of the old Marples Hotel. The building took a direct hit at Once the all-clear had sounded, the authorities realised that the chance of survivors was minimal, so rescue efforts were concentrated elsewhere. On 13 December, seven survivors were recovered from the cellars of the Marples, but 70 people died instantly, crushed under the building. On 15 December, the Luftwaffe returned to bomb the intended targets, hitting the steelworks. The damage was not serious enough to affect production. York was raided in a series of retaliatory bombings, which targeted strategically unimportant but picturesque cities in England. The sites were supposedly chosen from the German Baedeker Guide to Britain. The Luftwaffe bombarded strategic targets on the raid, including the railway line, the station, the carriage works and the airfield. The attack finished about 4am, but the all clear was not sounded until 4. The raid left 92 people dead and hundreds injured. Among the devastated buildings were the York Guildhall and St. Martin-le-Grand was burnt out, except for the south aisle and the tower. In the s, the church was partially rebuilt by George G Pace. Parts of the Guildhall remained intact, including the Inner Room, which contains wood panelling, and secret stairways.

Chapter 8 : World War II - Yorkshire Battlefields | Welcome to Yorkshire

Wearing Russian markings, the Aero L Delfin jet trainer was widely used by Warsaw Pact countries during the Cold War. RAF Burn. Not far from RAF Brighton, amid farmland just south of Selby, lies RAF Burn, a North Yorkshire heavy bomber base which opened in and, like so many World War Two airfields, remained in use for just four years.

Edit The first aerodrome to occupy the site was made up of wooden and brick buildings, similar to those found at Duxford or Hendon. Known as Eastburn, No. However, by early , these units had disbanded, leaving a deserted airfield, which was removed some years later. Placed neatly behind these hangars were the many buildings that made up the camp. By , these had been replaced by No. Three aircraft from No. The fuselages of these bombers were crammed with large parcels of propaganda leaflets, wrapped in brown paper. Access that was normally difficult because of the retracted ventral gun turret, was now extremely challenging through the narrow gaps, between the parcels on either side of the turret. The following night of 5 September, No. This was followed on 19 March by the first deliberate bombing on German soil, when Whitley aircraft from both Driffield squadrons joined those from RAF Dishforth, who together bombed the mine-laying seaplane base at Hornum on the Island of Sylt. At approximately midday, some 50 Junkers Ju 88 bomber aircraft attacked the aerodrome, killing 13 military personnel and 1 civilian, and destroying 12 Whitley aircraft. The bombs dropped caused extensive damage, with many buildings, including all five hangars, being either damaged or destroyed. Equipped with Spitfires and Hurricanes, the three squadrons based at Driffield patrolled the North Sea. April saw the return of No. One aircraft failed to reach Germany and returned to Driffield with a jammed rear gun turret. One other aircraft failed to reach the target due to intercom failure, but was able to bomb the secondary target of Wilhelmshaven. Despite both targets being heavily defended, all aircraft and crews returned safely. This unit began operations supporting the Allied invasion of Europe by bombing targets in the Normandy area. During the months that followed, both squadrons joined forces to hit targets across Europe. On 10 September, a small force of some 69 bombers, including 30 from Driffield, targeted the German occupied garrison and coastal defence battery at Le Havre. The following day, the raid was repeated when 22 aircraft from Driffield, combined with a total of from Bomber Command, again attacked the target. Ten hours later, the German garrison surrendered to allied ground forces. In December, No. The Australians carried out their final raid of the war on 25 April, when a force of 18 aircraft bombed gun emplacements on the island of Wangerange. Replaced in by No. This new school would be the first in the world responsible for teaching a new breed of pilot how to fly fast jet aircraft. There were two sections within the school: This was followed by actual flight training, when pilots were taught basic manoeuvres, aerobatics, formation flying, instrument flying and navigation. During this period, Nos. The following October saw the arrival of the Fighter Weapons School from RAF Leconfield, a unit equipped with a variety of jet aircraft, which itself departed in March. From November, Driffield would be home to No. Although the missiles were British owned, the nuclear warheads were still under American ownership. In good bureaucratic fashion, the RAF Launch Officer was expected to sign for the warhead after it had been launched, because technically it was then under British control. The missiles at Driffield were never used and the system was dismantled in. Sadly, there were to be no more happy landings, and in, the airfield and camp were taken over by the British Army, who renamed it Alamein Barracks. By the early s, the runways were removed and the hardcore used in the construction of the Driffield bypass. The control tower and air-raid shelters disappeared, while the hangars that protected aircraft for many years were converted to protect Government surplus grain from the elements. In, the RAF regained ownership of this historic aerodrome, naming it: Once again, the RAF ensign flew over Driffield, but not for long.

Chapter 9 : German Air Force Bombers of World War II (2) - PDF Free Download

World War II. During World War II, the German Air Force conducted a series of strategic bombing raids across Britain. From September to May, industrial and military centres were targeted by the Luftwaffe.

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