



**THE SEARCH FOR THE CRASH SITE  
OF AVRO LANCASTER MK I  
R5695 EM-C  
LOOKING FOR WINDSOR & HIS CREW**



**LANGAR AIRFIELD  
HISTORIC LANDSCAPE STUDY**

**APPENDIX 3**

**NOVEMBER 2020**



Every Field Tells a Story

**IN MEMORY OF**

**Pilot Officer Alfred Joseph Parkyn  
Flight Sergeant James McGregor Allan  
Pilot Officer Eugene Edward Chouiniere  
Warrant Officer Class II James Louis Guichard  
Sergeant John James Gallimore  
Warrant Officer Class II William John Vandervoort  
Sergeant Windsor Francis Richard Webb  
Sergeant Jack Slater**



**The Crew of Avro Lancaster MK I R.5695 EM-C  
Lost without trace on the 25th of November 1942  
Found 2020**

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Every Field Tells a Story

## Preface

It was during the search for Raymund Hannan's Avro Lancaster MK I R.5694 EM-F crash site in September 2020, that we came across records detailing the loss of Avro Lancaster MK I R.5695 EM-C. The deeper we delved into the lives of Raymund's crew, the more we felt the sadness associated with the phrase used to describe the aircraft (EM-C) that did not come home; 'lost without trace'.

Once the crash site of Raymund and his crew had been found, we turned our focus towards the challenge of finding the one that to this very day, is still recorded as missing. Research colleague Jen MacGregor quite correctly summed up the enormity of the task before us, 'I can't imagine how we would ever be able to find out what happened to the plane though, if it crashed in the sea.'

Fortunately, over the last few years, we have been able to call on the knowledge, expertise, advice, guidance and dogged determination from a group of fellow researchers, who have proved themselves an invaluable resource in helping us to resolve our RAF related investigations.

Records show that the five aircraft involved in RAF Langar operations on that fateful day of Wednesday 25th November 1942, aborted their respective missions at or around the Dutch coastal area due to lack of cloud cover. This was the clue we needed to pursue further research in the hope that we would uncover another potential lead.

It was also vital at this stage to keep the investigation as quiet as possible, to ensure that we did not raise any false expectations. Finding the crash site after so many years, with very little information to go on was a difficult task in itself. The high probability that they crashed into the North Sea seemed to make the task nigh on impossible.

What we needed now was another clue, another piece of the missing jigsaw.

This report captures our findings.

The Field Detectives  
November 2020

## WEDNESDAY 25TH NOVEMBER 1942

We know from the RAF records, that the weather at Langar (Nottinghamshire) was not very inviting for operational missions on Tuesday 24th, Wednesday 25th, Thursday 26th and Friday 27th November 1942. Tuesday was described as rain and misty (no operations), Wednesday as cloudy and showery, Thursday rain and misty (no operations) and Friday as fair and cloudy (operations cancelled due to unfavourable weather).

On Wednesday 25th November 1942, five aircraft of 207 Squadron flew out of RAF Langar, each tasked with separate missions. Avro Lancaster MK I R5695 EM-C bound for Haselunne in Germany was reported as 'sortie not completed. Crew missing'.

Further research into the flight records of the other four operational aircraft on that day revealed:

Date	Aircraft	Up	Down	Details of Sortie
25.11.1942	Lancaster R.5756. EM-D	14:51	17:30 (landed?)	Primary target FRIESOYTHE not attacked - had to turn back because of lack of cloud cover, Furthest point reached Dutch Coast. 5247N 0440E at 16:15 hours 2,200 feet. Abortive sortie because of cloud cover.
25.11.1942	Lancaster W.4171. EM-J	14:52	19:32 Rufforth, North Yorkshire	Primary VECHTA not attacked owing to lack of cloud cover. Bombs jettisoned safe at position 52.42N 0330 E. at 17:35 at height of 1,000 feet. Farthest point reached 5244N 0536E. Abortive sortie. Cloud insufficient to cross open country.
25.11.1942	Lancaster R.5694. EM-F	15:00	18:10/20 crashed near Eaton	BAD ZWISCHENAHN sortie not completed. Aircraft crashed and all crew were killed.
25.11.1942	Lancaster R.5695. EM-C	15:04	Missing	HASELUNNE sortie not completed. Crew missing.
25.11.1942	Lancaster W.4120. EM-L	15:05	19:30 Linton-on-Ouse, North Yorkshire	Primary QUAKENBRUCK not attacked owing to lack of cloud cover. Furthest point reached Dutch coast. Jettisoned 1x1000 lb G.P. to lighten aircraft. Brought back 7x1000 GP. Abortive sortie. Cloud cover insufficient to complete operation.

Based on the information summary featured above, and taking into account the time that they were actually in the air, it would appear that all five aircraft turned back for home somewhere near the Dutch coastline. Two did not make it home.

It was during our research activities while we were helping to find the exact crash site location of Raymund Joseph Hannan's Avro Lancaster R5694 EM-F in September 2020 that we came across the other one that did not come home, the one described as 'sortie not completed. Crew missing'. We said at the time; 'We really should do something about this.' We also knew that when we took on the challenge to try and find out what happened to Avro Lancaster MK I R5695 EM-C, that it could prove to be an Impossible Mission.

There were eight young men out there who never had the opportunity for their families to say a proper goodbye. Looking for Windsor became the code name for our investigation into the missing aircraft because Windsor Francis Richard Webb was the first of the crew we came across while carrying out our research online. Windsor was eighteen years old, and that was no age to be flying into the hostile furnace of war.

And so, the investigation into finding the crash site of Avro Lancaster MK I R5695 EM-C began.

A collaborative effort of many, found the crash site of R5694 EM-F and the field survey report can be found on the Goadby Marwood History Group website: <https://www.goadby-marwood-history.co.uk/>

# THE INVESTIGATION

We knew that the odds against actually finding the crash site location of Avro Lancaster R.5695 EM-C, were stacked against us from the outset, but the additional problem of navigating a global pandemic presented what appeared to be, an unsurmountable set of additional hurdles. In presenting the journey of our investigation as a visual email communication diary, we hope to capture the methodology our team of researchers successfully adopted on their way to finding where the crew finally came down on that dreadful day of Wednesday 25th November 1942.

Global shut down, limited travel, no access to the usual historical archive centres and yet, what they managed to achieve was quite remarkable. There are no words to express our huge debt of gratitude to this amazingly resourceful team:



## **Julian Horn**

Having lived the first 15 years of his life under the approach to RAF Watton, aeroplanes were a part of everyday life and thus duly ignored. But, like many youngsters, he developed a fascination with finding the unfired .50 calibre ammunition in the crash sites of the B24 Liberators of the USAAF 8th Air Force scattered around Norfolk. After finding some very obviously personal effects one day, an understanding of the human cost was planted in his mind. Over time, a childhood fascination with history matured, and the local history of his home town and RAF Watton in particular became a focus of study. Most interested in the human story, Julian organised and hosted a number of Wartime Watton reunions and spent many hours talking with the men and women who served there, has researched and saved as much as he could find in over 30 years of effort. He is now writing the history of the Station with the aim of preserving all he has learned.



## **Peter Baker MBE**

Son of Wg Cdr Tom Baker DFC DFM. Tom died some years ago. Peter was keen on flying and had a Pilots Licence at the age of 17. He went onto RAF College Cranwell and after the 3 year course graduated as a Navigator. Tours on Vulcans followed during the Cold War. Tough times for young men. His first real war was the Falklands conflict where he flew, as a tactician, with Victors, Nimrods and Special Forces Hercules. After staff and Command tours he went to Saudi Arabia to assist BAe. It was just in time for the first Gulf War and Iraqi Scud missiles fell on them nightly. They all missed! Eventually, and after 10 years in Saudi Arabia, he retired to England and worked in the voluntary sector. He married Lorna in 1966; she went through his life with him. They have two children, now with their own children. It's been an exciting ride for all the family.



## **Malcolm Barrass**

I have had a life-long interest in the RAF and spent 27 years as a member of the ATC and RAFVR(T), ending my career as a Flight Lieutenant and Squadron Commander. After leaving the RAFVR(T) I began researching the careers of the RAF Senior Officers, with a view to publishing a book but in 2001 decided to publish the results on a website ([www.rafweb.org](http://www.rafweb.org)) detailing the organisational history of the RAF. I also assist people to acquire copies of their relatives RAF service records and produce detailed 'This is your Life' type reports for them.



## **Raymond Glynn-Owen**

Raymond is co-author of the book 207 Squadron: RAF Langar, 1942-1943. The Langar book was produced to help fund the airfield memorial and has long been out of print. It primarily consists of stories from some who had served there, sadly now departed. Raymond lives in Spilsby, Lincolnshire and is still active in matters relating to 207 Squadron.



### Jeanette MacGregor

I have always had a fascination for anything of an historical nature but my greatest passion is family history. While the physical survey work and research into events of yesteryear are both fascinating processes, it is the human stories that make a project worthwhile for me.

Researching the lives and family connections of the Langar Lancaster crews has been very rewarding; we have in some cases been able to connect relatives who had lost contact with one another many years ago. In a recent email to me the niece of one airman wrote: *"This is so amazing! We all think it is Peter from the other side trying to tell us his story, joining all the little pieces we have from our family history and mostly joining all of us again after so many decades being apart from each other!"* To bring news of the final resting place of the crew of R5695 EM-C back to their respective families is a project that I and my fellow amateur historians in the [Goadby Marwood History Group](#) are honoured to be involved in.



### Graham Doyle

Graham has been involved in Eastwell History Group for 20 years, and is currently their Vice Chairman. His first project as a member of the group was the preparation of the book *Aspects of Eastwell* for publishing. Since then, he has been involved with several local history projects, and is currently involved in the major project to restore the ex-Eastwell Iron Ore Co. steam locomotive *Lord Granby* as a static exhibit for eventual local display. None of which is aircraft related.....but, around five years ago, he undertook research into six Lancaster's and one

Halifax aircraft that crashed locally during WW2, one of which was 207 Squadron Lancaster R5694 EM-F. This was the link to supporting the team with the investigation into R5695 EM-C.



### Lionel 'Rusty' Russell - Our Project Overseer

I was educated at Torquay Grammar School (1951 - 1959). As a cadet in No 1528 (Torquay) Squadron, Air Training Corps, I gained my Glider Pilot's 'B' Licence in 1956 (aged 16), a Flying Scholarship/Private Pilot's 'A' Licence in 1957 (aged 17), and a Reciprocal Visit to Canada in 1958 (aged 18). After 16 weeks as an Officer Cadet at No 1 ITS, RAF South Cerney, I was commissioned on 30th May 1959. I then completed my pilot training on

Piston Provosts at No 2 FTS, Syerston and Vampire T.11s at No 8 FTS, Swinderby, being awarded my 'wings' on 18<sup>th</sup> November 1960. My first tour was with No 31 (PR) Squadron, Laarbruch, Germany, flying Canberra PR7s on low-level photographic reconnaissance. In November 1963, I was selected to fly Vulcan B2s. After the OCU course, I joined No 35 Squadron, Coningsby, in April 1964, moving to Cottesmore in November of that year. The most memorable period during my time in the V-Force (nuclear role at the height of the Cold War) was a Pacific Ranger (complete westabout circumnavigation of the globe) lasting two weeks in September 1967. In January 1969, I left No 35 Squadron and joined the Radar Research Flying Unit, RRE, Pershore, where I flew Canberra variants (and hybrids!) and Viscount 837/838s. We were cleared down to 50ft AGL - definitely my best tour in the RAF!

In July 1971, I was posted to CFS Little Rissington, for QFI training on No 258 Course. In January 1972, I commenced an 18-month tour at Linton-on-Ouse, instructing on Jet Provost 3s and 5s. I then returned to CFS as a Staff QFI, where my duties included instructing on the 'Waterfront', Pilot Navigation Instructor (air and ground), HQCFS Air Staff and Air Cadet Liaison Officer. I left the RAF on 1<sup>st</sup> July 1977, not wishing to take up a career flying desks. Then followed ten years as a Commercial Flying Instructor at Oxford Air Training School, training the World's airline pilots up to CPL/IR standard. I then joined FR Aviation, Bournemouth (Hurn), flying Dornier 228s and BN2T Turbine Islanders on seriously low-level maritime reconnaissance (Fisheries Patrol, Customs Patrol, Foreign Submarine Spotting, Search & Rescue, Coastguard, and Dumping & Dredging). I was a Flight Commander, Training Captain and Licensed Hooligan - definitely my best flying job ever! In September 1998, after looming redundancy, I chose early retirement. In December 2004, when my ATPL came up for renewal, I hung up my flying boots, having gained a total of 16,000 flying hours. I now live in Oxford with my wife, Carol. We both enjoy walking, beachcombing, geology and gardening.



Good evening Jen

**One of the RAF Langar 5 - Missing Avro Lancaster R5695 EM-C 25.11.1942**

Just found this document: [https://www.rijkswaterstaat.nl/apps/geoservices/geodata/regios/west-nederland-noord/Data\\_KaartLuchtoorlogWOII/AirOps42-43.pdf](https://www.rijkswaterstaat.nl/apps/geoservices/geodata/regios/west-nederland-noord/Data_KaartLuchtoorlogWOII/AirOps42-43.pdf)

**November 1942 Page 3:** 25 BC. 6 Wellingtons Essen. 5 abandoned. 1 of these after turning back unsuccessfully attacked 2 coastal barges off Zandvoort with 4 X 500. 6th Wellington MIA. (Polish a/c. shot down by flak near Bergen A/F at 13.28 hrs (local) 1 crewmember killed, 4 POW) **5 Lancasters targets Germany. 1 MIA. (1/207 Sqn. claimed as Liberator appr 40 miles WNW of Bergen by fighters.)**

I have copied in Julian, Malcolm and Peter in the hope that they can make sense of the wording contained in the brackets (above in red). **I think this is the one (fingers crossed) we are looking for?**

**But what does claimed as Liberator mean? If this is a lead, how do we follow it through – where did this record come from?**

Kind regards

Richard Pincott - The Field Detectives



As I read that it means one Lancaster was missing in action and German fighters claimed a kill misidentifying the Lancaster as a Liberator.

The Liberator is the B24, an aircraft of the USAAF used in Europe and elsewhere. They flew from Norfolk and elsewhere mostly on daylight raids. Often flying the northern routes to Germany while the B17 Fortresses flew the southerly routes. It is a big 4 engine bomber, high wing and cavernous bomb bay. 10 man crew and lost in great numbers.

In the heat of battle I guess the pilot of the German fighter shot it down and misidentified the Lancaster as a Liberator. B24s rarely / never flew at night as far as I know, night-time raids were the RAF specialism so probably an inexperienced fighter pilot.

Julian



Just to follow up mine of last night - from Wikipedia [https://en.wikipedia.org/wiki/Consolidated\\_B-24\\_Liberator](https://en.wikipedia.org/wiki/Consolidated_B-24_Liberator)

*Later in 1941, the first Liberators entered RAF service. This model introduced self-sealing fuel tanks, a 2 ft 7 in (79 cm) plug in the forward fuselage to create more space for crew members and, more vitally, ever more equipment such as ASV Mark II radar (anticipated early in the Liberator's development when Reuben Fleet told the engineering team he had a gut feeling the nose was too short). The Mark II was the first Liberator to be equipped with powered turrets, one plane having them installed before leaving San Diego, the remainder having them installed in the field: four Browning Boulton Paul A-type Mk IV with 600 rounds of .303 in the dorsal position; and a Boulton Paul E-type Mk II with 2200 rounds in the tail (later increased to 2500 rounds), supplemented by pairs of guns at the waist position, a single gun in the nose and another in the belly, for a total of fourteen guns. The maximum take off weight was slightly raised to 64,250 pounds, the maximum altitude lifted from 21,200 to 24,000 feet but the maximum speed was reduced to 263 mph, largely as a result of increased drag.*

From this angle the Liberator in RAF guise does look rather like a Lancaster - I might have been a bit rude about the fighter pilot's abilities!

Julian





**Julian Puts a Research Plan into Place:  
Sat 31/10/2020 07:42**

As an aside Richard, I think this data comes from someone's research of German and English records. The storage directory of this information is a treasure trove of research and is open to browsing strangely. Looks like whoever did it was around 2007 and they used this site as a data store - the PDF's are especially interesting.

[https://www.rijkswaterstaat.nl/apps/geoservices/geodata/regios/west-nederland-noord/Data\\_KaartLuchtoorlogWOII/](https://www.rijkswaterstaat.nl/apps/geoservices/geodata/regios/west-nederland-noord/Data_KaartLuchtoorlogWOII/)

In this folder I wonder if this was what whoever was researching for . . . ?

[https://www.rijkswaterstaat.nl/apps/geoservices/geodata/regios/west-nederland-noord/Data\\_KaartLuchtoorlogWOII/Deel1.pdf](https://www.rijkswaterstaat.nl/apps/geoservices/geodata/regios/west-nederland-noord/Data_KaartLuchtoorlogWOII/Deel1.pdf)

I'll keep digging. I have a friend - Theo Boiten who did a lot of research in the Netherlands but we haven't chatted in a long time. If I can find anything I'll let you know.

Julian

**We Now Had an Hypothetical Area to Search  
Date & Time: October 2020**



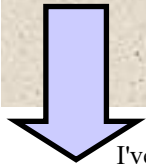
**EM-C OR EM-G?  
SO WHICH ONE IS IT?**



**GALLIMORE**, Sgt John James RAF: 25 November 1942 age 26: Flight Engineer  
Lancaster R5695 **EM-C**: Parkyn crew: op Haselunne: all killed  
Wolverhampton, Staffordshire WW2 Roll of Honour

On Wednesday, 25 November 1942, (a part of) the aircraft of the 207 squadron (RCAF), took off for a mission to Haselunne in Germany from a station (airfield) in or near Langar. One of the crew members was Flight Sergeant J L Guichard RCAF. He departed for his mission at 15:04. He flew with a Avro Lancaster (type I, with serial R5695 and code **EM-G**). His mission and of the other crew members was planned for Wednesday, 25th November 1942.

**Raymond clears up the EM-C or EM-G Uncertainty:  
Sat 31/10/2020 14:16**



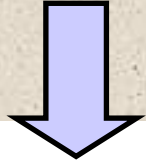
I've checked my listing of details on 207 aircraft and can confirm that R5695 was always coded **EM-C**. It came to 207 on 10 September 1942 and was on its 10th operational sortie. when it failed to return. Aircraft individual code letters were rarely changed but are often misread and misquoted in records and later publications: C/G O/D are the most common.

Regards  
Raymond Glynne-Owen  
(Air-Britain 207 Squadron Specialist)

**IT IS EM-C**



**Ton Huizer confirms the date, time, crash site location, and Luftwaffe pilot:  
Sun 01/11/2020 5:15pm**



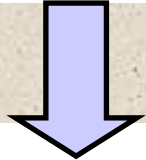
Hi Rusty and Julian,

Good to hear from you both. Strange days for all of us. No end in sight for the moment. This is what I found in my Luftwaffe fighter archive -.-.-.- **Nov. 25 1942 Lancaster claimed by Ofw. Ernst Heesen S 5 JG 1 70 km WNW Bergen aan Zee (40 miles, roughly 65 km. offshore) Time: 16.34.** 26 victim of this experienced pilot. A Liberator for Lancaster mistake is -in my humble opinion- very unlikely in this case (daylight operation). Check; Google, Jagdgeschwader 1 - Ciel De Gloire and follow the time line. And; GWGC Bergen NH. 247 graves, 34 unidentified.

Maybe...I hope this info will be useful for your friends. Friendly greetings, take care  
Ton



**Jen identifies a potential avenue for further investigation:  
Mon 02/11/2020 07:32am**

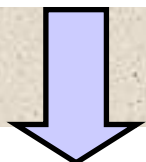


Hi Richard,

That's really great news! It would be fascinating to find out more about Ernst Heesen as well as the crew of R5695. Looking at the Bergen cemetery records all the identified graves are of aircrew. I suppose it is possible that some of the crew managed to parachute out before the plane crashed into the sea, although if that was the case, surely they would have been identified.

Jen

**Julian errs on the side of caution:  
Mon 02/11/2020 08:02am**



Just to add Richard that I, of course, agree with Ton. As the 26th kill for this pilot, misidentification is not likely. A personal view, but I would caution against trying to 'pin' graves to crew. So many men died over water and remains could wash up days later. In Watton's case, one 21 squadron pilot, Jimmy Corfield and crew, were shot down into the North Sea returning from the Knapsack raid in '41. His remains washed up at Texel 10 days after his loss, held together by his flying clothing. In that 10 days dozens more pilots were lost and so it was an incredible stroke of luck that they could identify Jimmy. Some countries have marvellous DNA profiling teams trying to identify war dead but I don't think we are among them. Better perhaps to remember the person than their remains? Regardless, I am glad you have the answers.

All the best  
Julian

# THE MISSION

Taking a closer look at the objectives of the five aircraft that flew out of RAF Langar on that fateful Wednesday in November 1942, was an important aspect of the investigation. It was during the early stages of our research into Avro Lancaster MK I R.5694 EM-F, which left RAF Langar to join the other four aircraft on what fellow researcher Raymond Glynn-Owen described as 'daylight nuisance raids over NW Germany', that our research colleague Peter Baker noticed that the flight time (3 Hours) was actually, 'no time at all.'

A very quick calculation - bombing target c.611 miles as the crow flies; there and back should take around six hours if flying at a steady 200 miles an hour. That's a straight as the crow flies calculation. They took off from Langar airfield at 15:00 hours and crashed at Eaton c.18:10pm, which means that they were only up for three hours in total. Rough reckoning puts them at or around the Dutch coastal area. Further research into the flight records of the other four operational aircraft on the day revealed:

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
25.11.42	Lancaster I R.5756.D.	F/O Sexton M.K. F/O Wheeler G.E. Sgt Hogarth K.E. Sgt Johnston J.K.R. Sgt Fayle J.G. Sgt Hannah K.H. Sgt Williams P.G.	Bombing	1451	1730	Primary target FRIESOTHE not attacked - had to turn back because of lack of cloud cover. Farthest point reached Dutch Coast. 5247 N 0440 E. at 16.15 hours 2200 feet. Abortive sortie because of lack of cloud cover.	P120.

DETAIL OF WORK CARRIED OUT

By No 207 Squadron.

**SECRET**

PAGE No. 126

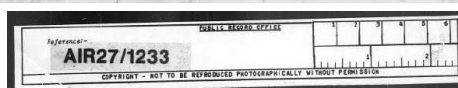
(0472) Wk 24229/1656 1806 840 P.I. 21-7731.

FOR THE MONTH OF NOVEMBER, 19 42.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
25.11.42.	Lancaster W.4171.J.	Sgt Walker J.R. Sgt Bate R. Sgt Mind P.C. Sgt Hurley C. Sgt Hingley W. Sgt Cairns W.E. Sgt Lodge. W.N. Sgt Davay G.A.	Bombing	14.52	1932 (RUFFORTH)	VECHTA Primary not attacked owing to lack of cloud cover. Bombs jettisoned safe at position 52.42N 0330 E. at 17.35 at height of 1000 feet. Farthest point reached 52.44 N. 0336 E. Abortive <del>sortie</del> Sortie. Cloud insufficient to cross open country.	P120
25.11.42.	Lancaster I R.5694.F.	F/Lt Hauman D.F.C. Sgt Lee J.K.B. Sgt Roberts S.D.G. Sgt Thomson P.J. Sgt Jenkins B.L.M. Sgt Burton J.B. Sgt Piper R.E.D. Sgt Sanders J.	Bombing.	15.00	18.10 Crashed near Eaton.	Exp ZINSCHEDNANN Sortie not completed. Aircraft crashed and all crew were killed.	P120
25.11.42	Lancaster I R.5695.G.	Sgt Farlyn J.A. F/S Guichard. J.L. F/S Vandervoort J. Sgt Callimore J.J. Sgt Allen J.M. Sgt Chouinard E.E. Sgt Slater J. Sgt Webb H.A.	Bombing <del>Bombing</del>	15.04	-	HASELUNNE Sortie not completed. Crew missing.	P120

Note: The crew ranks as stated in the ORB records are the one's we have quoted in this section (The Mission)

27/26.11.42	Lancaster I R.5692.A. W.4120.L.	Sgt Lyndon. G. F/O Woodland R. F/O Lawrence J.P. Sgt Gardner R.P. F/S Russell L. F/S Lingo. J.O. Sgt Ralph T.W. Sgt Strange H.J.	Bombing	15.03	19.30 (LINTON)	QUAKENSBUCK Primary not attacked owing to lack of cloud cover. Farthest point reached Dutch Coast Jettisoned 1 x 1000 lb G.P. safe at 16.40 at height of one 1000 feet in position 52.28 N 0336 E. to lighten aircraft. Abortive sortie. Cloud cover insufficient to complete operations.	P120
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			to Appendices
Langar	17.11.42	Fine. No operations. Training Cross-Country Flights.	—
	18.11.42	Fair, Bazy. Three aircraft detailed for operations. All three aircraft attacked the primary target.	108
	19.11.42	Fair. No operations Squadron stood down.	—
	20.11.42	Fine. <sup>Three</sup> aircraft detailed for operations. The take off from Bottesford owing to the runways being unserviceable. One aircraft was cancelled. Two bombed the primary target TURIN. One aerodrome buildings, three miles N.W. of PIAT WORKS, Turin.	109
	21.11.42	Fair. No operations. Three aircraft detailed for Bulls-eye exercise. Take-off from Bottesford.	—
	22.11.42	Fair. <del>No operations</del> . Three aircraft detailed for operations but two were later cancelled. The third attacked the Primary target CITY CENTRE, STUTTGART.	109
	23.11.42	Fair. Four aircraft detailed for operations. Take off was from Bottesford. One aircraft was cancelled and the remaining three were diverted in. They all carried out their Gardening mission successfully.	109
	24.11.42	Rain and Misty. No operations. The Maintenance Flight moved from R.A.F. Station Bottesford to RAF	—
	25.11.42	Cloudy and showery. Five aircraft detailed for operations. One crashed (Captain P/Lt Hannan) - all members of the crew were killed. Another, (Captain Sgt Parkyn) failed to return to base. One aircraft turned back. The remaining two aircraft failed to attack the target, VECHTA owing to lack of cloud cover.	109/110
	26.11.42	Rain and misty. No operations. Squadron Stood down.	—
	27.11.42	Fair, Cloudy. Six aircraft detailed for operations. These were later cancelled owing to unfavourable weather. <del>Two aircraft took off to attack STUTTGART but were recalled.</del>	110
	28.11.42	Fair. Nine aircraft detailed for operations. One was cancelled. All the remaining eight attacked the primary target, TURIN.	110/111
	29.11.42	Fair. Six aircraft detailed for operations. Later cancelled.	—
	30.11.42	Fair. No operations. Squadron stood down.	—

The records featured on the previous page and above came from the Operations Record Books (ORBs - Forms 540) and were kindly presented to us for further study by our fellow researcher Malcolm Barrass. One line of investigation that we have yet to pursue, is to take the co-ordinates and timings from the ORB records, and then place them on to a table similar to the one used in a WWII war room. The resulting positioning of the aircraft should prove useful in helping us to better understand the events of the day.

All five aircraft involved on that mission of Wednesday 25th November 1942 clearly had their own specific target objectives.

Flying Officer M K Sexton and crew (EM-D) departed at 14:51 for Friesoythe, Sergeant J R Walker and crew (EM-J) departed at 14:52 for Vechta, Flight Lieutenant R J Hannan DFC and crew (EM-F) departed at 15:00 for Bad Zwishenahn, Sergeant A J Parkyn and Crew (EM-C) departed at 15:04 for Hasellune, Sergeant G Langdon and crew (EM-L) departed at 15:05 for Quakenbruck.

Raymond Glynn-Owen explained the mission as follows; *On 25th November 1942 five aircraft of 207 Squadron took off from RAF Langar, each tasked to 'bomb a separate town'. This is noted in records as 'daylight nuisance raids over NW Germany'. One 207 aircraft failed to return, R5694 EM-F crashed (all lives were lost), and three were diverted to other airfields on their return due to bad weather conditions at their home base.*

What quickly became apparent, was that all five aircraft as they flew ever nearer to the Dutch coast risked becoming Luftwaffe pilot targets due to the lack of cloud cover. Records detailing the day tell us that the farthest point Flying Officer M K Sexton and Sergeant G Langdon and their crews reached was the Dutch coast. Records relating to Sergeant J R Walker and his crew do not mention the Dutch coast, but they do provide a set of co-ordinates 5244N 0536E.

Unfortunately, records relating to the two sets of crews (EM-F & EM-C) who did not make it home, do not tell us anything about their respective 'points reached'.

Fortunately, in the case of Flight Lieutenant R J Hannan and crew, we were able to deduce that they turned back for home somewhere around the Dutch coastal area, based on the time they were in the air and the target destination (using an assumed trajectory of flight).

By taking the mission into account, analysing the information provided by the records and making the assumption that Sergeant A J Parkyn and his crew were lost at some point close to the Dutch coast, we were able to start searching online for anything that might make reference to an Avro Lancaster aircraft on Wednesday 25th November 1942.

Interestingly, throughout the course of our investigation, we came across several errors. Sergeant Windsor Francis Richard Webb is recorded on the Commonwealth War Graves Commission Register as being 19 when he died. However, the June quarter of 1924, tallying with the birth-date recorded for him in the King's School register at Peterborough would have actually made Windsor 18 years of age when he died.

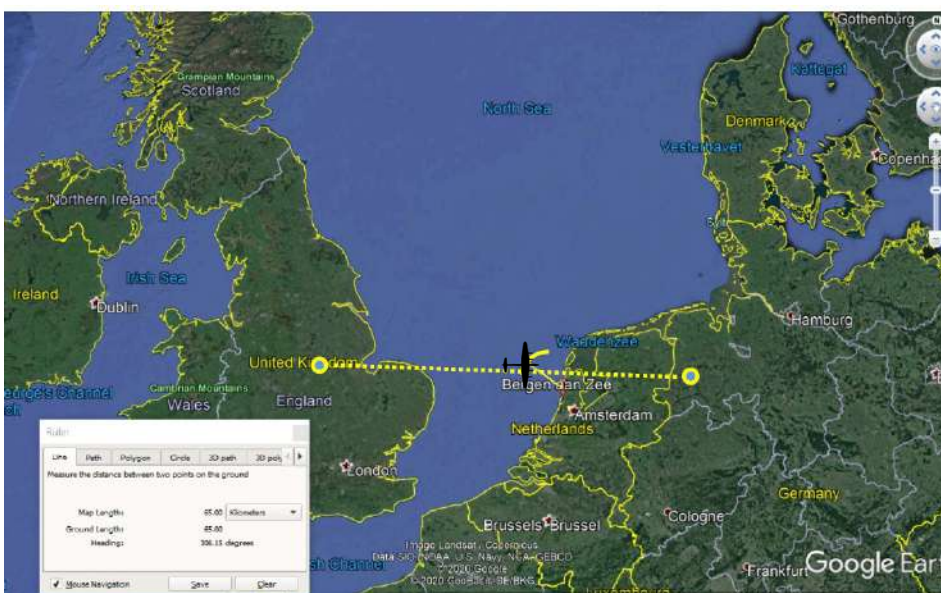
Sergeant A J Parkyn's Avro Lancaster MK I aircraft registration of R5695 EM-C, is quoted on a number of websites as R5695 EM-G.

Our fellow research Julian Horn quite correctly drew our attention to the records detailing the primary targets of the day: *Haselunne has been added to the ORB in pen or pencil and is not (I think) contemporary with the document. Before the Internet researchers were allowed access to the original documents (as I am sure you know just as in County Record Offices) and often 'made notes' on the originals which causes great confusion today. I see there are several notes in the full PDF in the same hand. A 15:04 take off in late November does not suggest to me a daylight operation. It would have been quite dark over Germany by the time they got to target so I am thinking the IBCC researcher for that crew was misled by the ORB note in a desktop study. It seems to me very likely that both (same?) researchers have not viewed the Summary of Events and have been misled by that note in the ORB. What I have found - which will be no surprise of course - is that the only records that matter are the contemporary primary sources and first hand memories. The latter now are gone for us sadly so only the first remains. It was initially a surprise to me that ORBs in particular contained errors but, I realised that if we put ourselves in their time and under the stress they were under, it is no surprise to find mistakes. These errors and other assumptions get repeated in ever increasing number as one author cites another without checking.*

So I suppose, it shouldn't have come as too big a surprise to us that the key to finally unlocking the crash site location of R5695 EM-C came in the form of an error.

Just found this document: [https://www.rijkswaterstaat.nl/apps/geoservices/geodata/regios/west-nederland-noord/Data\\_KaartLuchtoorlogWOII/AirOps42-43.pdf](https://www.rijkswaterstaat.nl/apps/geoservices/geodata/regios/west-nederland-noord/Data_KaartLuchtoorlogWOII/AirOps42-43.pdf)

**November 1942 Page 3:** 25 BC. 6 Wellingtons Essen. 5 abandoned. 1 of these after turning back unsuccessfully attacked 2 coastal barges off Zandvoort with 4 X 500. 6th Wellington MIA. (Polish a/c. shot down by flak near Bergen A/F at 13.28 hrs (local) 1 crewmember killed, 4 POW) 5 Lancaster's targets Germany. 1 MIA. (1/207 Sqn. **claimed as Liberator** appr 40 miles WNW of Bergen by fighters.)



Oberfeldwebel Ernst Heesen (pictured above) 5/JG 1 **Claimed a Lancaster** on Wednesday 25 November 1942 65km (40 miles) WNW of Bergen aan Zee at 16:34

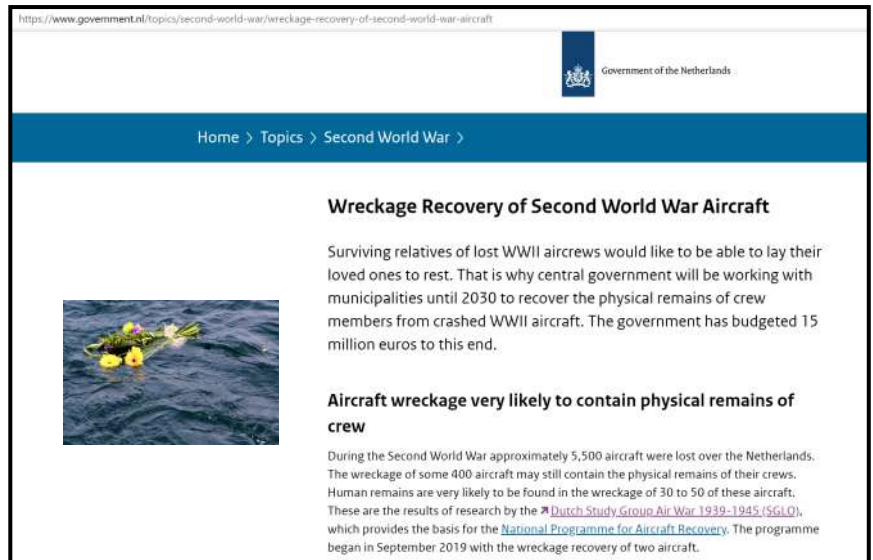
# THE NEXT CHALLENGE

Finding out what happened to Sergeant A J Parkyn and his crew after 78 years of being lost without trace is quite a remarkable achievement, and yet, if we are to bring the crew's families closer to being able to say a formal goodbye, then we still have a huge challenge ahead of us.

First of all, we will be reaching out to the Government of the Netherlands to enquire if there is any available support to help us arrange a memorial service at sea, as close as reasonably possible to the crash site location.

The Field Detectives fully appreciate and respect that this aspect of the challenge will require a sensitive approach.

You will see from the screenshot featured right, that the focus for the government is on wreckage recovery. As Sergeant A J Parkyn and his crew's crash site was 40 miles WNW of Bergen aan Zee, The wreckage of the Avro Lancaster MK I R5695 EM-C is situated deep underwater. The wreckage will, with a high degree of certainty, hold the human remains of all the crew.



The screenshot shows a webpage from the Government of the Netherlands. The URL is <https://www.government.nl/topics/second-world-war/wreckage-recovery-of-second-world-war-aircraft>. The page title is "Wreckage Recovery of Second World War Aircraft". The main text states: "Surviving relatives of lost WWII aircrews would like to be able to lay their loved ones to rest. That is why central government will be working with municipalities until 2030 to recover the physical remains of crew members from crashed WWII aircraft. The government has budgeted 15 million euros to this end." There is a small image of a wreath floating on the water. Below the image, the text reads: "Aircraft wreckage very likely to contain physical remains of crew". Further down, it says: "During the Second World War approximately 5,500 aircraft were lost over the Netherlands. The wreckage of some 400 aircraft may still contain the physical remains of their crews. Human remains are very likely to be found in the wreckage of 30 to 50 of these aircraft. These are the results of research by the Dutch Study Group Air War 1939-1945 (SGI.O), which provides the basis for the National Programme for Aircraft Recovery. The programme began in September 2019 with the wreckage recovery of two aircraft."

## A maximum of 3 recoveries per year

Recovering the wreckage of an aircraft is costly in terms of money and manpower. Together with the relevant municipalities central government is able to recover up to 3 aircraft per year. When planning which aircraft to recover first, central government takes into consideration:

- the surviving relatives – priority is given to recovering aircraft containing the physical remains of people with many surviving relatives;
- the wishes of the municipalities;
- the likelihood that the recovery operation will be successful;
- the degree of difficulty of the recovery operation.

The teams are recovering the wreckage of British and German aircraft.

## Municipalities are responsible for recovering aircraft wreckage

Municipalities themselves must take the initiative in recovering aircraft wreckage. This is laid down in the [Municipalities Act](#). A municipality can recover the wreckage of an aircraft if there is a danger to the public, for example. Wreckages often contain undetonated explosives.

Under the national programme municipalities are reimbursed for these costs through the Municipalities Fund's bomb disposal scheme. For example:

- to compensate the owner of the land;
- for on-site security during the recovery process;
- for organising a visitors day.

The North Sea is, as far as we are concerned, a war grave. There are far too many wrecks and bodies beneath those waves, so many people from across so many nationalities. So many losses to so many families, so much so that they all deserve to be remembered.

What we would like to see is a memorial service at sea, with full military honours, along with RAF and government representation for the crew's families. We have the crash site location; we would now like to create a day where the families of the crew can finally say their goodbyes.

We will require support from the government of the Netherlands if we are to make this day happen. Once that particular avenue has been explored, we will begin the process of contacting the crew's families to inform them of our investigation findings, and to communicate our memorial service plans.

Given the relatively low speed of impact in many cases, aircraft which crashed at sea were often largely intact as they came to rest on the sea floor and may have remained so, though subsequent damage by trawler nets, salt corrosion and storm action is often severe. The same is true of crash sites in the inter-tidal zone. As with other types of archaeological deposits, preservation within these environments has been generally good. It is likely that in submerged and inter-tidal contexts some previously unidentified sites will remain intact and in a good state of preservation.

**Military Aircraft Crash Sites Archaeological guidance on their significance and future management – English Heritage**

# THE CREW OF AVRO LANCASTER MK I R5695 EM-C

When we set out to find the crash site of Avro Lancaster MK I R5695 EM-C, we knew nothing about the lives of the crew, or their families. We did know the crew had been lost for 78 years, and that their stories were waiting to be told.

If we could find the crash site, then we could plan to bring their families to them, and then as we stand together to honour their memories, we would begin to hear some of their stories spoken once again.

Well, we did find them. 40 miles WNW of Bergen aan Zee, off the coast of Holland, where they rest together beneath the North Sea waves, patiently awaiting the arrival of their families so that they can say that long-awaited goodbye.

It is an ambitious vision, that will take the shared aspiration of many to make it happen. The Field Detectives are beginning to explore the potential for partnership opportunities that will enable us to arrange a memorial service at sea to commemorate the memories and to tell the stories of Alfred and his crew. We will be working closely over the many months ahead with the crew's families, fellow researchers and heritage sector colleagues to create a booklet for the memorial service, which will feature each one of their respective stories.

Before those plans start to turn the wheels of development, please allow me to introduce you to those whom we have met along the way so far.

The first of the crew we came across during our online research was Windsor Francis Richard Webb, featured on Jane King's remarkably detailed memorial pages on the King's School (The Cathedral School) website. Trevor Elliott very kindly offered the school's support; *Good evening, Richard, I have read your documents with great interest. I have also shared it with our researcher, Jane King, who did all the work on the piece you found on our School website – she was delighted. We would be delighted to be involved, and look forward to hearing more in due course. We haven't been able to make any contact with Windsor's family, nor are any family descendants known to us. This is mainly, I think, in that he did not stay to do his full secondary education with us but moved on to Stamford School. When we tried to elicit further details from that school we sadly received no reply. I have forwarded your material to the King's School Head of History, a friend of mine called Gordon Gunn – he will be fascinated, too. At the moment, the 3 volunteer adults who work once a week in the School are not going in, as 2 of us are closer to 80 than 70, so are going very carefully. In happier and more usual times, we have a small group of Sixth Form volunteers who work with us on Wednesday afternoons, they would be an ideal group to take an interest in this project, when we re-form. In recent times they have done work on well-known local historical personalities who were former students, and earlier we did a thorough survey of the War Graves in Peterborough Old Broadway Cemetery (just near the School) and liaised with the CWGC, adding information to their database, and leading to the installation of 2 new CWGC headstones in the cemetery – the latest sanctioned only 3 weeks ago! So, there is the possibility of some curriculum access, and also I suspect a presentation in assembly in due course. But being only a volunteer these days, after 30 years as Deputy Head, I cannot myself make cast-iron guarantees. I am not a good sailor, so may struggle personally with a commemoration at sea, but who knows..... we can see where we get to. Do please keep me fully in the picture as your project moves forward. With very best wishes. Trevor Elliott*



**WINDSOR WEBB**

On Monday 2nd November 2020 Jen MacGregor our fellow research colleague emailed a link to a fabulous online resource called Franco American Gravy which led us to Mary Beth Mylott, who very kindly replied as follows; *Hello, This is great news. The nephew of the pilot corresponded with me after he found my blog spot. I am certain he would be most interested. Unfortunately the email address I had for him has changed. The nephew was also a pilot who flew missions in Afghanistan. By any chance are you in contact with him? The Choiniere family still has family in the Waterford - Cohoes NY area. I can try to make contact with them. Please inform me about your work and investigations. Thank you for reaching out.*

This in turn led us to Eugene Chouiniere: *Eugene Chouiniere (Choiniere) was my father's uncle, the youngest brother of my grandfather. I was named for Eugene and have a resemblance to him. Please include me in future correspondence regarding R5695 EM-C. I have notified the family of your team's discovery and have promised to relay any additional information. Prior to the pandemic I traveled to Germany for work and would like to participate in a memorial service. I have visited the Air Forces Memorial in Runnymede and viewed the panel with Eugene's name. Best regards, Gene Chouiniere*

On Wednesday 4th November 2020 we received the following response from Michael Parkyn; *Mr. Pincott, My father's cousin Alfred Parkyn was the pilot of R5695 on its last mission. Your work is of great interest to me, as Alfred was unmarried and left no children to carry his story forward. Please include me in any events concerning the crew. VR Michael Parkyn*

Michael is working on a book to tell the story of Alfred and his crew. It is a personally important and driven undertaking that he is entirely passionate about, and we fully support and endorse Michael's aspiration to complete a piece of work that Michael summarizes in his own words; *the most important goal is the resurrection of the crew of EMC from the ranks of faceless ghosts on the Runnymede memorial.*

To date, by accessing online records from a variety of website sources we have been able to construct the basis of a EM -C crew profile as featured below. A particularly important website is the [www.veterans.gc.ca](http://www.veterans.gc.ca), which features some quite poignant personal documents relating to James Louis Guichard (an image of James taken from this website is shown right).



Name	Age	Rank	Service No	Nationality	Family
Alfred Joseph Parkyn	27	P/O Pilot Royal Canadian Air Force	J/16080	USA	Son of Alfred W. and Suzanne B. Parkyn of Palisades Park, New Jersey, USA
James McGregor Allan	24	Flight Sergeant Royal Canadian Air Force	R/93188	Canadian	Son of James McGregor Allan and of Jean Allan of Mimico, Ontario, Canada
Eugene Edward Chouiniere	19	Wireless Operator Royal Canadian Air Force	J/16081	USA	Son of Alfred and Rosana Chouiniere
James Louis Guichard	20	W02 Air Bomber Royal Canadian Air Force	R/83204	USA	
John James Gallimore	26	Sergeant Flight Engineer Royal Air Force	632517	British	Son of John and Alice Gallimore of Denton, Lancashire. Husband of Dora Gallimore of Wolverhampton.
William John Vandervoort	26	W02 Navigator Royal Canadian Air Force	R/7463.	Canadian	Son of Ernest S. and Emma M. Vandervoort of Vancouver, British Columbia, Canada
Windsor Francis Richard Webb	18	Sergeant Air Gunner Royal Air Force Volunteer Reserve	1320645	British	Son of Leslie William and Florence Lily Webb of Peterborough, Northamptonshire
Jack Slater	21	Sergeant Air Gunner Royal Air Force Volunteer Reserve	1536441	British	Son of William and Elizabeth Slater of Hyde, Cheshire

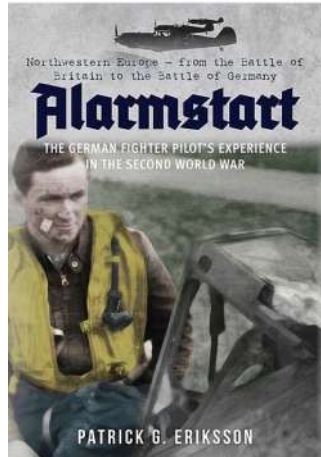
Graham Doyle found an air accident account relating to Sergeant Slater; *Hi Richard, I haven't found Sgt. J. Slater in the crew posting lists yet, but I did find him when looking through the air accidents at RAF Bottesford during 1942. Sgt. J. Slater (1536441) was injured in an accident on 6th August 1942 - this site gives some details: <https://www.rafa.org.uk/melton-mowbray/bottesford-collision-lancaster-r5550-manchester-17385> Sgt. Slater was lucky to survive this accident, only to lose his life only three months later with the crew of EM-C. Regards, Graham*



# ERNST HEESEN

At the time of writing, we do not know a great deal about the life of Oberfeldwebel Ernst Heesen. What little we do know about him comes from internet references relating to aircraft being shot down, mentions on websites in association with personal military honours, and from Patrick G. Eriksson's book 'Alarmstart'.

Patrick's book is a commendable piece of work that provides the reader with a fascinating insight into the Second World War experiences of German fighter pilots.



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[www.amberley-books.com](http://www.amberley-books.com)

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Maps by Thomas Bohm, User design.  
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Printed in the UK.

The image of Ernst Heesen featured below right is taken from Plate 51, which was accompanied by a caption detailing the date Ernst was killed in action.

Right: 51. Oberfeldwebel **Ernst Heesen** 5/JG 1, a good mentor to Otto Schmid when he first joined II/JG 1 in 1942. Heesen began his career with I/JG 3 (became II/JG 1 in mid-January 1942) where he downed a Spitfire in February 1941, followed by 14 Russian aircraft. In II/JG 1 he claimed a further nine western victories before being killed in air combat with Spitfires when he crashed into the sea near Haarlem on 3 May 1943. (Otto Schmid)



Date: 03-MAY-1943  
Time: 17:40



Type: [Focke-Wulf Fw 190 A-5](#)  
Owner/operator: 5./JG 1 Luftwaffe  
Registration: 1191  
C/n / msn:  
Fatalities: Fatalities: 1 / Occupants: 1  
Aircraft damage: Written off (damaged beyond repair)  
Location: North Sea -  [Netherlands](#)  
Phase: Combat



Page 8 of Patrick's book features a few words that would appear to capture a common bond between all aircrews; 'Despite their youth, almost all the fighter pilots tended to become old before their time, often suffering changed personalities with the stress and relentless pace and the reality of duty that appeared to have no achievable end in sight. They lived for the day, and most believed that disaster would never overtake them; of the few who felt that it would, most died quickly; as did the majority anyway, the most inexperienced almost always being the first to fall. To survive a war or any part thereof when you were in the front line was largely a matter of exceptional luck; certainly skill, training and, most of all experience helped a lot, but without a lot of luck nobody survived'.

#	Pilot	Rank	Born	Place	Score	Units	Aircraft	Awards	Notes	Photo (Click to Expand)	Links
1	Heesen, Ernst	Lt			32	2/JG-3 (France & Russia), 5/JG-1 (7/42)	Bf 109F-2 Werk # 8232 (lost 6/30/41), Bf 109G-6 in JG-3 and JG-1, Fw 190A-3 & 4 in JG-1, Fw 190A-5 Werk # 1191 "Black 7" (lost 5/3/43)	 Deutsches Kreuz - Gold(1/28/43) EP  EK 1 & 2 Fighter Operational Clasp	KIA 3 May, 1943 in his A-5 in a fierce dogfight with a Spitfire. He crashed into the North Sea off the Dutch coast (DeSwart). No known grave. His first victory, a Spitfire northwest of St. Omer, 5 Feb., 1941. One known victory was an I-16 Soviet fighter, shot down on 22 June, 1941 over the Kurovitsa S.U. airfield. His 24th victory, a Wellington III of RAF No. 150 Sq. at De Polle, 6 km NW of Steewijk, 30 km north of Zwolle on 31 October, 1942. His 25th, a Hurricane 30 km northwest of Bergen-aan-Zee on 13 November, 1942. A Lancaster 60 km NW of Bergen-am-Zee on 25 November, 1942. His 30th, a B-25 60 km north of Walcheren on 22 January, 1943. On 15 April, 1943, he achieved two known victories, his last two, two P-47s of the 4FG, 334FS.		
2	Heesen, Josef	Lt				7/KG-30 (Med)	Ju 88A-4 Werk # 140529 "4D + MR" (lost 9/8/43)	Bomber Operational Clasp	MIA with one other unnamed crew 8 September, 1943 near Salerno after being hit by flak; two other unnamed crew OK (Ju 88 Loss List).		

## Summary

This investigation set out to find Avro Lancaster R5695 EM-C. Alfred Joseph Parkyn and his crew had been lost for 78 years. In a twist of fate, it was the written account of Luftwaffe pilot Oberfeldwebel Ernst Heesen that provided the crash site location, where he shot them down into the North Sea on Wednesday 25th November 1942 at 16:34.

All that remained was to complete this report and to inform the crew's families of our findings. And yet, that didn't seem to be enough. Eight young men had left their families in an unfathomable void of unresolved loss, and that was something that we felt needed to be addressed.

If finding them was initially deemed an 'impossible mission', then bringing Alfred and his crew and their families back together, 40 miles out at sea off the Dutch coast for a memorial service had now become 'our greatest challenge'.

This is something we will not be able to achieve alone. It is an aspiration we can achieve together. In our line of work, we say that every field tells a story; 40 miles off the coast of Bergen aan Zee, there are eight young men who are waiting for their stories to be told.

Over the course of the next 12 months or so we will be working closely with the crew's families, fellow researchers and heritage sector colleagues to create a booklet for the memorial service to commemorate the memories of the crew.

We will also be reaching out to the government of the Netherlands, the Royal Air Force, the Royal Canadian Air Force and to many other associated organisations to enlist their support, advice and guidance towards the arrangement of a memorial service at sea in 2022.

We intend to honour the memories of Alfred and his crew because we owe them a huge debt of gratitude that to this day, has not been paid.



<https://ibccdigitalarchive.lincoln.ac.uk/omeka/collections/document/11466>

Three Lancaster's from 207 Squadron. This photograph was taken around 1943, and the aircraft coded EM-C (top right) would probably have been the one that replaced serial number R5695. © IWM

*Thank  
you* 

Our investigation would have run aground before it had even begun if it were not for the tireless energy, enthusiasm and determination of our friends, families and fellow research colleagues. There are very few words that can satisfactorily convey our deepest appreciation for what all of you have helped us to achieve.

Julian Horn, Peter Baker, Malcom Barrass, Raymond Glynne-Owen, Jeanette MacGregor and the Goadby Marwood History Group, Graham Doyle, Lionel 'Rusty' Russell, Ton Huizer, Theo Boiten, Trevor Elliott, Jane King, Gordon Gunn, Mary Beth Mylott, Gene Chouiniere, Michael Parkyn, The Field Detectives.

We could not have done this without you.

**F**or the last three years of World War Two the Avro Lancaster was the major heavy bomber used by Bomber Command to take the war to the heartland of Nazi Germany.

It resulted from design work undertaken by Roy Chadwick and his Avro team to overcome the problems experienced with the twin-engined Manchester bomber. The prototype made its first flight in January 1941.

With an impressive performance and excellent flying characteristics it soon established its superiority over other allied four-engined bombers operating in Europe.

The industrial and military organisation needed to build and operate the Lancaster was huge. Six major companies built 7377 aircraft at ten factories on two continents; at the height of production over 1,100,000 men and women were employed working for over 920 companies. More service personnel were involved in flying and maintaining it than any other British aircraft in history.

The Lancaster's operational career is littered with impressive statistics, some are set out below, but it is worth remembering that the average age of the seven-man crew was only 22 years. They endured danger and discomfort and many showed great courage in continuing to fly knowing the odds against survival were high. Bomber Command suffered the highest casualty rate of any branch of the British services in World War Two.

On average Lancaster's completed twenty-one missions before being lost.

Source: <https://www.rafmuseum.org.uk/research/collections/avro-lancaster-1/>  
RAF Museum



Runnymede Memorial in Surrey, overlooking the Thames and the riverside meadow where the Magna Carta was sealed by King John in 1215. The Memorial commemorates more than 20,000 airmen of the Second World War with no known graves, among them Windsor **Webb**.

# The Field Detectives

## Historic Landscape Studies

### Who We Are & What We Do

**The Field Detectives seek opportunities to survey fields that can tell us more about how our historic landscapes evolved** - By sharing the stories that we uncover from our field survey activities, we help to inform a better understanding of how our farming landscapes evolved over the centuries.

#### Share the Learning and record the information for current and future historical research

On completion of the field survey activities, a field survey report is produced that precisely records all of the associated survey finds (coins, artefacts, pottery etc.). One copy is presented to the landowner, and a further copy is sent to the relevant County Historic Environment Record Office where it is allocated a unique reference number.

Once the field survey reports have been processed, the artefacts are curated as a landowner held Historic Landscape Study Collection where they are safeguarded for further research and study. A community presentation/display can then be arranged where the information is shared and an opportunity is provided for the local community to get involved in future research activities.

By submitting the completed field survey reports as an exact finds location record, and by working closely with our heritage sector colleagues, we are establishing a growing set of detailed historic collections. These context-recorded studies, are held in trust by the respective landowners who act as heritage custodians, which in turn, provides a unique set of rich historical landscape investigations for further study and collaboration.

Every field has a story to tell...

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**Steve Wells**  
Finds Photographer, & Historic  
Landscape Detective



**Dr Alan Stevens**  
Passed Away 10.04.19  
*memoratus in aeternum*



**Sophie Chell**  
Historic Landscape  
Detective



**Mel Steadman**  
Historic Landscape  
Detective



**Julie Penaluna**  
Historic Landscape  
Detective



**Jill Barlow**  
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Detective



**John Barlow**  
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