THE PRICE OF WAR in memory of

JAMES WILLIAM WILLIAMS

Flight Sergeant 1141627

Royal Air Force Volunteer Reserve

killed in action 16th March 1945

and his widow and 3 children





THE PRICE OF WAR

Countless billions of men, women and children have died in conflicts over the millennia and unless they were rich, famous or noticeably heroic, their memory disappears within perhaps three generations and even memories of the need for the war itself fades. Photographs help but they similarly fade. Mother died in 1980, my brother Eric in 2023 and my youngest brother Brian was not born when Father was killed in 1945, so I am now probably the only person alive who actually met Father.

He volunteered from a reserved occupation for active service in the RAF and flew as Radio Operator in a Lancaster bomber where the survival rate in 1943 was an average of just 5 missions and out of some 125,000 aircrew 55,572 were killed, 8,403 wounded and 9,838 became prisoner and at one point the survival rate for a new crew member was just 2 weeks. Dad was 36 and the equal oldest Squadron member when killed in action. His service started 18th July 1941 and training lasted via India until his posting to Squadron 626 at Wickenby airfield on the 30th November 1944 in a crew piloted by John (AKA Jack) Cox who had just passed his 22nd birthday. Let this memorial stand not only for him but also for all those who so willingly sacrificed themselves.

The price of war can only be measured by sacrifices made.

Mother told me that Father's salary as a Cinema Manager when he joined up was just over £20 per week, several times his service wage and considerably above civilian average, so financially life must have become much harder for her as indeed for many others. Then after he was killed, life became even harder still. The two RAF support charities SSAFA (Soldiers, Sailors and Airmen's Family Association) and the RAF Benevolent Fund were managed locally and there were problems there that I was aware of, even as a child. When I was about 14, I was told by the local Manager that Mother should stop trying to educate the three of us beyond the minimum school age and so free the country from a financial burden and later that he knew of more deserving cases to direct support to. Apparently he believed little was owed for the sacrifice of a life and that bringing children up was not an investment equal to producing more low voltage bureaucrats in his mould. I understand that anything she received was paid in cash without a signature – and that is never a sound practice! We boys though were shielded by her from these problems whenever she could.

I experienced a couple of occasions though when these two charities performed correctly – but that was when Head Office instigated action, not the local office. For example, when I was about 13 I was included in a children's trip to London – it was superb. For example we sailed from Westminster Pier to Greenwich in roaringly fast Police launches, had tea in the Painted Hall at Greenwich and at St James' Palace where The Queen Mother spoke to me, but I was the too shy to chat. I did though slip off into the next room and sat on The Throne! Yup, the Throne the Monarch uses to greet Ambassadors, but the Footman who spotted me was not quick enough to catch me. And once I was casually asked if I would like to leave home and go to a boarding school. That sounded too much like Borstal, so for good or ill, I declined the offer.

This memorial describes events as they happened, not as one may have wished.



Mum and Dad were married 15th October 1933. The couple on the left are Mum's brother, William Fazackerley (Uncle Bill) and Auntie Dot. The lady on the right of the photo was possibly Georgina, Dad's sister. It was a marriage that truly lasted long after Dad's death. Mum spent all the life that I knew thinking of him and their life together.



The 23 year old bride, married from 81 Phythian Street in Liverpool.





D 300721

[Printed by Authority of the Registrar-General.]

CERTIFIED COPY of an ENTRY OF MARRIAGE.

Pursuant to the Marriage Acts, 1836 to 1898.

The Statutory Fee for this Certificate is 2s. 6d. If required subsequently to registration, a Search Fee is payable in addition.

M. Cert. Church.

Insert in this Margin any Notes which appear in the original entry.

Registration District Liverpool.

1933 Marriage Solemnized at The Parish Church in the Parish of Christ Church Kensington in the County of Liverpool

Columns— No.	1 When Married.	2 Name and Surname.	3 Age.	4 Condition.	5 Rank or Profession.	6 Residence at the time of Marriage.	7 Father's Name and Surname.	8 Rank or Profession of Father.
150	October 15th	James William Williams	24	Bachelor.	Licensed Operative.	14 Tyndall Pl Cornwall B.	William Robert Williams	Valet.
	1933	Lilian Sagarsby.	23	Spinster.	—	81 Phythian St.	Richard Sagarsby.	Cabinet Maker (Journeyman)

Married in the Parish Church according to the Rites and Ceremonies of the Established Church by ——— or after ——— by me,

This Marriage was solemnized between us, James William Williams in the Presence of us, Stanley Thompson. Evadyna Williams

Leslie Alan Thomas.

I, Leslie Alan Thomas of Christ Church Kensington in the County of Liverpool do hereby certify that this is a true copy of the Entry No. 150, in the Register Book of Marriages of the said Church.

WITNESS MY HAND this 15th day of October, 1933 Leslie Alan Thomas.

CAUTION.—Any person who (1) falsifies any of the particulars on this certificate, or (2) uses it as genuine, knowing it to be falsified, is liable to Prosecution under the PERJURY ACT, 1911.

Note "Entries," "Vicar," or "Curate."







Dad's working life started as a Bell Boy at the Adelphi Hotel in Central Liverpool but rapidly progressed to Cinema Projectionist and then to Manager at regularly improving theatres. That meant a Dress Suit for work.

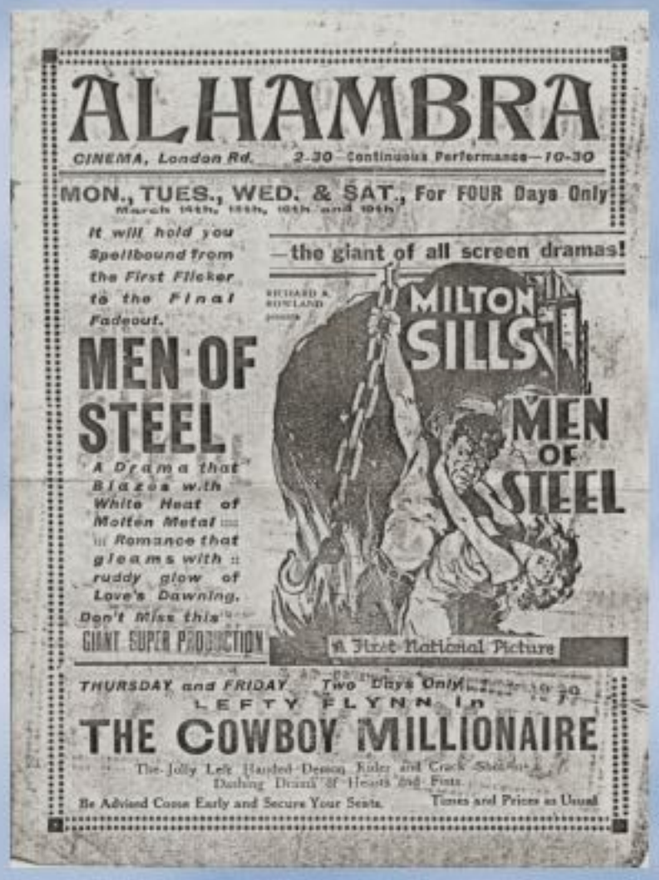


The Adelphi theatre in Liverpool was one of his. This photo was taken before it was rebuilt and then bombed in 1940.





The Futurist was another venue. It was originally opened on the 16th September 1912 as "The Lime Street Picture House" with a Georgian styled facade and a French Renaissance interior. The entrance foyer had a black and white tiled floor and a luxurious cafe on the first floor. The auditorium was designed to give the effect of a live theatre embellished with plaster mouldings. It had seating for 1,029 and in the silent picture days it had a full orchestra. It closed in 1982 and I snapped this just before it was demolished in 2016.


ALHAMBRA

CINEMA, London Rd. 2-30 Continuous Performance—10-30

MON., TUES., WED. & SAT., For FOUR Days Only

March 14th, 15th, 16th and 18th

It will hold you Spellbound from the First Flicker to the Final Fadeout.

—the giant of all screen dramas!

MEN OF STEEL

A Drama that Blazes with White Heat of Molten Metal :: Romance that gleams with ruddy glow of Love's Dawning.

Don't Miss this GIANT SUPER PRODUCTION

RICHARD A. ROWLAND presents MILTON SILLS in MEN OF STEEL

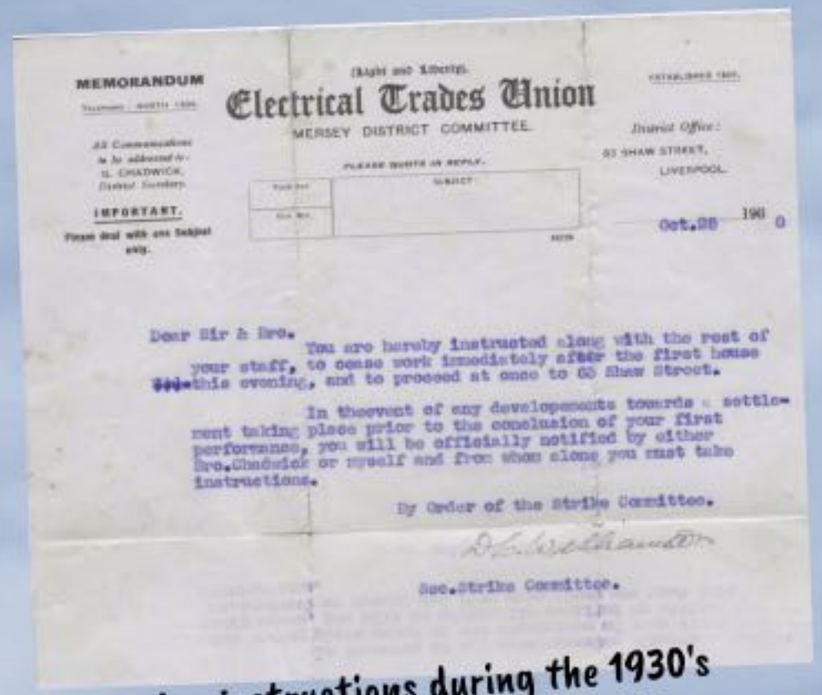
A First National Picture

THURSDAY and FRIDAY Two Days Only 10-30

LEFTY FLYNN in THE COWBOY MILLIONAIRE

The Jolly Left Handed Demon Rider and Crack Shot in a Dashing Drama of Hearts and Fists

Be Advised Come Early and Secure Your Seats. Times and Prices as Usual


MEMORANDUM

(Light and Lifting).

Electrical Trades Union

MERSEY DISTRICT COMMITTEE.

District Office: 63 SHAW STREET, LIVERPOOL.

IMPORTANT.

Please deal with one Subject only.

Oct.28 1931

Dear Sir & Bro.

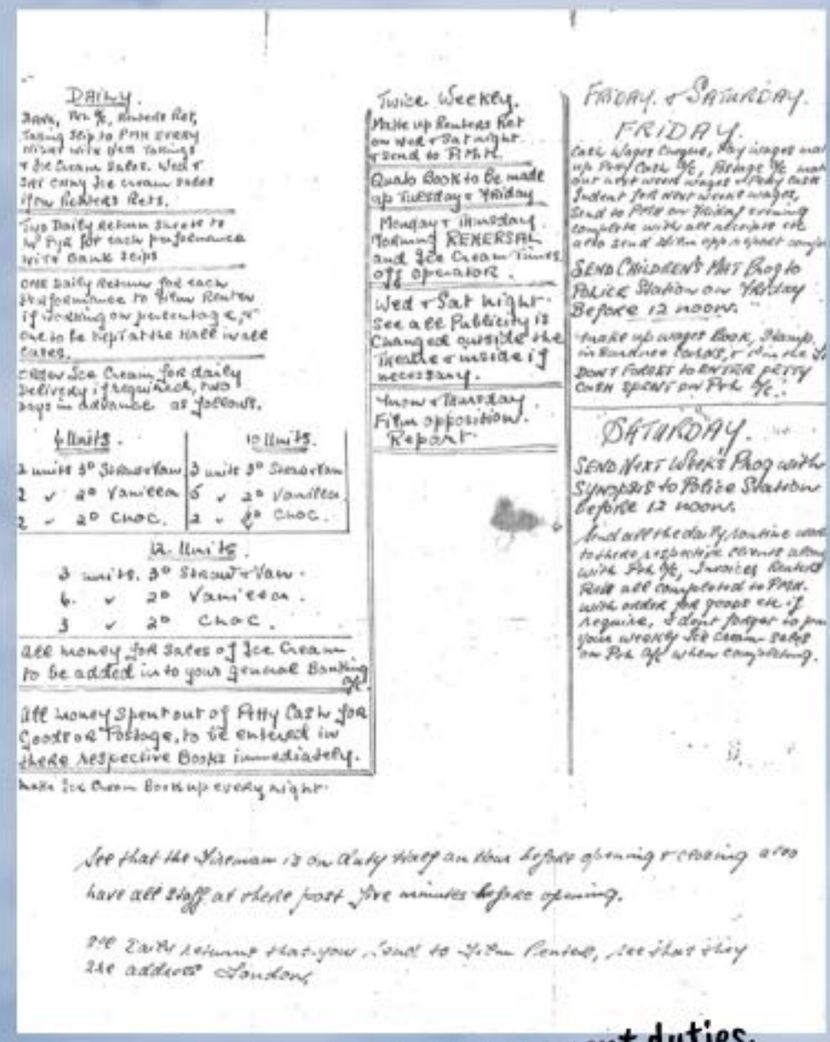
You are hereby instructed along with the rest of your staff, to cease work immediately after the first house this evening, and to proceed at once to 63 Shaw Street.

In theevent of any developements towards a settlement taking place prior to the conclusion of your first performance, you will be officially notified by either Bro.Chadwick or myself and from whom alone you must take instructions.

By Order of the Strike Committee.

Sec.Strike Committee.

Union instructions during the 1930's General strike when the Cinema owners replaced all the employees at lower wages.


DAILY.

Bank, Mr. G, Rowe's Rat, Taking Slip to Pitt every night with Gen Takings & Ice Cream Sales. Wed & Sat only Ice cream sales from Pavilion Rats.

Two Daily Return Sheets to be Put for each Performance with Bank Slips

ONE Daily Return for each Performance to Film Renters if working on percentage £,s/- one to be kept at the Hall in all cases.

Order Ice Cream for daily Delivery if required, and pays in advance as follows.

4 Units.	10 Units.
2 units 3d Strawberry	3 unit 3d Strawberry
2 " 2d Vanilla	6 " 2d Vanilla
2 " 2d Choc.	2 " 2d Choc.

12 Units.

3 unit 3d Strawberry.
6 " 2d Vanilla.
3 " 2d Choc.

All money for Sales of Ice Cream to be added in to your General Banking Sheet.

All Money Spent out of Petty Cash for Goods or Postage, to be entered in there respective Books immediately.

Make Ice Cream Book up every night.

Twice Weekly.

Make up Renters Rat on Wed & Sat night & Send to Pitt St.

Quads Book to be made up Tuesday & Friday

Monday & Thursday Ordering KINEMACOLOR and Ice Cream Units off Operator.

Wed & Sat night See all Publicity is Changed outside the theatre & inside if necessary.

Thurs & Thursday Film opposition. Report.

FRIDAY & SATURDAY.

FRIDAY.

Cash Wages Cheque, Pay wages and up Petty Cash Bk, Postage Bk, and our own Wood wages Petty Cash Indent for next Week wages, Send to Pitt on Friday evening complete with all receipts etc. also send Slips up to Head Office.

SEND CHILDRENS MATINEE Prog to POLICE Station on Friday Before 12 noon.

Make up wages Book, Stamp in Envelopes ready, & don't forget to ENTER PETTY CASH SPENT on Pink Bk.

SATURDAY.

SEND NEXT WEEKS Prog with Synopsis to Police Station before 12 noon.

And all the daily routine work to date as regards cheque also with Pink Bk, Invoices Banked Rent all Completed to Pitt. with order for goods etc if required, I don't forget to put your wages for Pink Bk when completing.

See that the Fireman is on daily duty an hour before opening & closing & also have all staff at there post five minutes before opening.

Pay Daily Returns that you send to Film Renters, see that they are addressed London

Dad's notes for his management duties.

Dad earned
good references.





The Cinematograph Trade Benevolent Fund

Oldchurch, Wickingham

The Craggs, Morecambe

HEAD OFFICE:
QUEENS HOUSE, LEICESTER SQUARE, LONDON, W.C.2

LIVERPOOL
SUB-COMMITTEE

Please reply to:
LLOYDS BANK BUILDINGS,
15-13, VICTORIA STREET,
LIVERPOOL, 2.

7th February, 1933.

F. Southan Morris.

Dear Madam,

I am in receipt of your letter of the 5th instant with enclosures.

I will take an early opportunity of submitting your application to members of the Committee, but unfortunately most of us are in London next week on C.E.A. business, so it may be a little time before you hear from me.

Yours faithfully,

Hon. Secretary & Treasurer.

Mrs. Lilian Williams,
37, Dalmorton Road,
WALLASEY, Ches.

Proprietors: FUTURIST (Liverpool) LTD.
Lime Street.

All communications to be addressed to the Company.
Telephone Royal 3186.

Futurist
THE PICTURE HOUSE
THAT IS DIFFERENT

Licensee & Manager:
ALAN MAKEPEACE.

Lime Street,
Liverpool.

March 18th 1927.

TO WHOM IT MAY CONCERN.

The bearer William Williams has been employed at this theatre for the past four years, and has proved himself a willing, honest, and capable employee.

I can heartily recommend him to anyone desirous of his services.

He left of his own volition.

FOR FUTURIST LIVERPOOL LTD.

Alan Makepeace
Manager.

PALACE CINEMA

PALACE AMUSEMENTS LTD.

Telephone: Hanley 3413

ALBION SQUARE,
HANLEY,
STOKE-ON-TRENT.

14th March, 1933.

TO WHOM IT MAY CONCERN.

Mr. W. Williams was employed as first operator at this Cinema from 25rd December 1932 to March 11th 1933.

He came to us with good recommendations from B.T.F. and was in sole charge of the box during the difficult period of commencement.

He was in charge of a staff of three and the equipment included B.T.F. Sound System, Kalee H.I. Arcs and a Hewetic Rectifier.

All his duties were carried out in a very satisfactory manner and we much regretted the necessity for reduction of staff which compelled us to dispense with his services.

For PALACE CINEMA,

MANAGER.

VICTORIA SUPER CINEMA
9 JAN 1939
QUEENS DRIVE, WALTON.

TO WHOM IT MAY CONCERN.

REF,- J,W,WILLIAMS,ESQ,
8 MISSION SQUARE,
LIVERPOOL, 6.

It is with pleasure that I can say Mr,J,W,Williams is very deserving of the promotion he has gained in being placed as chief projectionist at THE KINGS THEATRE,LIVERPOOL,

He commenced at the above Theatre in June 1933, and left for the "KINGS" in NOVEMBER 1938, I regret the loss but gratified it was his gain.

GOOD LUCK & SUCCESS.

Yours Faithfully.

Manager & Licencee.

ADELPHI

CHRISTIAN STREET

Lessees - BYROM PICTURE HOUSES Ltd. Manager and Licensee - J. W. WILLIAMS

MATINEE DAILY at 2-15
EVENING CONTINUOUS 6-0 to 10-0

Week commencing **MONDAY, OCTOBER 9th, 1939**

Monday, Tuesday & Wednesday CERT. U

GEORGE BRENT - OLIVIA DE HAVILLAND

IN

WINGS OF THE NAVY

A Terrific Action Drama in the Air

Thursday, Friday, & Saturday CERT. U

DICK FORAN

IN

HEART OF THE NORTH

Thrilling Tale of the "MOUNTIES"

Sat. Children's Matinee at 2 p.m. 1d. Ep. 11

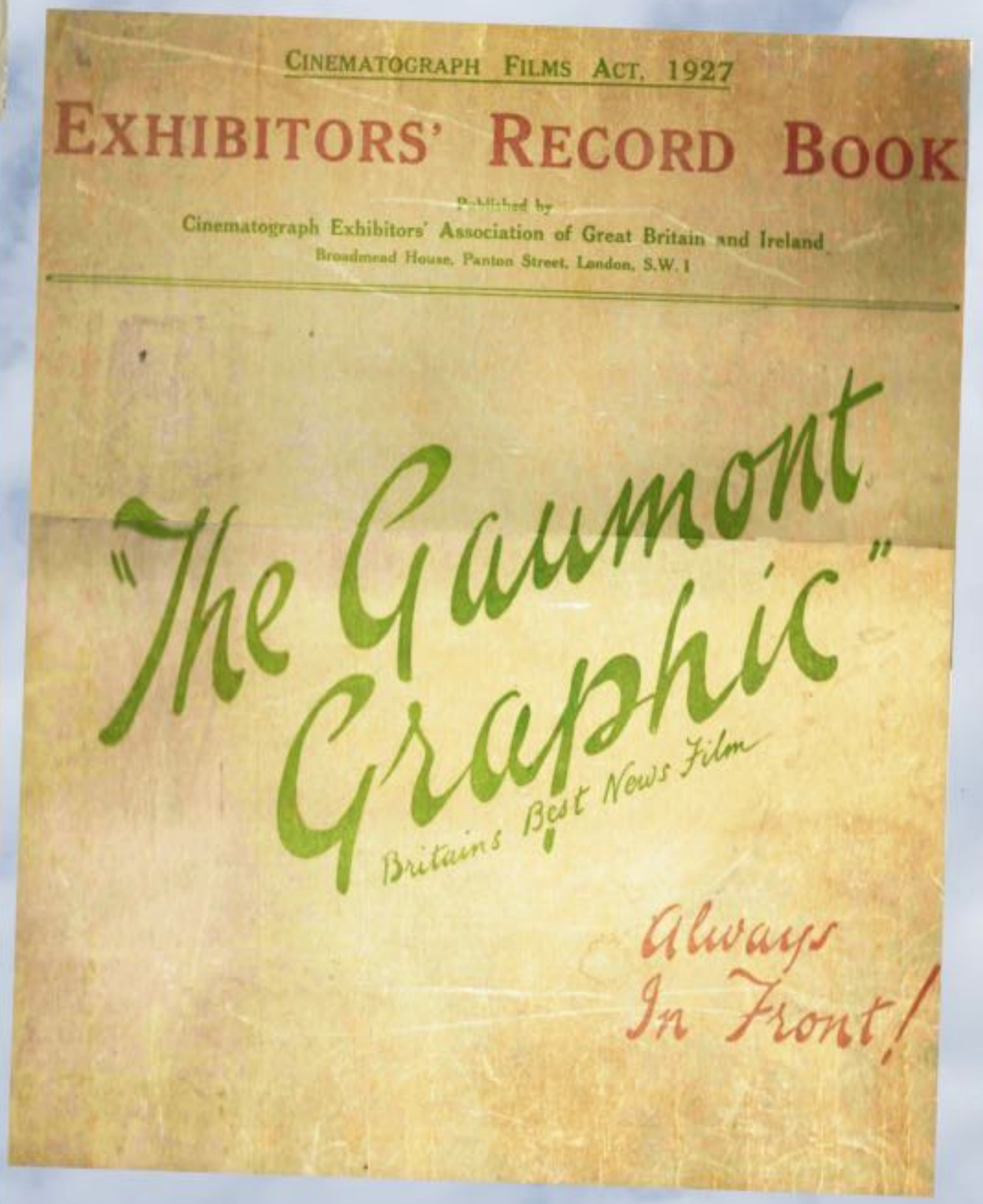
Jackie Cooper in **SCOUTS TO THE RESCUE**

Also NEWS - COMEDIES

The Management Reserve the Right to Refuse Admission!

W. Jones & Co. (T.U.) Ltd., Cable Street & King Street, Liverpool.

This is one of Dad's Adelphi Cinema posters that Mum saved and in which he is named as Manager, plus his Exhibitor's Record Book for the Victoria Cinema listing on 27 pages every film shown from 20th October 1928 to the 21st September 1929. Apparently a legal requirement.



BIRTHS AND DEATHS REGISTRATION ACT, 1874.

CERTIFICATE of REGISTRY of BIRTH.

I, the undersigned, Do hereby certify that the Birth of

James William William, born on the

1st day of February One thousand nine hundred and Nine, (a) Insert year in words.

has been duly registered by me at Entry No. 88 of my Register Book

No. 97

Witness my hand this 15 day of March 1909

A. Rogers. Registrar of Births and Deaths.

District Chester Sub-District Che

Cathedral

OVER.

71983

36 Harrington St

Everton

Liverpool

This Certificat

(on demand) to the

payment of a fee

Registration

SHREWSBURY INFANTRY RECORD OFFICE 11 OCT 1914

He was born March 1909 and joined the RAF in 1941. Mum once showed me a doorway into a room within Chester's ancient City walls explaining that Dad had been born in the small Military hospital inside there. That is presumably why his Birth Certificate was issued by Chester Cathedral Registry of Births. The military stamp on the torn back of the certificate clearly shows it was issued by the Infantry Record Office in Shrewsbury, perhaps because the men of the family had for several generations back served in the Army.

Serial No. 1141627

WANTAGE HALL, READING, BERKS.

Form 1376.

Reference :—A.1/

RECORD OFFICE, ROYAL AIR FORCE, RUISLIP, MIDDLESEX.

Date 25 JUN 1941

ROYAL AIR FORCE VOLUNTEER RESERVE.

Notice to Recruit to Rejoin for Service.

With reference to your recent enlistment into the Royal Air Force, when you were relegated temporarily to the reserve until recalled, you are hereby warned that you will be required to join for service on 8 JUL 1941

You are, therefore, to present yourself at Reception Unit BLACKPOOL at 10.0 a.m. or as early as practicable thereafter on that date.

When you report you should bring with you the following :—

(1) This paper.

(2) Your National Registration Identity Card and Civilian Ration Book.

(3) Your Unemployment Book and Health and Pensions Insurance Card.

(4) Your Civilian Respirator (anti-gas)

(5) The R.A.F.V.R. badge which was issued to you on enlistment.

(6) If married, your marriage certificate and birth certificates in respect of children.

A railway warrant for the journey is attached.

You will be taken on strength with effect from the date you report for duty, and will also be issued with uniform, etc., as soon as possible thereafter. You should, therefore, bring with you the minimum of personal requirements.

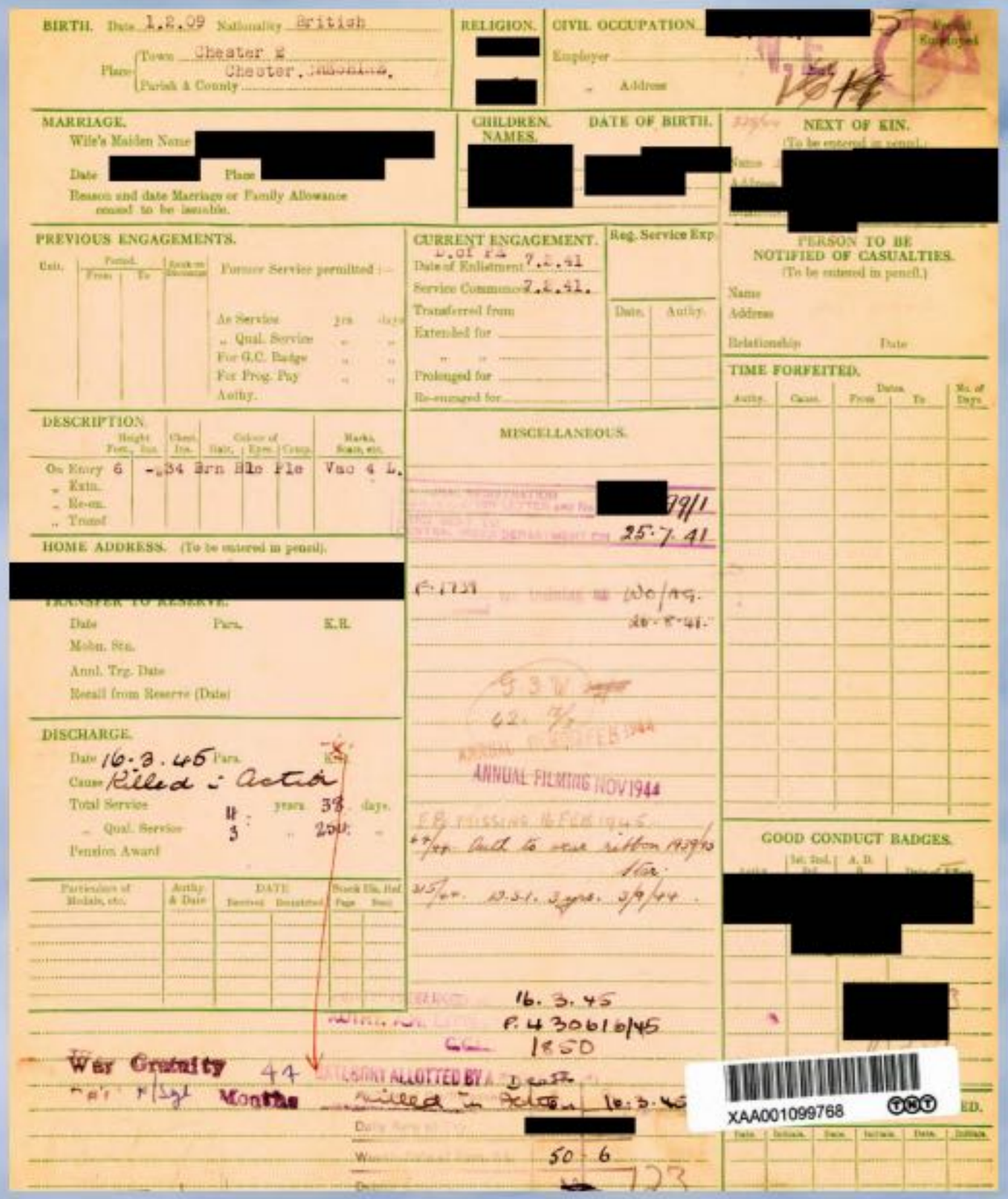
Officer i/c Records, Royal Air Force.

To :—

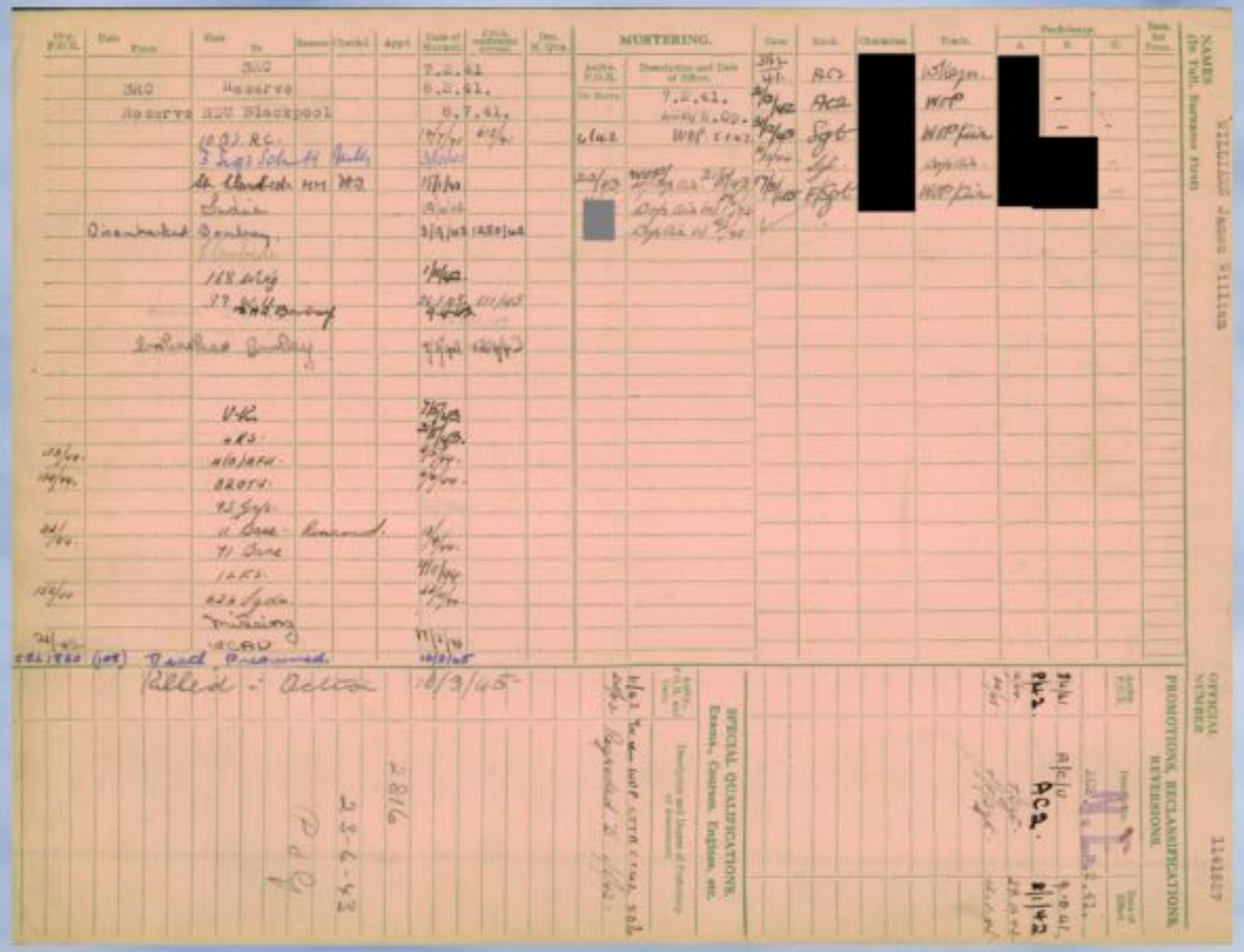
Number 1141627 Name Williams JW

K. & H. R3294/5/41.

Dad was moved to Llanbeder in North Wales in January 1942 and the family was billeted at a farm in Merioneth with a Mrs Humphreys who wrote Mum a very sympathetic letter of condolence in August 1945.
Life in this particularly Welsh part of Wales was not always happy though. Mrs Humphreys was welcoming but many of the locals were not. As an English person Mum was largely ignored in the local shops and Eric told me that when he went to school there teaching was all in Welsh, so he was not happy either. He was very proud though that me he had taught me to speak my first words - they were in Welsh and quite rude too. As befits an elder brother I suppose.


BIRTH. Date 1.2.09 Nationality British
Place: Town Chester E. Parish & County Chester, Cheshire.
RELIGION. [redacted]
CIVIL OCCUPATION. [redacted] Employer Address
MARRIAGE. Wife's Maiden Name [redacted] Date [redacted] Place [redacted]
Reason and date Marriage or Family Allowance ceased to be issuable.
CHILDREN. NAMES. DATE OF BIRTH. [redacted]
NEXT OF KIN. (To be entered in pencil.) [redacted]
PREVIOUS ENGAGEMENTS. Unit. Period From To Book No. Decision. Former Service permitted:
As Service yrs days
" Qual. Service " "
For G.C. Badge " "
For Prog. Pay " "
Authy.
CURRENT ENGAGEMENT. Date of Enlistment 7.2.41
Service Commenced 7.2.41.
Transferred from
Extended for
" "
Prolonged for
Re-engaged for
Reg. Service Exp. Date. Authy.
PERSON TO BE NOTIFIED OF CASUALTIES. (To be entered in pencil.) Name Address Relationship Date
TIME FORFEITED. Authy. Cause. Dates From To No. of Days
DESCRIPTION. Height Feet, Ins. Chest Ins. Colour of Hair. Eyes. Comp. Marks, Scars, etc.
On Entry 6 - 34 Brn Blo Ple Vac 4 L.
" Extn.
" Re-en.
" Transf
HOME ADDRESS. (To be entered in pencil.) [redacted]
TRANSFER TO RESERVE. Date Para. K.R.
Mobn. Sta.
Annl. Trg. Date
Recall from Reserve (Date)
MISCELLANEOUS. [redacted] 99/1 25.7.41
F.1733 W.O./A.G. 28-8-41.
G.S.W. 42. 7/2
ANNUAL FILMING NOV 1944
E.B. passing Regiment
+7/42 Qualified to wear ribbon 1939/43 Star.
3/5/42. 10.3.1. 3yrs. 3/9/44.
GOOD CONDUCT BADGES. [redacted]
DISCHARGE. Date 16.3.45 Para. [redacted] Cause Killed - Action
Total Service 11 years 38 days.
" Qual. Service 3 " 250 "
Pension Award
Particulars of Medals, etc. Authy & Date DATE Received Despatched Watch No. Ref. Page Item
War Gratuity 44 Months
Rate 1/Sgt
ALLOTMENT ALLOTTED BY A. Easter Killed in Action 16.3.45
16.3.45
P.430610/45
1850
50:6
XAA001099768

Other recruits there were all so much younger than Dad and they contributed items of uniform to outfit Eric - a uniform he is wearing in a photo later in this book. He also told me that he was once at Hawarden airfield with Dad when he was told to look very carefully at the fighter plane just landing. It was our first and secret jet powered plane , the Gloster Meteor on a test flight.


MUSTERING. Date Rank Character Trade. Proficiency A. B. C.
NAMES (in full). Surname First. WILLIAMS James William
OFFICIAL NUMBER 1141827
PROMOTIONS, RECLASSIFICATIONS, REVERSIONS.
SPECIAL QUALIFICATIONS. Exams., Courses, Engines, etc.
Reserve 320 Blackpool 8.7.41.
(OC) RC. 3 Sqn Sch of Gunnery
Unrated
118 Wing
Unrated
Killed - Action 16/3/45
AC2. 8/10/42
23-6-42
2816

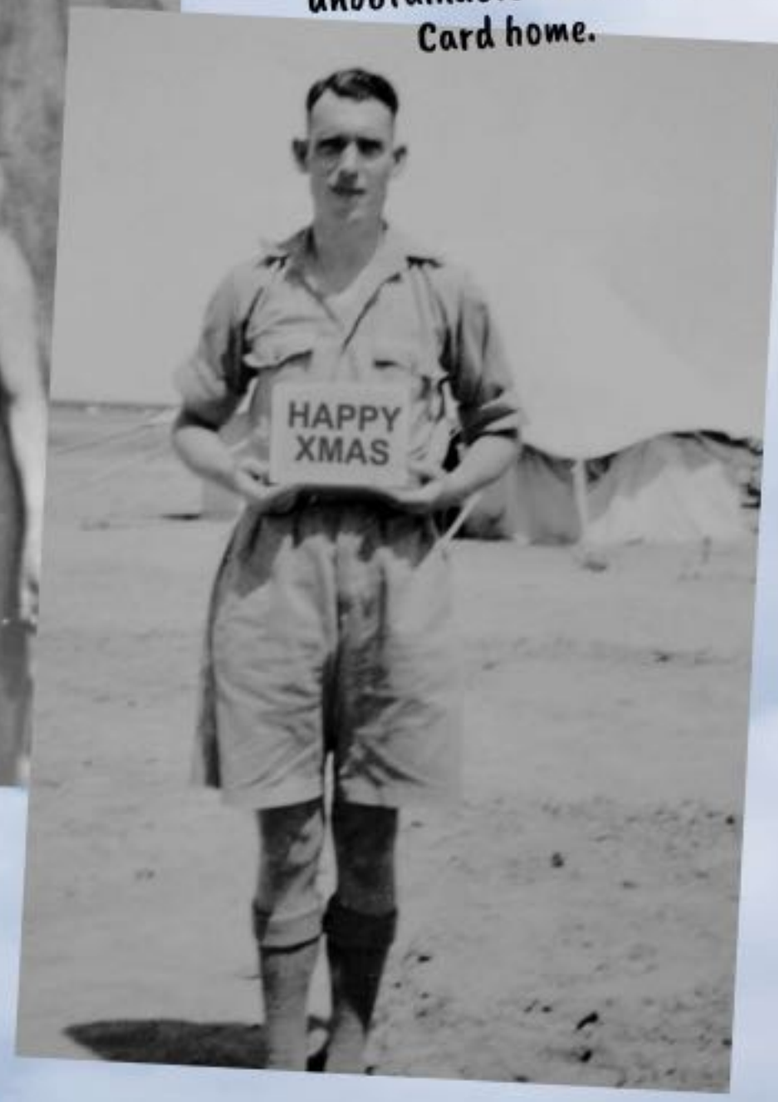
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19th June 1942 Dad embarked for India arriving there on the 3rd September 1942 and not sailing back until 4th May 1943, arriving UK 21st August. I remember him opening the kitchen door only to be greeted by a screaming me being treated by neat iodine on an open sore. Indeed a poor welcome. He brought a metal cabin trunk containing presents which turned out to contain leather sandals largely eaten into powder by white ants. But he was home - and I still do not remember his face.





This photo was a novel way of sending an otherwise unobtainable Christmas Card home.





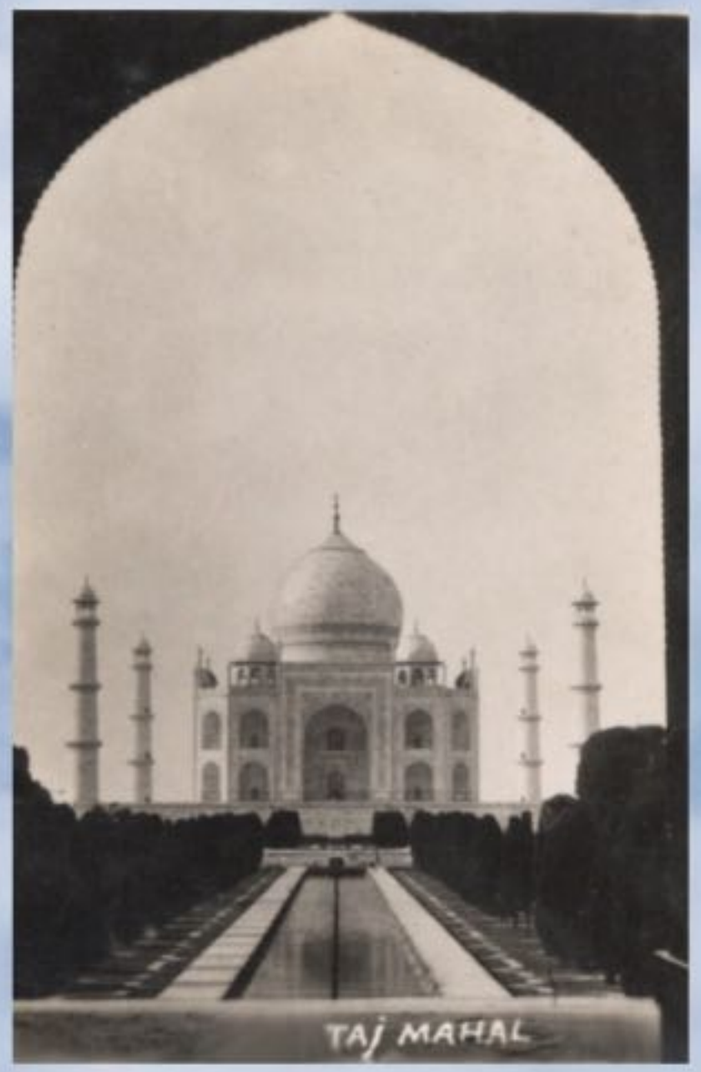




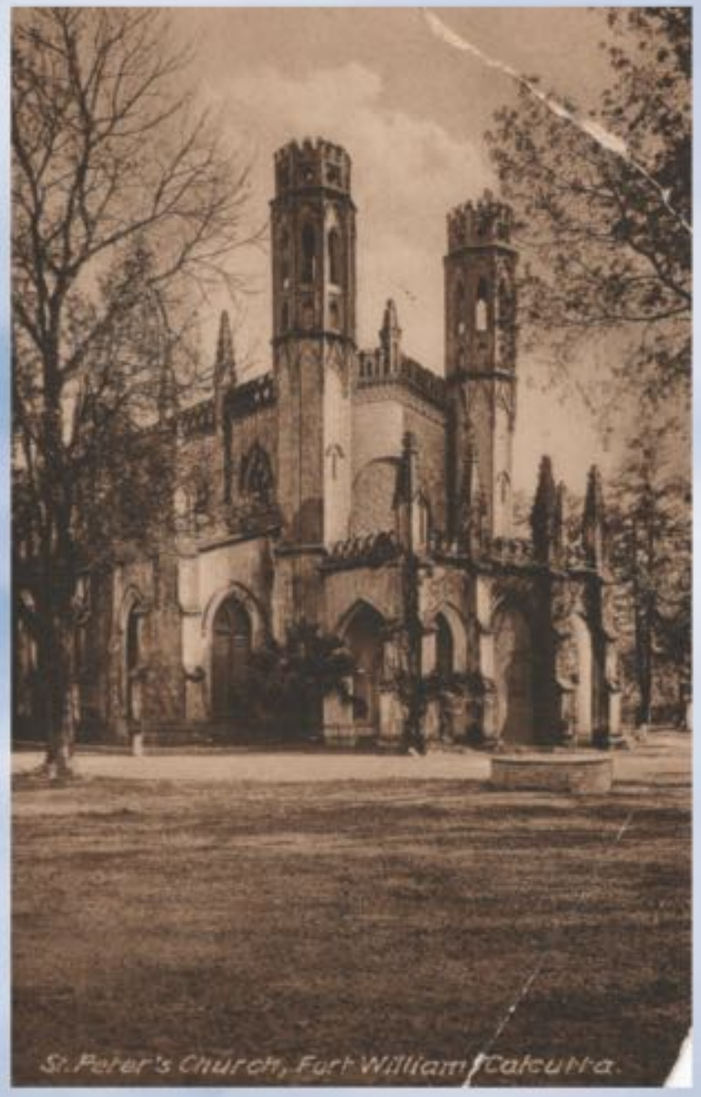
Mum had also saved some of his picture postcards showing sights almost undreamed of in a 1940's UK and including of course a Taj Mahal cushion cover embroidered in silver thread.






TAJ MAHAL


BOMBAY MUNICIPALITY

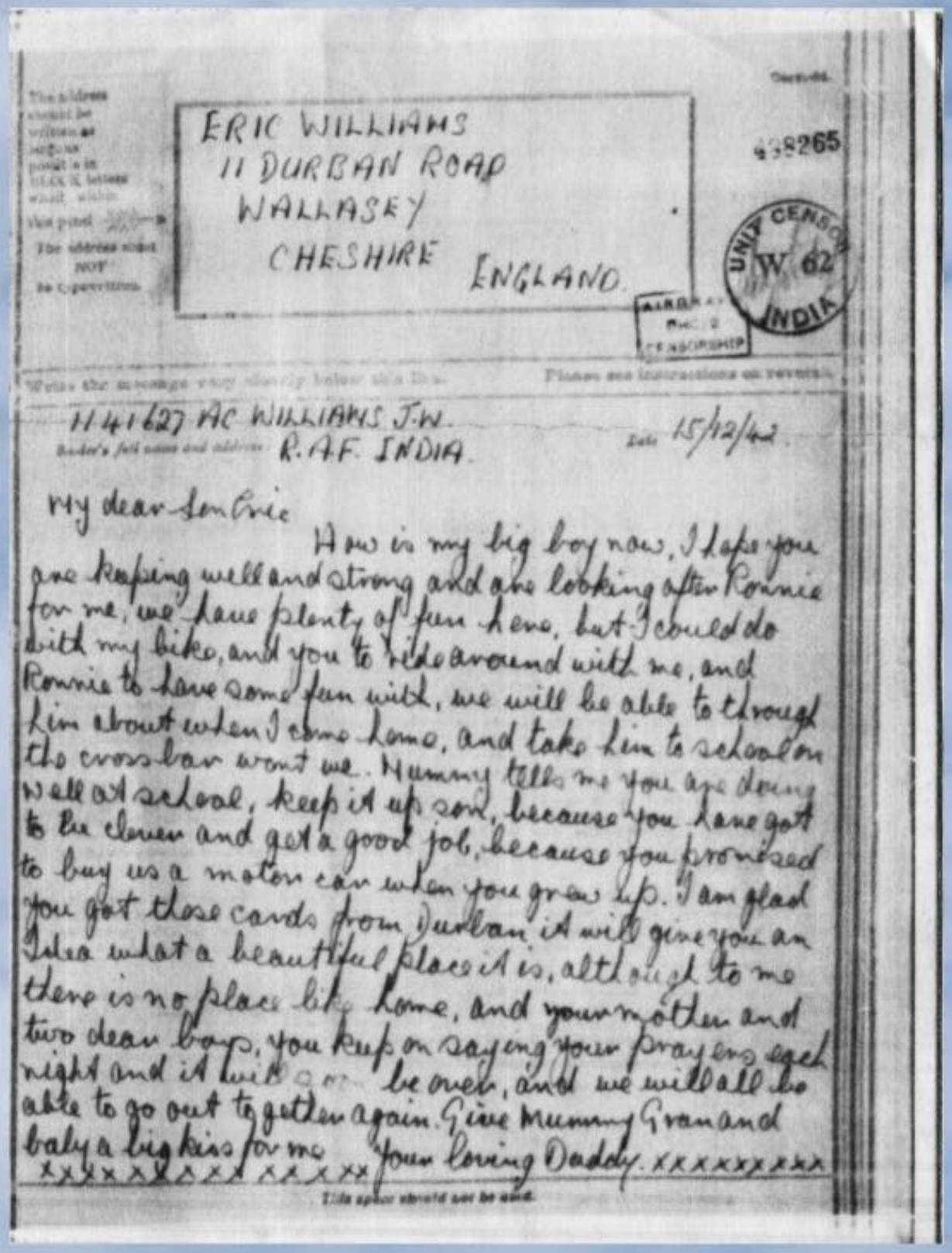

St. Peter's Church, Fort William, Calcutta.


MUNICIPAL OFFICE





Mum had saved some very affectionate letters to her from Dad in India. They were mimeographed and had passed the censor but I do not feel they should be given a public place in this memorial.
Dad did however send letters to Eric and I, these two of which have survived. Brian was not of course yet born.



ERIC WILLIAMS
11 DURBAN ROAD
WALLASEY
CHESHIRE ENGLAND.

438265

UNIT CENSOR W 62 INDIA

AIRGRAPH PHOTO CENSORSHIP

Write the message very clearly below this line. Please see instructions on reverse.

1141627 AC WILLIAMS J.W. R.A.F. INDIA.
Sender's full name and address

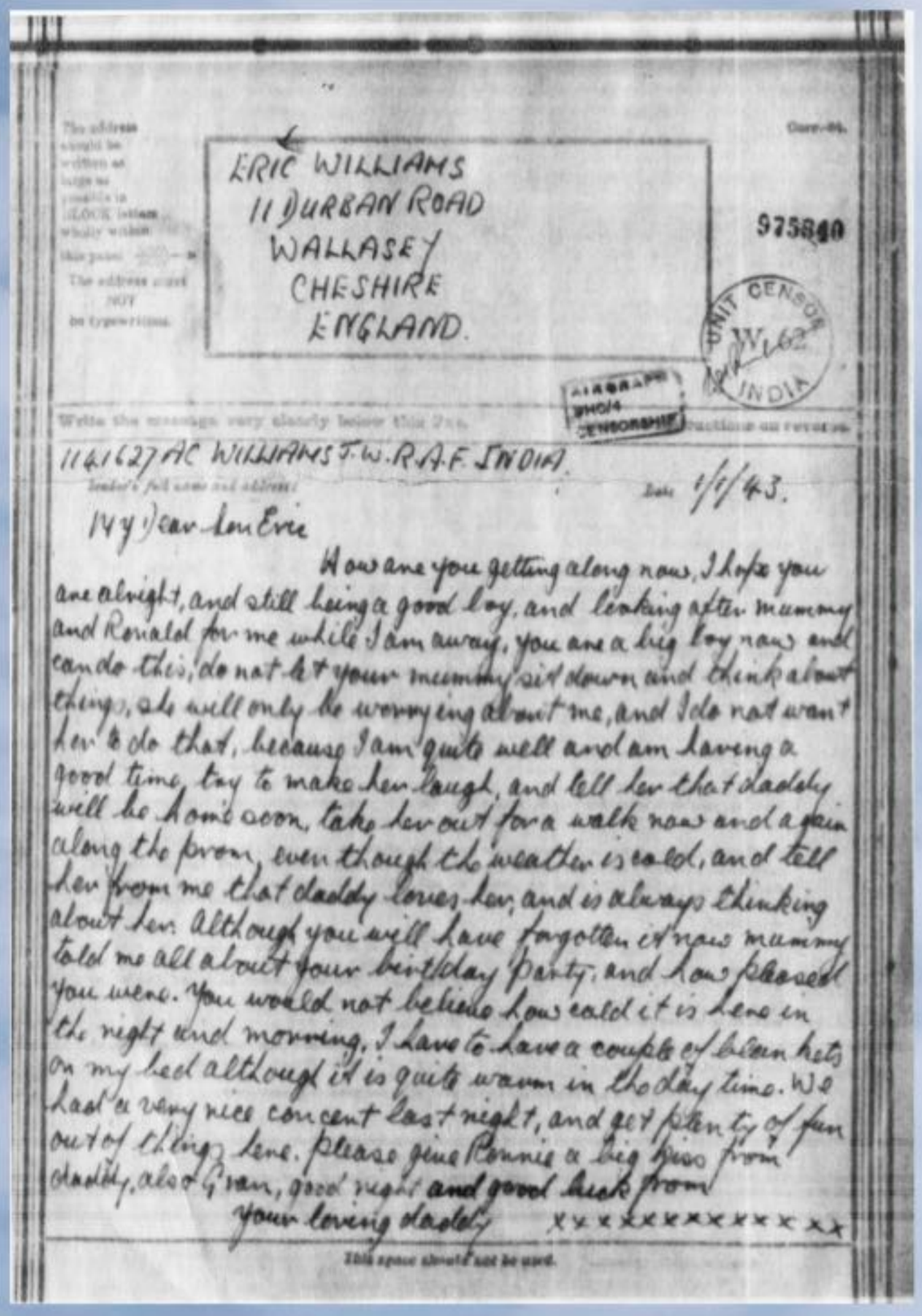
Date 15/12/42.

My dear Son Eric

How is my big boy now, I hope you are keeping well and strong and also looking after Ronnie for me, we have plenty of fun here, but I could do with my bike, and you to ride around with me, and Ronnie to have some fun with, we will be able to through him about when I come home, and take him to school on the cross bar wont we. Mummy tells me you are doing well at school, keep it up son, because you have got to be clever and get a good job, because you promised to buy us a motor car when you grow up. I am glad you got those cards from Durban it will give you an idea what a beautiful place it is, although to me there is no place like home, and your mother and two dear boys, you keep on saying your prayers each night and it will not be over, and we will all be able to go out together again. Give Mummy Gran and baby a big kiss for me your loving Daddy. xxxxxxxxx

xxxxxxxxxxxxxxx

This space should not be used.



ERIC WILLIAMS
11 DURBAN ROAD
WALLASEY
CHESHIRE
ENGLAND.

975840

UNIT CENSOR W 62 INDIA

AIRGRAPH PHOTO CENSORSHIP

Write the message very clearly below this line. Please see instructions on reverse.

1141627 AC WILLIAMS J.W. R.A.F. INDIA.
Sender's full name and address

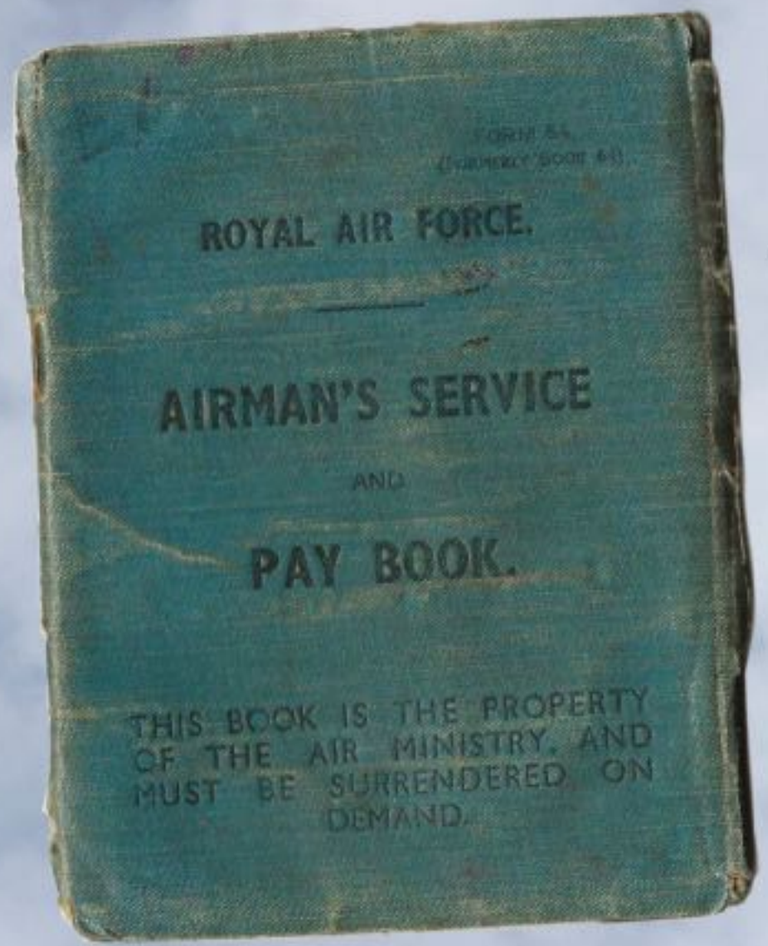
Date 1/1/43.

My dear Son Eric

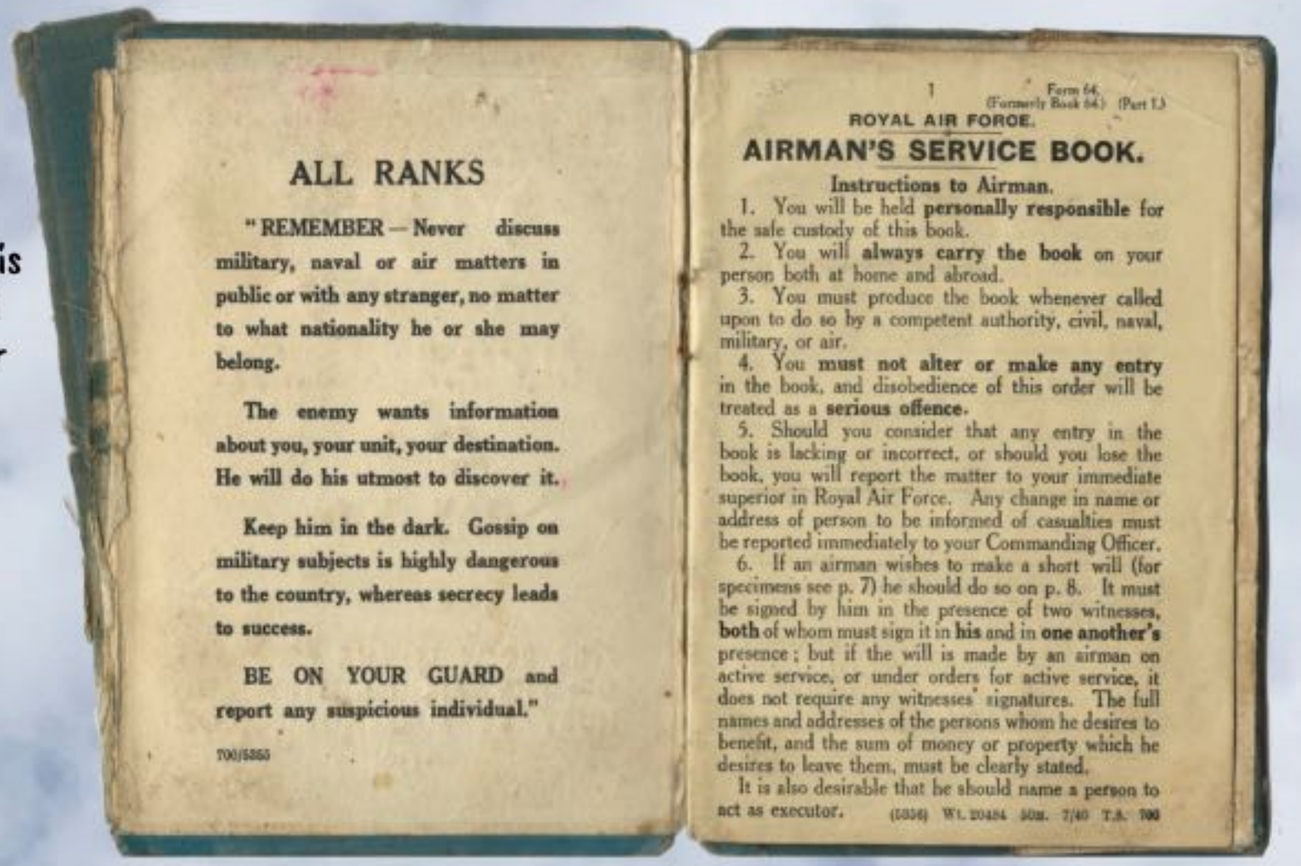
How are you getting along now, I hope you are alright, and still being a good boy, and looking after mummy and Ronald for me while I am away, you are a big boy now and can do this, do not let your mummy sit down and think about things, she will only be worrying about me, and I do not want her to do that, because I am quite well and am having a good time, try to make her laugh, and tell her that daddy will be home soon, take her out for a walk now and again along the prom, even though the weather is cold, and tell her from me that daddy loves her, and is always thinking about her although you will have forgotten it now mummy told me all about your birthday party, and how pleased you were. You would not believe how cold it is here in the night and morning, I have to have a couple of blankets on my bed although it is quite warm in the day time. We had a very nice concert last night, and got plenty of fun out of things here. please give Ronnie a big kiss from daddy, also Gran, good night and good luck from

your loving daddy xxxxxxxxxxxxx

This space should not be used.



The Pay Book is the essential document for all Airmen.



ALL RANKS

"REMEMBER — Never discuss military, naval or air matters in public or with any stranger, no matter to what nationality he or she may belong.

The enemy wants information about you, your unit, your destination. He will do his utmost to discover it.

Keep him in the dark. Gossip on military subjects is highly dangerous to the country, whereas secrecy leads to success.

BE ON YOUR GUARD and report any suspicious individual."

700/5855

1 Form 64. (Formerly Book 64.) (Part I.)

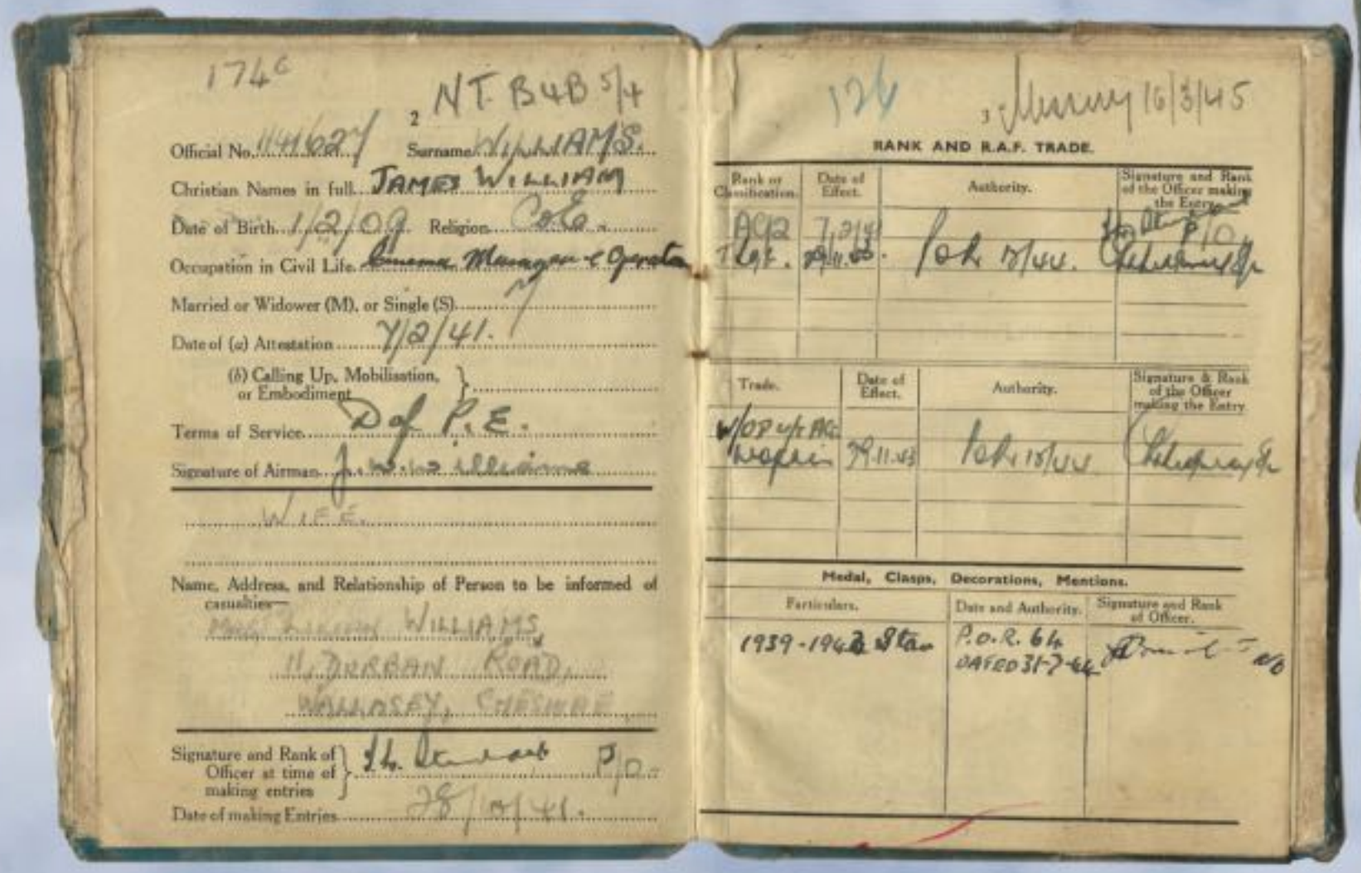
ROYAL AIR FORCE.

AIRMAN'S SERVICE BOOK.

Instructions to Airman.

1. You will be held **personally responsible** for the safe custody of this book.
2. You will **always carry the book** on your person both at home and abroad.
3. You must produce the book whenever called upon to do so by a competent authority, civil, naval, military, or air.
4. You **must not alter or make any entry** in the book, and disobedience of this order will be treated as a **serious offence.**
5. Should you consider that any entry in the book is lacking or incorrect, or should you lose the book, you will report the matter to your immediate superior in Royal Air Force. Any change in name or address of person to be informed of casualties must be reported immediately to your Commanding Officer.
6. If an airman wishes to make a short will (for specimens see p. 7) he should do so on p. 8. It must be signed by him in the presence of two witnesses, **both** of whom must sign it in **his** and in **one another's** presence; but if the will is made by an airman on active service, or under orders for active service, it does not require any witnesses' signatures. The full names and addresses of the persons whom he desires to benefit, and the sum of money or property which he desires to leave them, must be clearly stated.

It is also desirable that he should name a person to act as executor. (5356) Wt. 20484 50M. 7/40 T.S. 700



174C

1 NT B4B 5/4

Official No. 1141627 Surname WILLIAMS

Christian Names in full JAMES WILLIAM

Date of Birth 1/2/09 Religion C of E

Occupation in Civil Life Cinema Manager & Operator

Married or Widower (M), or Single (S) S

Date of (a) Attestation 7/2/41.

(b) Calling Up, Mobilisation, or Embodiment

Terms of Service Def. P.E.

Signature of Airman J. W. Williams

W.E.F.

Name, Address, and Relationship of Person to be informed of casualties—

MRS. LILIAN WILLIAMS
11 DURBAN ROAD
WALLASEY, CHESHIRE

Signature and Rank of Officer at time of making entries H. Denmark P/O

Date of making Entries 28/10/41.

124

3 Sergt 16/3/45

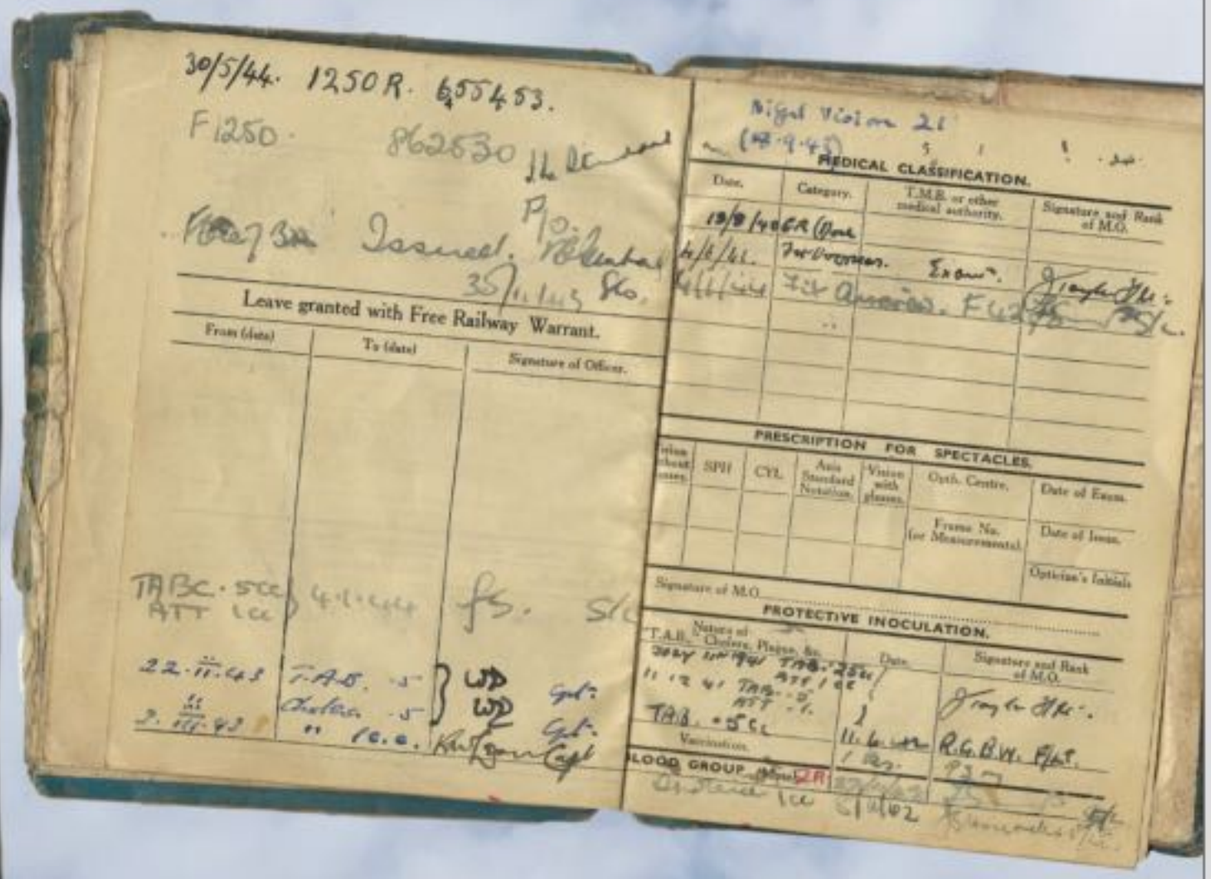
RANK AND R.A.F. TRADE.

Rank or Classification.	Date of Effect.	Authority.	Signature and Rank of the Officer making the Entry
AC2	7.2.41		
Tpt.	29.11.43.	Lch 18/MU.	H. Denmark P/O

Trade.	Date of Effect.	Authority.	Signature & Rank of the Officer making the Entry
W/Op (Ag)	29.11.43	Lch 18/MU	H. Denmark P/O

Medal, Clasps, Decorations, Mentions.

Particulars.	Date and Authority.	Signature and Rank of Officer.
1939-1945 Star	P.O.R. 64 DATED 31-7-46	



30/5/44. 1250R. 655453.

F1250. 862530 H. Denmark P/O

Issued. 35/11/43 Sto.

Leave granted with Free Railway Warrant.

From (date)	To (date)	Signature of Officer.
TABC. 5cc ATT 1cc	4.12.43	fs. S/Ldr
22.11.43	T.A.B. -5 ATT 1cc	WD Sgt.
3.11.43	Typhus -5 " 10.c.	WD Sgt.

Night Vision 21 (14.9.43)

MEDICAL CLASSIFICATION.

Date.	Category.	T.M.B. or other medical authority.	Signature and Rank of M.O.
19/2/41	AER (Pme		
4/6/42	7th Overseas.	Exam.	
4/4/44	7th Overseas.	Fit	

PRESCRIPTION FOR SPECTACLES.

Distance or Short	SPH	CYL	Axis Standard Notation	Vision with glasses	Opth. Centre.	Date of Exam.
					Frame No. (or Measurements)	Date of Issue.
						Optician's Initials

Signature of M.O.

PROTECTIVE INOCULATION.

Nature of Inoculation, Typhus, &c.	Date.	Signature and Rank of M.O.
20 AY 1941 TAB. 25cc		
11.12.41 TAB. -5 ATT 1cc	1	
TAB. -5cc	11.6.42	R.G.B.W. Flt.
Vaccination.	1 Mar.	

BLOOD GROUP (Type) A R

Dr Tarsh Lcc 6/4/42

In November 1944 Dad was posted to 626 Squadron at Wickenby from No 1 Lancaster Finishing School at RAF Hemswell in Lincolnshire.

The crew was composed of:-

Flying Officer J Cox 133397 - Pilot

Flying Officer G C Warren 162041 - Navigator

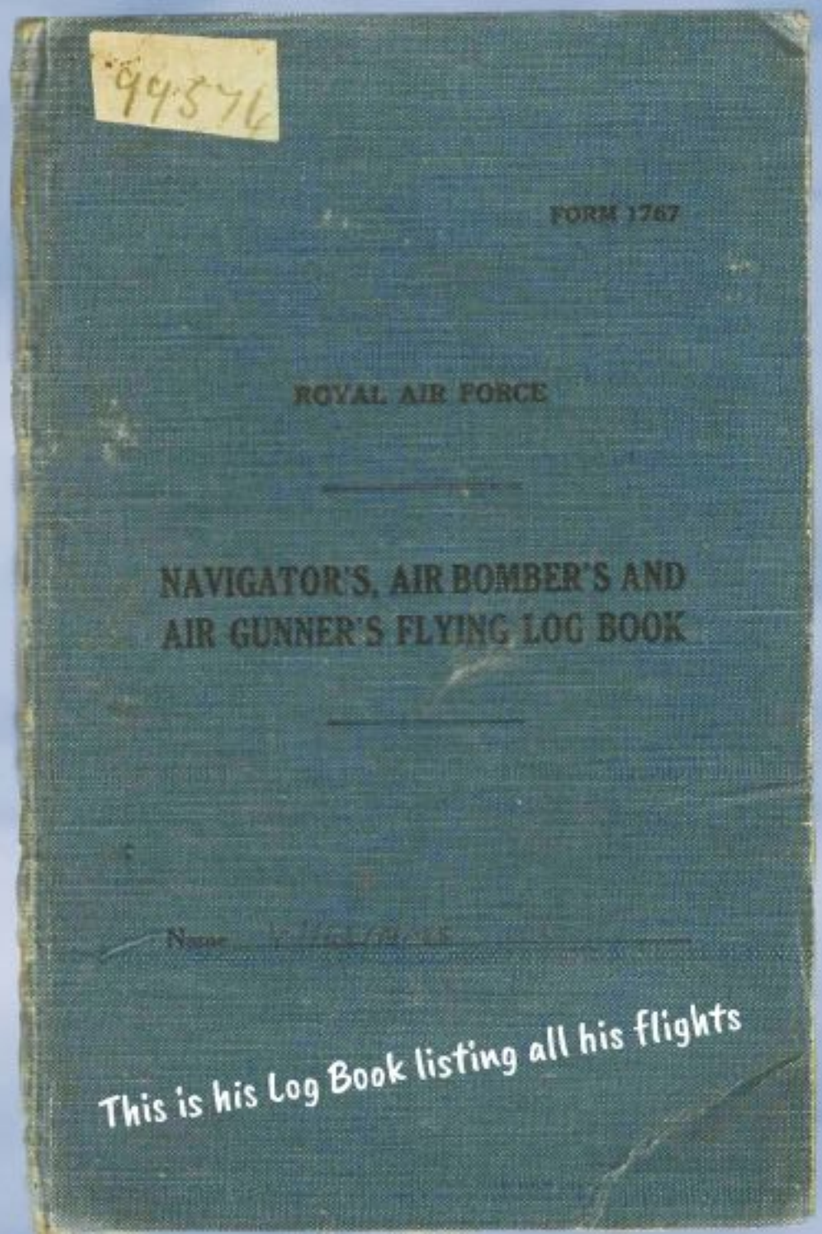
Flying Officer S S Quinn J36875 Royal Canadian Airforce - Air Bomber

Sergeant J W Williams 1141627 - Wireless Operator

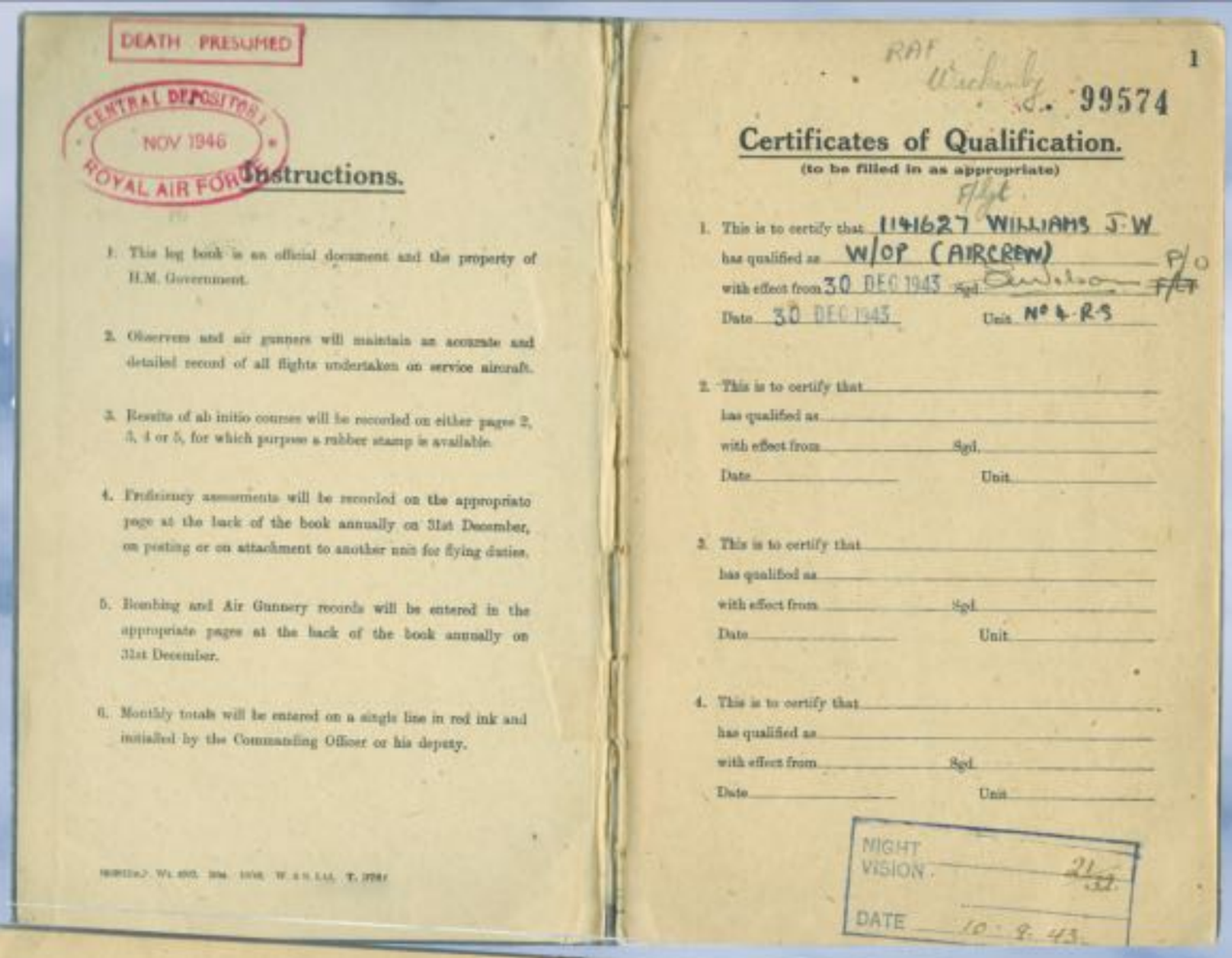
Sergeant R Owen 1880977 - Flight Engineer

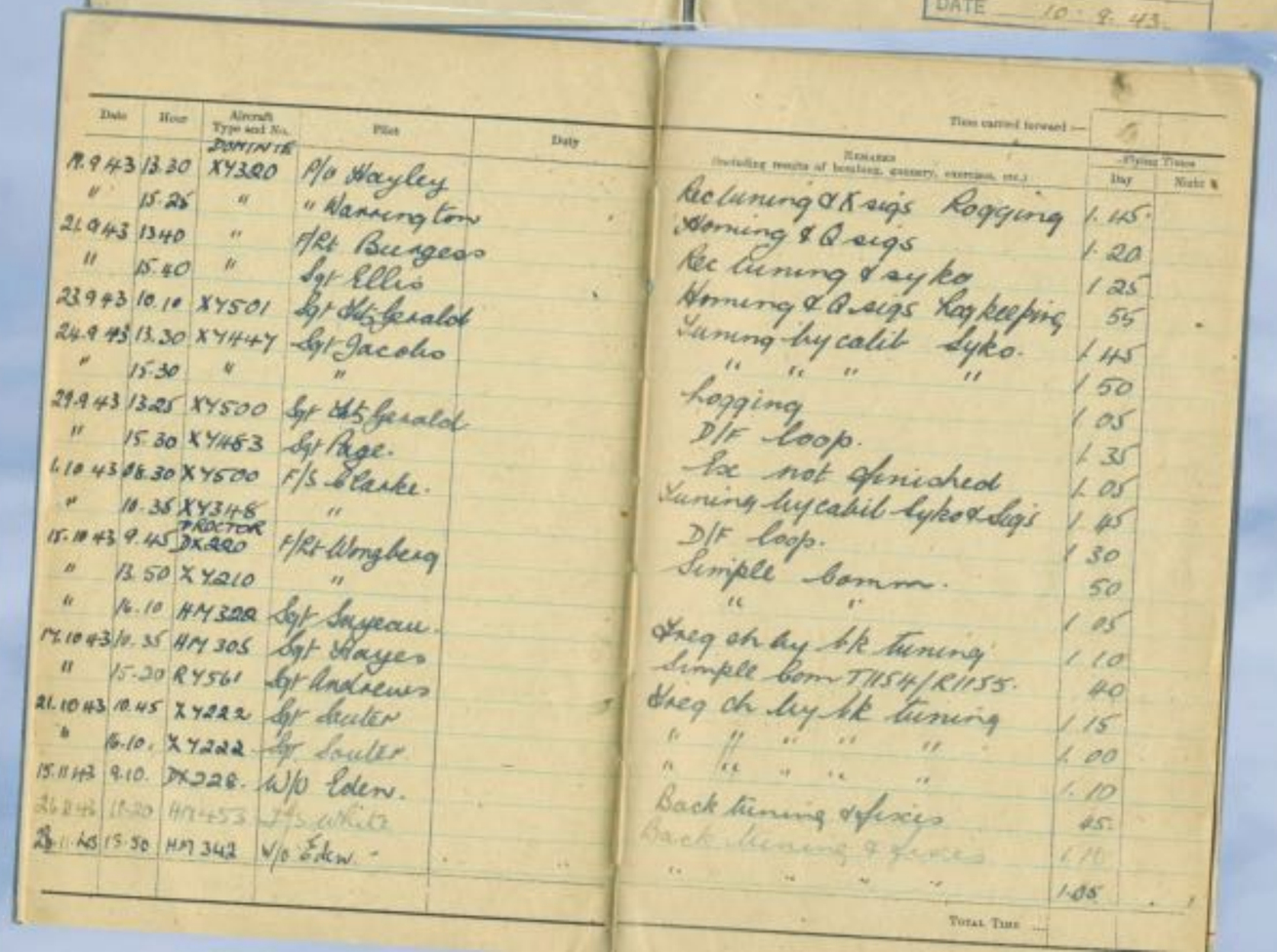
Sergeant D R Egan 1317671 - Mid Upper Gunner

Flying Officer D Menzies 163579 - Rear Gunner



This is his Log Book listing all his flights





Date	Hour	Aircraft Type and No.	Pilot	Duty
1-12-43	09.40	LZ 599	Sgt. Bates	
1-12-43	11.50	LZ 672	" Rapalee	
1-12-43	16.20	LZ 693	" Bayley	
2-12-43	13.35	LZ 567	" "	
4-12-43	08.40	LZ 599	" Corbett	"

Times carried forward :—

Remarks (including results of bombing, gunnery, exercises, etc.)	Flying Times Day	Night
Bad Gunnery & Fixes.	.55	
Engg. ch. & Homing	.45	
" " " "	1.00	
" " " "	1.20	
Single Gunnery	.55	

TOTAL FLYING HOURS. Hrs 31. Mins 5

M.E. AIRCRAFT 16.00. S.E. AIRCRAFT 15.05

CERTIFIED CORRECT:

O.C. AIR OPERATING SECTION
No. 4 ANDIE SCHOOL

4. (OT) A.F.U.

Date	Hour	Aircraft Type and No.	Pilot	Duty
22-5-44	0755	Anson 771	F/L PILGRIM	W/T. X COUNTRY
"	1825	" 395	F/O WILCOX	" "
23-5-44	1100	" 359	Sgt. TAIT	" "
24-5-44	0215	" 5097	" BURTON	" "
28-5-44	2330	" 395	" SAND	" "
30-5-44	0020	" York	" BURTON	" "
1-6-44	0045	" 239	F/L BATTERSHILL	" "

Times carried forward :—

Remarks (including results of bombing, gunnery, exercises, etc.)	Flying Times Day	Night
2nd W/OP.	3.35	
" "	3.00	
" "	3.20	
		2.10
		2.50
		3.55
		3.45

TOTAL FLYING AS 1 (O) 2 P.U. 21 HRS 20 MINS
TOTAL DAY FLYING. 9 HRS 55 MINS
TOTAL NIGHT FLYING 11 " 35 "
GRAND TOTAL 52 HRS 35 MINS.
G.H.S. Cooper F/O.
for O.C. No. 4 (O) A.F.U.

Certificate that I have received Instruction in, emergency aircraft drills &c. Moose Alert.

FF.115.

and am fully conversant

J. Williams
Cadet.

Wing Cdr.
Course Commander.

83. O.T.U.

Date	Hour	Aircraft Type and No.	Pilot	Duty
22-6-44	1400	WELLINGTON GSD	F/Lt BAILMAN	CIRCUITS AND LANDINGS
23-6-44	1500	WELLINGTON MZU	" "	" "
"	1610	WELLINGTON MZS	" "	" "
"	1740	WELLINGTON MZS	" JOHNSON	" "
26-6-44	1830	WELLINGTON MZX	" "	" "
27-6-44	1600	WELLINGTON GSQ	" "	" "
28-6-44	1630	WELLINGTON MZU	" "	" "
"	1600	WELLINGTON MZU	F/O. ELLE	DUAL X COUNTRY
28-6-44	1035	WELLINGTON GSQ	F/Lt BAILMAN	" "

Times carried forward :— 61.00 11.35

Remarks (including results of bombing, gunnery, exercises, etc.)	Flying Times Day	Night
1st W/op	4.00	
" "	1.20	
" "	1.5	
" "	.20	
" "	2.5	
" "	1.45	
" "	1.5	
" "	15	
2nd "	4.40	
	16.55	

UNIT 83. O.T.U.
A/C TYPE WELLINGTON
TIME. JUNE 1944 16 HRS 35 MINS.

Sgd. [illegible]
F/Lt.

GRAND TOTAL. DAY 57 HRS 35 MINS
" " NIGHT 11 " 35 "
69 " 10 "

83. O.T.U.

Date	Hour	Aircraft Type and No.	Pilot	Duty
5-7-44	1810	WELLINGTON MZN	F/Lt JOHNSON	SOLO X COUNTRY
6-7-44	1620	WELLINGTON GSF	" "	HIGH LEVEL BOMBING
7-7-44	1420	WELLINGTON GSU	" "	SOLO X COUNTRY
8-7-44	1030	WELLINGTON GSR	" "	CINE CAMERA GUN
" "	1820	WELLINGTON GSM	" "	HIGH LEVEL BOMBING
10-7-44	1430	WELLINGTON MZR	" "	CINE CAMERA GUN
12-7-44	1530	WELLINGTON MZR	F/O HILMAN	CAMERA MANOEUVRES
13-7-44	1510	WELLINGTON GSR	F/Lt JOHNSON	" "
14-7-44	1520	WELLINGTON MZJ	F/Lt "	CINE CAMERA GUN
" "	1635	WELLINGTON MZJ	" "	" " "
15-7-44	1620	WELLINGTON MZC	F/O SHORT	HOME SIGHT LEVELING
20-7-44	2130	WELLINGTON GSO	F/O WOOLSTON	C & L
22-7-44	0330	WELLINGTON GSV	F/Lt JOHNSON	"
24-7-44	2230	WELLINGTON MZS	"	"
27-7-44	0330	WELLINGTON MZK	"	"
28-7-44	2230	WELLINGTON MZS	F/O BODGER	DUAL X COUNTRY
30-7-44	2230	WELLINGTON MZU	F/Lt JOHNSON	HIGH LEVEL BOMBING
31-7-44	2220	WELLINGTON MZC	"	T.I. DEM.

Officer Commanding B Flight.

Times carried forward :— 57.35 11.35

Remarks (including results of bombing, gunnery, exercises, etc.)	Flying Times Day	Night
1ST W/OP.	5.15	
1ST W/OP.	2.00	
1ST W/OP.	4.55	
1ST W/OP	.45	
1ST W/OP	1.25	
1ST W/OP	.45	
1ST W/OP	1.0	
1ST W/OP	.35	
1ST W/OP	.50	
1ST W/OP	.30	
1ST W/OP	1.15	
1ST W/OP		4.10
1ST W/OP		1.30
1ST W/OP		2.05
1ST W/OP		40
2ND W/OP		4.10
1ST W/OP		45
1ST W/OP		1.55

UNIT 83. O.T.U.
A/C TYPE WELLINGTON
TIME. JULY 1944 34 HRS 30 MINS.

TOTAL TIME ... 1915 18.15

83. O.T.U.

Date	Hour	Aircraft Type and No.	Pilot	Duty
7-8-44	2140	WELLINGTON MK G	F/Lt JENNISON	W/OP
8-8-44	2200	WELLINGTON MK G	"	"
9-8-44	0050	WELLINGTON MK F	"	"
12-8-44	2115	WELLINGTON G J-V	"	"
20-8-44	0100	WELLINGTON MK X-V	F/O STEEL	"
21-8-44	2155	WELLINGTON MK X-V	" "	"
23-8-44	2205	WELLINGTON G S-V	" "	"
26-8-44	0220	WELLINGTON MK Z-F	F/O COX JOHNSON	"
27-8-44	2100	MK Z G	F/O COX	"
29-8-44	2220	MK Z H	F/O COX	"
29-8-44	0115	MK Z B	F/O COX	"

Chief Instructor,
Training Wing. 83 O.T.U.

Time carried forward — 76-50 26-50

Remarks (including results of bombing, gunnery, exercises, etc.)	Flying Times Day	Flying Times Night
SOLO X COUNTRY		2-20
SOLO X COUNTRY		5-10.
SOLO X COUNTRY		4-15
SPECIAL		4-20
DUAL C and L.		2-00.
" " " "		3-05
" "		2-10
" "		2-05
" "		2-05.
HIGH REVEL BOMBING.		1-45
" " "		2-15
UNIT 83-O.T.U.		31-20
A/C TYPE WELLINGTON		
TIME AUGUST 1944 31-20.		
TOTAL TIMES FOR COURSE	35-50	46-85.

Summary for COURSE 10
Unit 83-O.T.U. Aircraft
Date 30-8-44 Types.
Signature J. W. Williams

1. WELLINGTON
2.
3.
4.

Sqdn. Ldr.
Officer Commanding Flight.

1667 H.C.U. SANDTOFT.

Date	Hour	Aircraft Type and No.	Pilot	Duty
OCT 5	13.00	HALIFAX V	F/Lt BRECKENRIDGE	W/OP
" 8	1415	HALIFAX V	" "	"
" 10	1420	" Y	" "	"
" 10	1700	" Y	F/O COX	"
" 11	1100	" Y	F/Lt LINDTOFT	"
" 12	1530	" Y	F/O COX	"
" 13	1220	" S	"	"
" 14	1020	" T	"	"
" 15	1110	" W	"	"
" 17	1925	" U	F/Lt BRECKENRIDGE	"
" 17	2225	" U	F/O COX	"
" 18	2030	" U	F/O QUARRERMAN	"
" 18	2230	" U	F/O COX	"
" 19	2100	" B	F/O STEWART	"
" 24	1730	" U	F/O COX	"
" 25	2100	" U	F/O COX	"
" 27	1850	" W	F/O COX	"

Time carried forward — 76-50 58-10

Remarks (including results of bombing, gunnery, exercises, etc.)	Flying Times Day	Flying Times Night
FAMILIARISATION	1-05	
CIRCUITS AND LANDINGS	2-00	
" " "	1-05	
" " "	1-00	
" " "	25	
" " "	2-20	
BOMBING "	1-50	
X-COUNTRY	6-15	
X COUNTRY	5-20	
CIRCUITS AND LANDINGS		-55
" " "		-35
CORKSCREW		-50
CIRCUITS AND LANDINGS. BOMBING.		3-35
FIGHTER AFFILIATION	1-10	
BULLSEYE		6-00
BOMBING		1-35
X COUNTRY		4-25
	32-40	17-45

Total Time ...

1667 H.R.C.U. SANDTOFT

Date	Hour	Aircraft Type and No.	Pilot	Duty

SUMMARY FOR COURSE 40 HRS. 25 MINS.
DATE OCTOBER 1944 A/C TYPE HALIFAX V
UNIT B FLIGHT 1667 H.R.C.U.
SIGNATURE J. W. Williams

F/Lt

1667 H.R.C.U. SANDTOFT

Time carried forward —

Remarks (including results of bombing, gunnery, exercises, etc.)	Flying Times Day	Flying Times Night

Total Time ...

No 1. L.F.S. HEMSWELL

Date	Hour	Aircraft Type and No.	Pilot	Duty
13/11/44	1540	LANCASTER M	F/Lt WRIGHT	W/OP
15/11/44	1580	LANCASTER P	F/Lt LIGHTON	"
15/11/44	165	LANCASTER K	F/O COX	"
15/11/44		LANCASTER W	F/Lt WRIGHT	"
15/11/44		LANCASTER W	F/O COX	"
16/11/44		LANCASTER M2	F/O COX	"
18/11/44		LANCASTER M	F/O BRACKIE	"

Time carried forward — 99-30 26-45

Remarks (including results of bombing, gunnery, exercises, etc.)	Flying Times Day	Flying Times Night
FAMILIARISATION	2-30	
CIRCUITS LANDINGS	-15	
" "	2-00	
" "		1-25
" "		1-55
" "	1-20	
FIGHTER AFFILIATION	1-00	
	7-05	3-20

SUMMARY FOR COURSE DAY 7-05 HRS. NIGHT 3-20.
TOTAL 10-25

DATE NOV 19th 1944. A/C TYPE LANCASTER.
SIGNATURE. J. W. Williams

J. Russell Hay F/Lt
C.C. "C" FLIGHT.

Total Time — 106-35 79-15

626 SQUADRON

Date	Hour	Aircraft Type and No.	Pilot	Duty
28-11-44	1452	LANCASTER W2	F/O COX	W/OP
3-12-44	1950	LANCASTER Q2	F/O COX	W/OP
9-12-44	1145	LANCASTER O2	F/O COX	W/OP
10-12-44	1128	LANCASTER T2	F/O COX	W/OP
11-12-44	1810	LANCASTER W2	F/O COX	W/OP
13-12-44	1824	LANCASTER U2	F/O COX	W/OP
14-12-44	1130	LANCASTER U2	F/O COX	W/OP
15-12-44	1423	LANCASTER Q2	F/LT COX	W/OP
17-12-44	1523	LANCASTER A2	F/LT COX	W/OP
28-12-44	1539	LANCASTER Y2	F/LT COX	W/OP
29-12-44	1533	LANCASTER Y2	F/LT COX	W/OP

WICKENBY

Time carried forward — 106·35 79·15

Remarks (including results of bombing, accuracy, exercises, etc.)	Flying Times Day	Night
FIGHTER ORIENTATION EXCEPT COUNTRY	1·55	
BASE: CARDIFF-LUTON-BASE		2·50
FIGHTER ACTIVATION & BOMBING	1·30	
FLIGHT SEA RIDING & X STORGE	2·15	
ESSEN — 20000 1X4000 18X500		5·35
HEAVY FLAK NO FIGHTERS		
BOMBING DIVERTED TO LUDWIGS	1·05	
LUDWIGS MAGNA BASE	1·20	
LUDWIGSHAVEN 20000' 1X4000		6·25
10/10 3/10 10/10 HEAVY FLAK SEARCHLIGHTS		
ULM 12000' 1X4000 18X 11 cwt		7·45
8/10 INCENDIARIES. NO FLAK OR SEARCHLIGHTS		
BONN 18000' 1X4000 18X 11 cwt		5·05
LIGHT HEAVY FLAK. NO FIGHTERS		
GELSENKIRCHEN 20000'		5·45
7/10 HEAVY FLAK 1X4000 18X500		
Total Time —	10·50	34·05

626 SQUADRON

Date	Hour	Aircraft Type and No.	Pilot	Duty
2/1/45	1513	LANCASTER U2	F/LT COX	W/OP
7/1/45	[illegible]	LANCASTER T2	F/LT COX	W/OP
17/1/45	1313	LANCASTER M2	F/LT COX	W/OP

WICKENBY

Time carried forward — 117·35 113·20

Remarks (including results of bombing, accuracy, exercises, etc.)	Flying Times Day	Night
SUMMARY FOR NOV & DEC 1944.		
TOTAL FLYING HOURS	10·30	34·05
F/L J. WILLIAMS Sgt.		
[illegible] W/T LS/138		
O.C. 'B' FLIGHT 626 SQDN.		
NUREMBERG 17,000' 1X4000 18X		
8/10 INCENDIARIES 2050 GALLS		8·25
LIGHT HEAVY FLAK. FEW FIGHTERS		
MUNICH 19,000' 1X4 CONTAINER		
5/10 LBS INCENDIARIES 2100 GALLS		
INTENSE FIGHTER ACTIVITY, HEAVY FLAK.		8·55
LUCRAD TRAINING	2·35	
SUMMARY FOR JANUARY 1945		
TOTAL DAY 2·35		
TOTAL NIGHT 17·10		
Sig. J. Williams S/Ldr		
O.C. 'B' FLIGHT 626 SQDN. Total Time —	2·35	17·10

Date	Hour	Aircraft Type and No.	Pilot	Duty
1-2-45	1548	LANCASTER Y2	F/LT COX	W/OP
2-2-45	2115	LANCASTER U2	F/LT COX	W/OP
4-2-45	1110	LANCASTER T2	F/LT COX	W/OP
6-2-45	11·59	LANCASTER X2	F/LT COX	W/OP
7-2-45	1857	LANCASTER I2	F/LT COX	W/OP
13-2-45	2114	LANCASTER Q2	F/LT COX	W/OP
14-2-45	2020	LANCASTER Y2	F/LT COX	W/OP

Time carried forward — 120·00 130·30

Remarks (including results of bombing, accuracy, exercises, etc.)	Flying Times Day	Night
LUDWIGSHAFEN 16,000 FT. 1X4,000		7·15
WIESBADEN 20,000. 1X4,000, 7/10 INC.		6·15
FIGHTER AFFILIATION 'Y' STOOGE	2·10	
BOMBING	1·10	
CLEVES (MILITARY INSTALLATIONS)		5·40
5,500 FT. 1X4,000 LBS. 16X500 LBS. HE.		
16,000 GALLS.		
DRESDEN 20,000 FT.		
BOMBED VISUALLY. 1X4,000 LBS		
5,000 LBS INCENDIARIES, 2154 GALLS		9·30
CHEMNITZ 17,000 FT		8·40
1X2,000 LBS 11 CANS INCENDIARIES		
ATTACKED BY ME 109, NO DAMAGE BUT	4·20	17·20
HITS CLAIMED, CAUSED BY SEARCHLIGHT		
AT LUDWIGSHEIN.		
Grand Total Time —	124·20	167·50

Date	Hour	Aircraft Type and No.	Pilot	Duty
20-2-45	2123	LANCASTER N2	F/LT Cox	W/OP
18-2-45	1204	LANCASTER R2	F/LT Cox	W/OP
21-2-45	1926	LANCASTER N2	F/LT Cox	W/OP
23-2-45	1553	LANCASTER N2	F/LT Cox	W/OP
24-2-45	1525	LANCASTER L2	F/LT Cox	W/OP

Time carried forward — 124·20 167·50

Remarks (including results of bombing, accuracy, exercises, etc.)	Flying Times Day	Night
DORTMUND 18,000 FT.		
(BRITISH ARMY SUPPORT - RAIL CENTRE)		6·55
WICKENBY TO LUDFORD MAGNA	0·10	
DUISBURG 16,000 FT.		
860 GALLS. 1X4,000 12 CANS INC.		
ACCURATE MODERATE FLAK. FIGHTERS		
SEARCHLIGHTS.		6·05
PFORZHEIM 8,000 FT.		
1960 GALLS. 1X4,000 10 CANS INC.		
FIGHTERS		8·00
"BALDO" FORMATION X COUNTRY		
LUCRAD LANDING	1·55	
Total Time —	126·35	192·50

Date	Hour	Aircraft Type and No.	Pilot	Duty

Time carried forward — 126.25 192.50

Remarks (including results of bombing, gunnery, exercises, etc.)	Flying Times Day	Flying Times Night
SUMMARY FOR FEBRUARY 1945		
TOTAL DAY 6.15		
TOTAL NIGHT 58.20		
GRAND TOTAL		
DAY 126.25		
NIGHT 192.50		
SIG. J. W. Williams F/OFF.		
P. R. Lam. S/LDR.		
O.C. 'B' FLIGHT 626 SQDN		
TOTAL TIME ...		

Date	Hour	Aircraft Type and No.	Pilot	Duty
6-3-45	11.42	W2 LANCASTER	F/Lt Cox	W/OP
7-3-45	10.30	W2 LANCASTER	F/Lt Cox	W/OP
7-3-45	16.58	W2 LANCASTER	F/Lt Cox	W/OP
8-3-45	1.02	W2 LANCASTER	F/Lt Cox	W/OP
11-3-45	11.29	W2 LANCASTER	F/Lt Cox	W/OP
12-3-45	12.45	W2 LANCASTER	F/Lt Cox	W/OP

Time carried forward — 126.25 192.50

Remarks (including results of bombing, gunnery, exercises, etc.)	Flying Times Day	Flying Times Night
BOMBING	1.00	
AIR TO SEA FIRING	1.35	
DESSAU 14,000 FT.		
JUNKERS A/C WORKS - RAILWAY STAS.		
AIMED GAMS. 1 X 4000 LBS INCENDIC.		
LIGHT HEAVY FLAK		9.35
KASSEL 19,000 FT. 19,40 GALLS		
1 X 4,000 LBS 12 CANS INC.		
INTENSE HEAVY FLAK NO FIGHTERS SEEN		7.45
ESSEN 17,000 FT. 1600 GALS.		
1 X 4,000 LBS. 16 X 500 HEAVY FLAK	1.35	
DORTMUND 16,000 FT. 2154.	1.00	
16000 GALS. 1 X 4000 LBS.		
16 X 500 LB.		
FLAK MODERATE.		
TOTAL TIME ...	142.20	210.10

Date	Hour	Aircraft Type and No.	Pilot	Duty
14-3-45	15.15	W2 LANCASTER	F/Lt Cox	W/OP
15-3-45	10.40	W2 LANCASTER	F/Lt Cox	W/OP
16-3-45		W2 LANCASTER	F/Lt Cox	W/OP
		SUMMARY FOR MARCH 1945		
		UNIT 626 SQUADRON		
		J. Wadsworth W/OP		
		O.C. 626 SQUADRON		

DEATH PRESUMED

CENTRAL DEPOSITORY NOV 1948 ROYAL AIR FORCE

Time carried forward — 142.20 210.10

Remarks (including results of bombing, gunnery, exercises, etc.)	Flying Times Day	Flying Times Night
LUCKAU	2.0	
LUCKAU.	1.15	
BOU ON NEIGHBOURS - MISSING -		1
TOTAL DAY	145	
" NIGHT		17.20
P. R. Lam. S/LDR		
O.C. B FLIGHT		
TOTAL TIME ...	142.20	210.10

PROFICIENCY

Date	As Navigator	As Bomb Aimer	As Gunner W/OP
7.5.44			

ASSESSMENTS

Remarks	Unit	Orderly Officer's Signature
A very reliable operator who has worked very conscientiously.	53 O.T.U.	N. Wheatley

These are the Operational Sorties recorded for the crew in the Squadron Records

DATE	TARGET	LANCASTER	TIME UP	TIME DOWN
12 Dec 1944	Essen	PD391 UM-W2	16.10 hrs	21.47 hrs
15 Dec 1944	Ludwigshafen	PA990 UM-R2 1	4.37 hrs	21.14 hrs
17 Dec 1944	Ulm	PA990 UM-R2 1	5.23 hrs	23.05 hrs
28 Dec 1944	Bonn	PB411 UMY2	15.39 hrs	21.25 hrs
29 Dec 1944	Scholven	PB411 UMY2	15.33 hrs	21.22 hrs
2 Jan 1945	Nuremburg	no record	15.13 hrs	23.37 hrs
7 Jan 1945	Munich	LM105 UM-T2	18.22 hrs	0.325 hrs
1 Feb 1945	Ludwigshafen	PB411 UM-Y2	15.48 hrs	23.03 hrs
2 Feb 1945	Wiesbaden	PD287 UM-U2	21.15 hrs	03.32 hrs
7 Feb 1945	Cleve	LM365 UM-I2	18.75 hrs	00.11 Hrs
13 Feb 1945	Dresden	LM726 UM-Q2	21.47 Hrs	07.17 hrs
14 Feb 1945	Chemnitz	N2 Lancaster	no record	no record
20 Feb 1945	Dortmund	PD393 UM-N2	21.33 hrs	04.27 hrs
21 Feb 1945	Duisburg	PD393 UM-N2	19.26 hrs	01.30 hrs
23 Feb 1945	Pforzheim	PD393 U16.58	15.53 hrs	23.52 hrs
7 Mar 1945	Dessau	PD393 UM-N2	16.58 hrs	02.36 hrs
8 Mar 1945	Kassel	PD393 UM-N2	17.03 hrs	00.47 hrs
11 Mar 1945	Essen	PD393 UM-N2	11.42 hrs	17.05 hrs
12 Mar 1945	Dortmund	PD393 UM-N2	12.45 hrs	18.43 hrs
16 Mar 1945	Nuremburg	PD393 UM-N2	17.18 hrs	-

The last Bombing Operation of the Squadron was just 40 days later when the targets were Hitler's "Eagles Nest" and the nearby SS Barracks in Berchtesgaden Bavaria. I guess they would have been popular targets.

In all the Squadron lost 338 airmen and 65 Lancasters.

The Squadron's records show that Father's crew in their final operational sortie on the 16th March were targeted to Nuremburg on a night having good visibility over the target with moderate flack and few searchlights which doused after the attack opened, presumably so as not to dazzle German fighter planes . Enemy fighter opposition was intense and numbers of unidentified aircraft were seen to fall in flames just before and after reaching the target. Dad's plane crashed near the town of Burgoberbach but all the other 626 Squadron aircraft returned safely.

Flt Lt J Cox, Fg Off S S Quinn and Sgt R L Noessen (a Belgian serving with the RAF) survived the crash but Fg Off G C Warren, Flt Sergeant J W Williams, Sgt R Owen and Flt Sgt D R Egan were killed. Initially they were all buried at the local Burgoberbach Cemetery but later reburied at Durnbach War Cemetery, except for Fg Off Warren whose family asked for him to be left in Durnbach Roman Catholic Cemetery with a memorial to him at Durnbach.

The official records do not show why Sgt Noessen replaced F G Menzies for this sortie but he told Mum and I when we met him after the war, (and it was confirmed to me by Jack Cox when we met in 2003) that it was because Menzies had had a motorcycling accident.

Telephone No.: GERRARD 9234
Trunk Calls and Telegraphic Address: "AIR MINISTRY," LONDON

AIR MINISTRY.
(Casualty Branch).
73-77 OXFORD STREET.
LONDON, W.1.

P. 430616/4/P.4.A.2.

24 March, 1945.

Madam,

I am commanded by the Air Council to express to you their great regret on learning that your husband, Flight Sergeant James William Williams, Royal Air Force, is missing as the result of air operations on the night of 16th/17th March, 1945, when a Lancaster aircraft in which he was flying as wireless operator set out to bomb Nuremburg and was not heard from again.

This does not necessarily mean that he is killed or wounded, and if he is a prisoner of war he should be able to communicate with you in due course. Meanwhile enquiries are being made through the International Red Cross Committee, and as soon as any definite news is received you will be at once informed.

If any information regarding your husband is received by you from any source you are requested to be kind enough to communicate it immediately to the Air Ministry.

/The

Mrs. J.W. Williams,
37, Delmorton Road,
Wallasey, Cheshire.

The Air Council desire me to convey to you their sympathy in your present anxiety.

I am, Madam,
Your obedient Servant,
K.R. Richards

Telephone No.: GERRARD 9234
Trunk Calls and Telegraphic Address: "AIR MINISTRY," LONDON

AIR MINISTRY
(Casualty Branch)
73-77 OXFORD STREET
LONDON, W.1

430616/4/P.4.A.2.

16 July, 1945.

Madam,

I am commanded by the Air Council to inform you that they have with great regret to confirm the telegram in which you were notifie that your husband, Flight Sergeant James William Williams, Royal Air Force, is now believed to have lost his life as the result of the air operations on the night of 16/17th March, 1945.

A Royal Air Force unit on the Continent has reported that the wreckage of the aircraft in which your husband was flying has been found near Burgoberbach, 25 miles south west of Nuremberg, and that information was received from local sources that four members of the crew were killed and were buried by the Germans on 16th March, one, Flying Officer Warren, in Burgoberbach Churchyard, the three others, who were not identified, fifty yards north of the site of the crash. Three other members of the crew, Flight Lieutenant Cox, Flying

/Officer

Mrs. J.W. Williams,
37, Delmorton Road,
Wallasey,
Cheshire.

Officer Quinn and Sergeant Noeson, are now safe, and as the crew numbered seven in all, it must be assumed that one of the three unidentified deceased was your husband.

The necessary steps for the formal presumption, for official purposes, of your husband's death will be taken shortly. A further letter on that subject will be addressed to you as soon as possible.

The Air Council desire me to express their profound sympathy with you in your bereavement.

I am, Madam,
Your obedient Servant,
Charles Evans

Charges to pay ... s. ... d.
RECEIVED 2/51P

POST OFFICE TELEGRAM

No.
OFFICE STAMP

Prefix: 96 Time handed in: 2.10 PM Office of Origin and Service Instructions: PRIORITY CC OHMS Words: LI/T 63

PRIORITY-CC MRS. J W WILLIAMS 37 DALMORTON ROAD.
WALLASEY
REGRET TO INFORM YOU THAT YOUR HUSBAND 1141627
F/SGT JAMES WILLIAM WILLIAMS IS REPORTED MISSING
FROM OPERATIONS ON NIGHT OF 16/17 TH MARCH 1945
LETTER FOLLOWS IMMEDIATELY ANY OTHER INFORMATION
RECEIVED WILL BE COMMUNICATED TO YOU IMMEDIATELY
PENDING RECEIPT OF WRITTEN COMMUNICATION FROM AIR

For free repetition of doubtful words telephone "TELEGRAMS ENQUIRY" or call, with this form S or C at office of delivery. Other enquiries should be accompanied by this form, and, if possible, the envelope

Charges to pay ... s. ... d.
RECEIVED 2/51P

POST OFFICE TELEGRAM

No.
OFFICE STAMP

Prefix: 75 Time handed in: ... Office of Origin and Service Instructions: ... Words: ...

From Elfo
To

MINISTRY NO INFORMATION SHOULD BE GIVEN TO THE
PRESS - AERONAUTICS WICKENBY

~~37 1141627 16/17 TH 1945 LI/T~~

For free repetition of doubtful words telephone "TELEGRAMS ENQUIRY" or call, with this form S or C at office of delivery. Other enquiries should be accompanied by this form, and, if possible, the envelope

Reference: P.430616/4/45/P.4.B.7.

CERTIFICATE OF DEATH

CERTIFIED that according to the Records of this department

No. 1141627
Rank Flight Sergeant
Name James William WILLIAMS,
Service Royal Air Force Volunteer Reserve,
was reported missing and is presumed, for official purposes, to have lost his life on the sixteenth day of March, 1945, as the result of air operations.

Squadron Leader,
for Director of Personal Services.

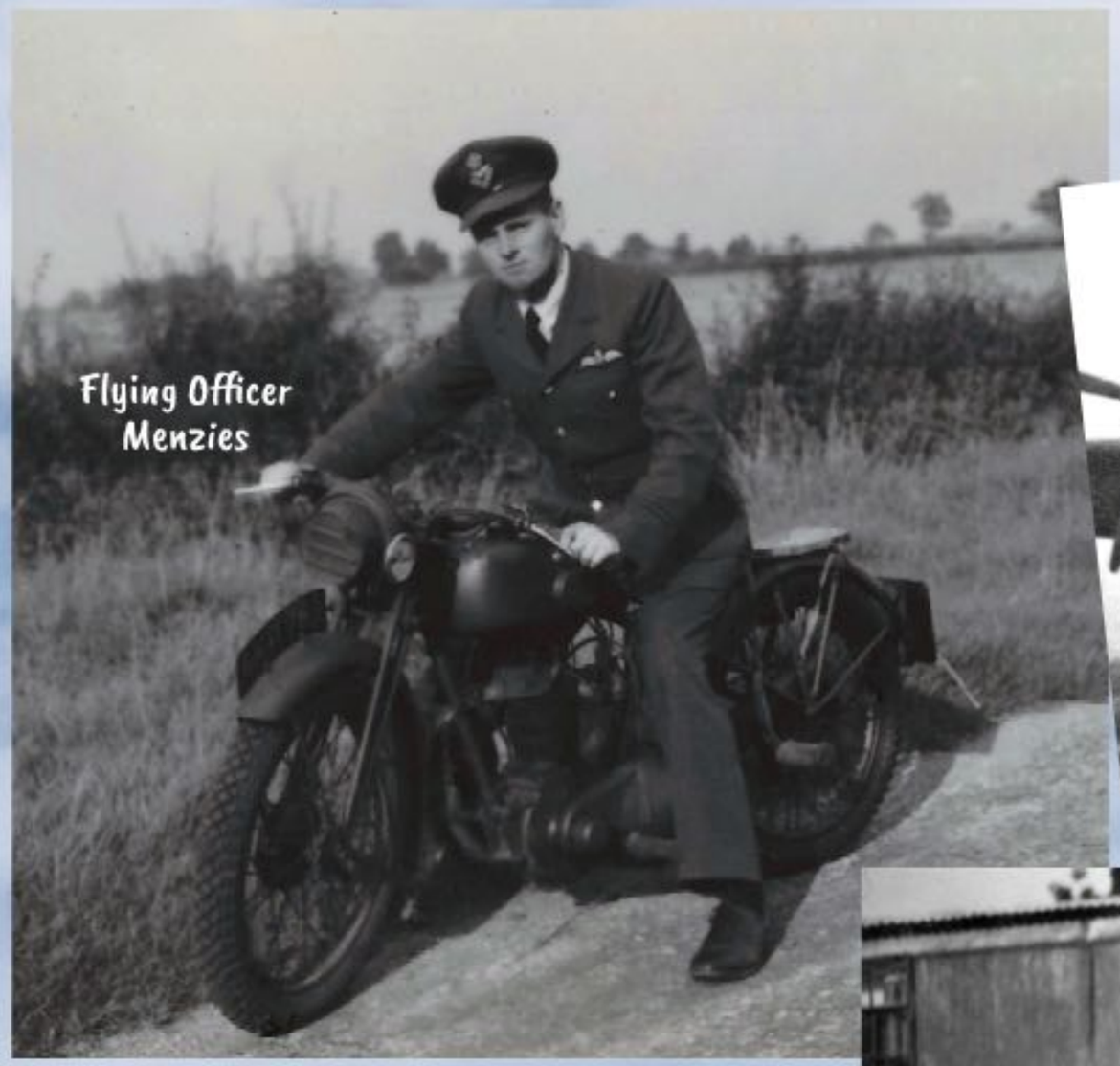
Dated at the Air Ministry, London this 25th day of September, 1945.

38427-1 1,000 D/d 8304 8/45 P R P





Dad is second from right in the photo and John Cox is 3rd from right without a life jacket



Flying Officer
Menzies







Dad is right hand
side of the front row
of the photo.

Royal Air Force Station,
WICKENBY, Lincoln.

17th March, 1945.
Received 21/3/45

Ref:-
6268/S.1402/71/P.1.

Dear Mrs Williams.

I am writing to express my sincere sympathies for you in your anxiety for your husband, Flight Sergeant James Williams who, as I informed you by telegram this morning is reported missing from air operations last night.

He was flying as the Wireless Operator in an aircraft which took off on an operational sortie against the enemy. We have had no news of the aircraft or its crew since they left Base last night. We sincerely hope that this crew have escaped with their lives but I trust you will understand that it is not desired to raise your hopes unduly. In this connection I would explain that it normally takes the Internation Red Cross Society at least six weeks to obtain any information.

It is desired to explain that the request contained in the telegram notifying you of the casualty to your husband was included with the object of avoiding his chance of escape being prejudiced by undue publicity in case he was still at large. This is not to say that any information about him is available, but is a precaution adopted in the case of all personnel reported missing.

Flight Sergeant Williams' personal effect are being collected for despatch to the Royal Air Force Central Depository, Colnbrook, Slough, Bucks., which department will shortly be writing you further on this subject.

Your husband had many friends on this Squadron and his absence will be felt greatly. Like the rest of his crew he had my utmost confidence, for his skill and courage as a member of aircrew were indeed prominent. Please accept on behalf of all ranks here/

/P.T.O.

Yours sincerely,
J.H. Ellsworth.
Wing Commander, Commanding,
NO. 626 SQUADRON, R.A.F.

Mrs. J.W. Williams,
37, Delmorton Road,
Wallasey,
CHESHIRE.

c/o Menzies D.
OFFICERS' MESS (GREEN)
ROYAL AIR FORCE
WICKENBY
NR. LINCOLN

27/3/45

Dear Mrs, Williams

This letter is from Bills old tail gunner. Perhaps the air force did not give you much information regarding the circumstances of the crew going missing so I will endeavour to tell you everything I know. At the time I was in hospital with a wounded ankle due to a mishap on my motorcycle and the crew flew with another tail gunner. The target was Nuremburg and the boys were believed to go down somewhere between there and the front lines.

2/

From our own experiences and what we have seen it is very seldom that a crew does not bale out of a damaged aircraft. My firm belief is that the crew got out and are now either captured or hiding in Germany near our own lines waiting on our own troops to move up. It is too soon to hear from them yet Mrs, Williams and I want you to believe everything I have told you. I hope that this letter will help to cheer you and the family up during the period of waiting and nobody wants to hear from the boys more

3/

OFFICERS' MESS (GREEN)
ROYAL AIR FORCE
WICKENBY
NR. LINCOLN

than I do. I would like you to write to my home address when any information comes through. In the mean time best wishes of hope.

All the best.

Tail gunner

Home address.
c/o Menzies D.
9, Elmet Gdns,
Blairston
Glasgow.

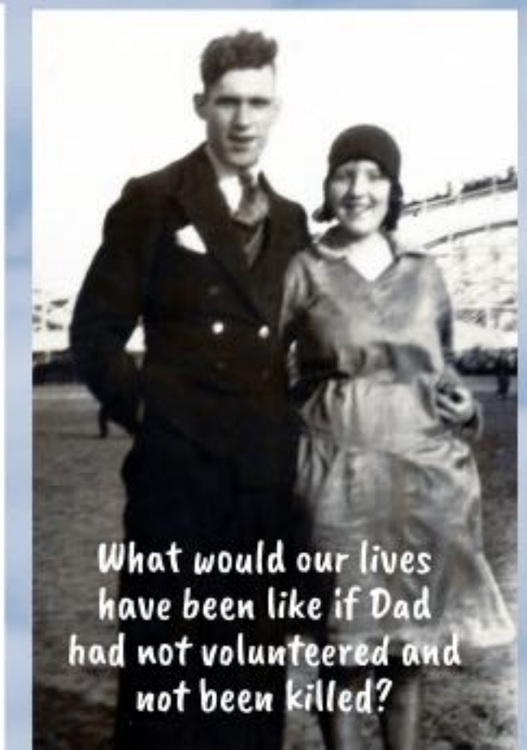
Mum received a nice letter from the Squadron's Wing Commander and one from the tail gunner D Menzies, though it might in retrospect been kinder for him not to have expressed such a firm belief that they could have bailed out and be in hiding. I know she lived in false hope for 4 months and then suffered a deeper shock. He survived the war and invited Mum and I to stay with him in I think Southend in Essex. Though at 6, I mostly remember the exciting steam train journey to London and a cinder in my eye when I insisted on putting my head out of the carriage window.
John Cox their pilot also wrote to Mum when he returned from hospital and I will place that on a separate page. The other crew members were of course either killed or captured.




We three boys,
Gran and Mum
in about 1950


Eric is in his RAF uniform.
The chubby one must be me.

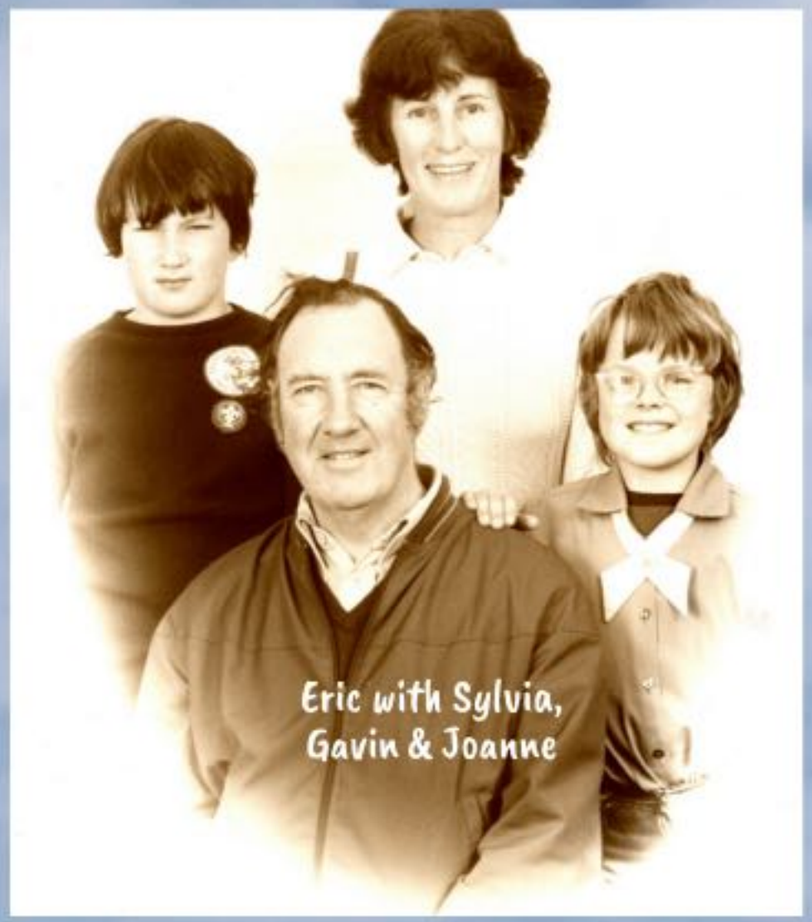

The Mother
to whom we
owe so much
for such
effort on
our behalf.


What would our lives
have been like if Dad
had not volunteered and
not been killed?


Eric was the only one
of us who could
remember Dad.

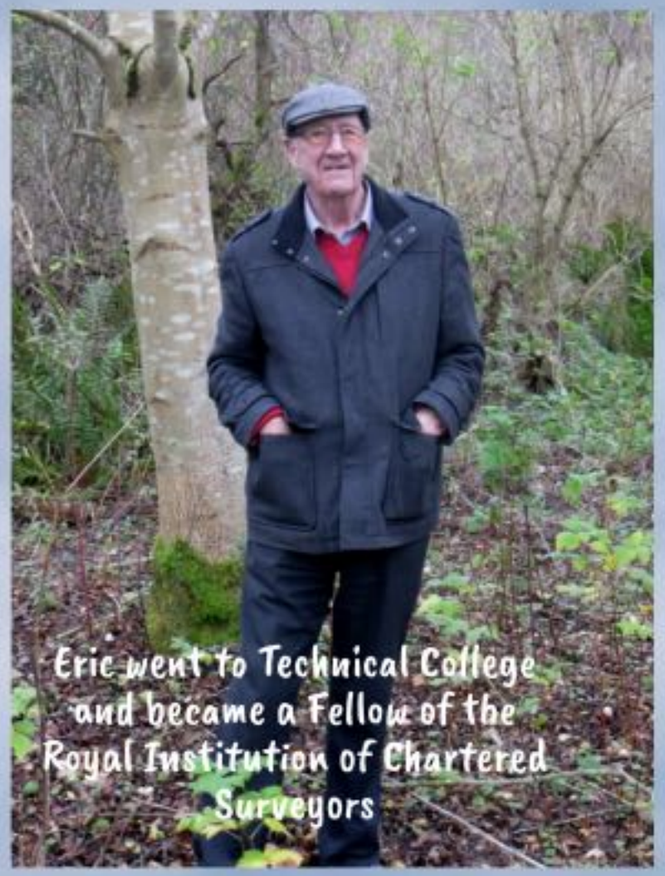

Beside the three
of us she also
looked after an
infirm mother.

Eric's page

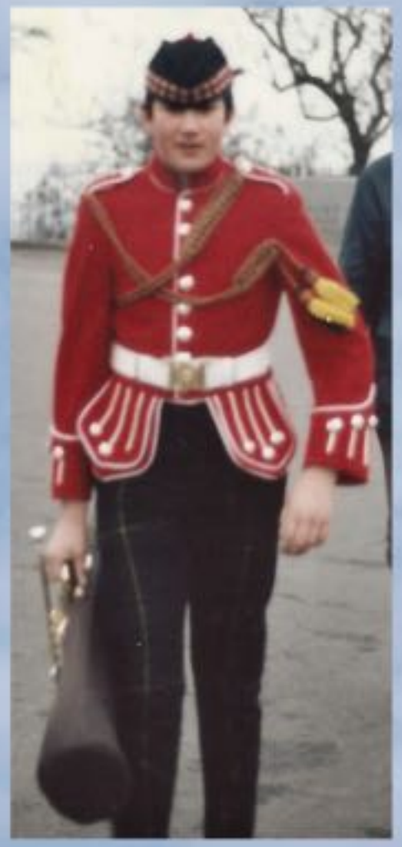












Gavin was born in Edinburgh and became a fervent Scotsman, musician and Bandsman. To everyone's lament he died young of late diagnosed Motor Neurone Disease.

my page





ISBN 0 9528953 07
my book on the taxation and management of UK Vehicle Leasing. 8000 sold

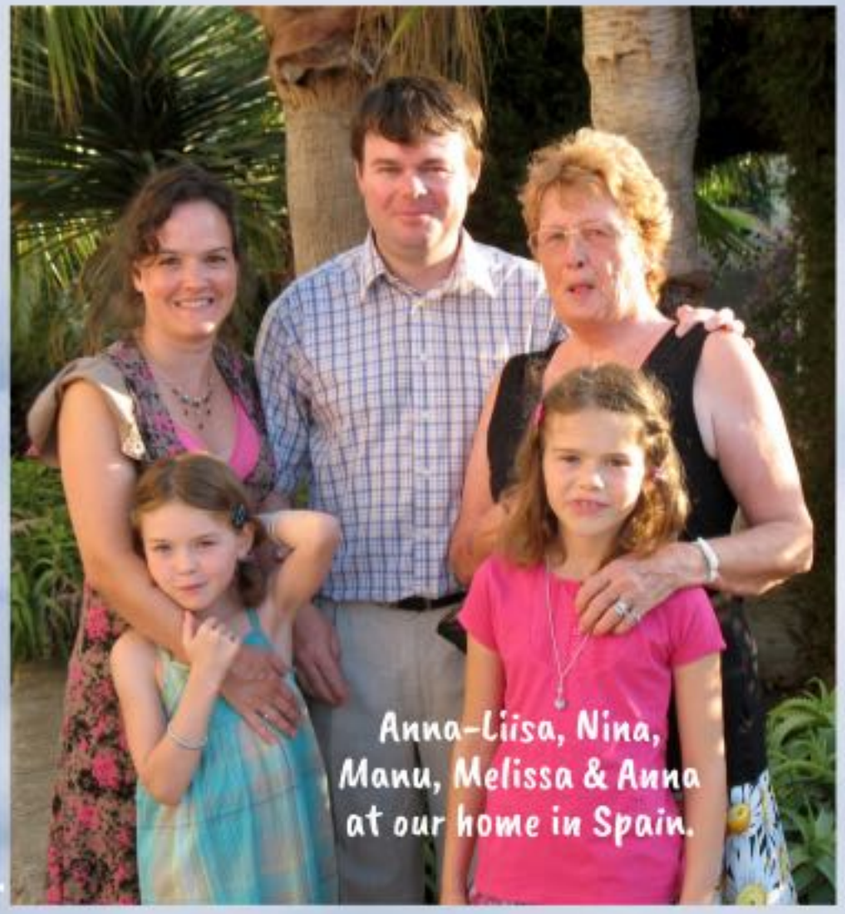
by Ron Williams

BINDER HAMLYN

and

WAGON FINANCE





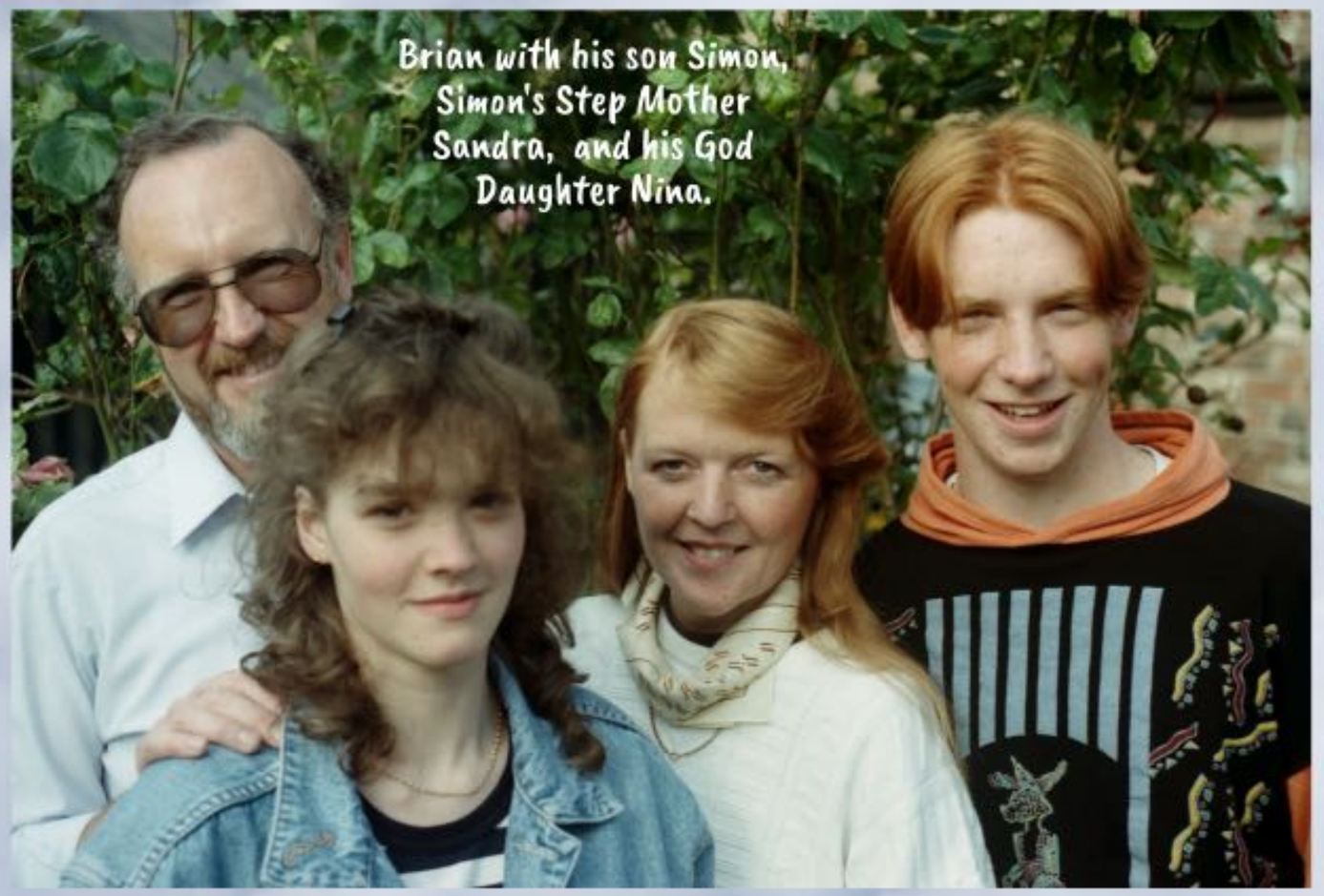




Brian's page



Brian became a ship's radio officer, perhaps after our Father.



Brian with his son Simon, Simon's Step Mother Sandra, and his God Daughter Nina.



I drove Brian on holiday in an old Vauxhall Victor that was squashed against a wall by a cow in our B&B farmhouse and the whole front end subsequently fell off on Porlock Hill.







His Grandson Lennon

This is is the last time the three of us were together at Melissa's Christening in 2001 at my home.

Then the Official letters started to arrive, but few with good news.

Tel. No. Worcester 3411, Ext. ...
Correspondence on the subject of this letter should be addressed to THE UNDER-SECRETARY OF STATE, AIR MINISTRY, and should quote the reference FF348771/45/Accts.13.
Your ref. ...

AIR MINISTRY,
WHITTINGTON ROAD,
WORCESTER.

29 January, 1946.

Madam,

The late Flight Sergeant J. W. Williams

I am directed to inform you that the out-turn of your husband's Service Estate is as detailed hereunder:-

Assets	£. s. d.
Balance of Pay and Allowances	10. 1. 6.
Cash found amongst effects	7.10. 4.
Service Post War Credit at 6d per day	30. 0. 0.
Refund of Income Tax on Service Emoluments	1.11. 0.
	£49. 2.10.

War Gratuity amounting to £35. 4. 0d. is also payable in respect of the service of your husband.

Under the English Law of Intestacy you are the sole legally entitled beneficiary, and a Payable Order for £84. 6.10d. in your favour will be forwarded to you under separate cover within the next few days.

Mrs. L. Williams,
37, Dalworton Road,
Wallasey,
Cheshire.

I am, Madam,
Your obedient Servant,
for Director of Accounts.

F.A. Form 149

TELEPHONE WORCESTER 3411
Extn. ...
Any communications on the subject of this letter should be addressed to:- THE UNDER SECRETARY OF STATE,
and the following number quoted:- W1/1AA15
1141627/7c.

AIR MINISTRY,
WHITTINGTON ROAD,
WORCESTER.

6th April, 1945.

Your Ref. ...

Madam,

1141627 FLIGHT SERGEANT J. W. WILLIAMS

I have to refer with regret to the fact that your husband has been officially promulgated as missing on the 17th March, 1945, and to advise you with regard to the family allowance and allotment of 10/6s.6d.a week at present in payment to you.

I am to state that the regulations permit of the continuance of payment at the present rate for seventeen weeks from the date the casualty was notified. If your husband is still missing at the end of this period of seventeen weeks the payment may continue for a further period of nine weeks, i.e. up to and including

/order

Mrs. L. Williams,
37, Dalworton Road,
Wallasey,
Cheshire.

81M.455-1

order number 28 (due for payment on the 13th September, 45) unless, in the meantime, a further promulgation is received regarding him, when you will be notified of any amendment which may, in consequence, be necessary.

Any continuing allowance which may be due to you subsequently will be at the rate of pension which would be payable if a fatal casualty had been reported and, in order that this may be determined, I am to request you to complete the enclosed form at your early convenience and return it to this Department in the envelope provided.

I am, Madam,
Your obedient Servant,

for Director of Accounts.

WOR.1902 81M.455-1 4,000 DN RP

Telephone No:- COLNBROOK 231/232/233.
In reply please quote reference:- C5/PL. 6540.

Central Depository,
Royal Air Force,
Colnbrook,
Slough, Bucks.

12th September, 1945.

1141627 F/Sgt. WILLIAMS, J.W.

Dear Madam,

The Committee of Adjustment, composed of myself and two others, which is being held at this office in accordance with Air Ministry instructions to deal with the estate of the above named, in so far as the Royal Air Force is concerned, desires to express deep sympathy with you in your bereavement.

Monetary matters are not dealt with by the Committee but by the Air Ministry (Accounts 15 Department), Whittington Road, Worcester, who will in due course, send a statement of the service estate, showing all service credits (e.g. cash found in effects, pay due etc.) and liabilities and will remit any balance to the deceased's legal representative. If, therefore, you have any query in this respect perhaps you will be good enough to write direct to that department.

Yours faithfully,

Wing Commander, Commanding,
R.A.F. Central Depository.

Mrs. L. Williams,
37, Dalmation Road,
Wallasey,
Cheshire.

MINISTRY OF PENSIONS

Whenever you write to this office please put the reference number as the first of your letter.

W3/639738
Mrs. L. Williams
37 Dalmorton Rd
Wallasey Chesh.

NORCROSS,
BLACKPOOL,
LANCS.
22 OCT 1945 194

Dear Madam,
I have to inform you that an award in above terms has been made to you in the case of Sgt Sergeant James William Williams of No 1141627 R.A.F.

1. Weekly rate of pension £ s. d.	2. Weekly rate of allowance for children £ s. d.	3. No. of children	4. Award payable from
1-16-0	1-13-0	3	15-11-45

This above award is subject to the conditions of the Royal Warrant or corresponding Authority governing grants in respect of death by service in the war. An allowance may be necessary if a pension or child's allowance has been awarded to you under the Widows' Orphans' and Old Age Contributory Pensions Acts, as such an award is not payable together with an award of widow's pension or child's allowance by this Ministry.

The rate of pension is that appropriate to the circumstances of your case as now before the Ministry (see note 2 overleaf). If you consider you will cease to be eligible for pension, you must notify the Pension Issue Office immediately.

As regards any allowance awarded in respect of a child you should read note 4 overleaf. If you cease to maintain any child for whom an allowance has been awarded, you must notify the Pension Issue Office at once and state the date from which you ceased to maintain it.

The pension and any allowances awarded thereunto will be payable weekly through the Post Office, but before instructions for payment can be rendered you must fill in the particulars required on the enclosed form of declaration, get the certificate on the form signed as directed, and forward the form at once to the address shown thereon. If this is not done, the pension may be withheld.

The notes on the reverse of this letter should be read carefully.

~~The marriage and birth certificates furnished by you are returned herewith.~~

Yours faithfully,

for Secretary.

WSG 61

MINISTRY OF PENSIONS
WAR SERVICE GRANTS
LYTHAM ST. ANNES, LANCS.

Address any reply to The Secretary and quote Ref. XF5994H

Date as Postmark

Madam,

I am sorry to say that **for the reason given overleaf** it has been found necessary to terminate your War Service Grant. You are accordingly requested to return ~~immediately~~ the Ministry of Pensions (W.S.G.) Allowance Order Book you hold, using the enclosed label which does not require a stamp. The payment on 8.3.45

I am, Madam,
Your obedient Servant,
A. CUNNISON,
Secretary.

Mrs. L. WILLIAMS

WILLIAMS (Surname) J. W. (Christian Names)

Unit R.A.F. No. 1141627

The current award is hereby cancelled as from 15.3.45

P.T.O.

WSG 1362 Rev.

MINISTRY OF PENSIONS
WAR SERVICE GRANTS,
Lytham St. Annes, Lancs.

Ref. XF5994H Date as Postmark.

Dear Madam,

In arriving at the decision in the enclosed notification it has been necessary to take into account the fact that your husband/son is expected to contribute from his pay of 11/9 a day an extra allotment of 17/- a week, in addition to the allotment he makes on account of your allowance from the Service Department.

There is a general rule that a member of the Forces should contribute to his wife or dependant 1/- a week out of each 1/9d. a week by which his pay exceeds 38/6d. a week.

It will be seen that in your case the additional contribution expected has been fixed at an amount less than that strictly required by the general rule. This is because Sergeants and above have to make a higher allotment on account of the allowance from the Service Department.

If you are not receiving the extra contribution referred to, and desire your husband/son to make it, you should send him this letter, so that he may understand the position and make the necessary arrangements.

(It is advisable for him to authorise a voluntary allotment for the required amount and for authority to be given for an increase in this voluntary allotment when his pay is raised.)

Yours faithfully,

P. Freeman.
for Secretary.

It is noted that you are already in receipt of 10/6 voluntary allotment.

Telephone: Worcester 3411

Date

Any communications on the subject of this letter should be addressed to:—
THE UNDER SECRETARY OF STATE,
and the following number quoted:—
WILLIAMS/1141627/7(k)Cas.

Your Ref.

AIR MINISTRY,
WHITTINGTON ROAD,
WORCESTER.

18 September, 1945.

Madam,

1141627 Flight Sergeant J.W. Williams.

With reference to this Department's letter dated 6th April, 1945, you will no doubt be aware from the "Notes for Guidance" which have been sent to you, that the regulations do not provide for the payment of temporary allowance to be continued at family allowance rate for more than a period of 26 weeks and that as your husband has unfortunately been presumed dead any subsequent payment must be based on the rate of pension.

In these circumstances I am to inform you that the temporary allowance at present in issue will continue up to 19th September, 1945, after which the allowance will be reduced to 81/- a week, and I am to request that you will be good enough to return your

/present

Mrs. L. Williams,
37, Dalwarton Road,
Wallasey,
Cheshire.

present allowance book to this Department in the enclosed envelope immediately after you have cashed the order due for payment on the 13th September, 1945. The enclosed postal draft for 81/- represents the payment of continuing allowance due to you for the period 20th September, 1945, to 26th September, 1945. Payment from 27th September, 1945, will be made by order book, and a communication regarding this will reach you in due course.

The certificate submitted by you is returned herewith and the receipt form 157A enclosed should be completed and returned to this Department.

I am to add that the new book will be for the period up to the week ending the 14th November, 1945, when your title to a temporary allowance from this Department will terminate.

After that date, any payment due will be the responsibility of the Ministry of Pensions who will doubtless be communicating with you in the near future.

Any communication you may wish to make regarding payment of pension should be addressed to that Ministry at Norcross, Blackpool, Lancs.

I am, Madam,
Your obedient Servant,

for Director of Accounts.

THE ROYAL AIR FORCE BENEVOLENT FUND

67 PORTLAND PLACE, LONDON W1B 4AR — TELEPHONE 01-580 8343

Our reference 9.9402/RBD

CONFIDENTIAL

18th February, 1970

Mrs. L. Williams,
37 Dalwarton Road,
Wallasey,
Cheshire.

Dear Mrs. Williams,

Thank you for your letter of 11th February, 1970, but unfortunately the Fund does not assist towards the travelling expenses for visiting War Cemetries. This is considered outside the scope of help normally given by the Fund. However it has been agreed that a grant of £20 should be made towards immediate needs. The award of course can be used for any purpose, and part should be given to the meeting of the Co-operative Insurance Society's renewal demand for £7 5s. 0d. that you kindly forwarded and is returned.

Our cheque for £20 in respect of the grant is being forwarded to the Honorary Secretary, S.S.A.F.A., Wallasey, together with a copy of this letter, to enable her to disburse the award on our behalf.

For audit and record purposes we would be grateful if you would kindly sign, date and return the duplicate copy of this letter in the enclosed pre-paid envelope as soon as possible.

Yours sincerely,

Squadron Leader P.D.M. Dunn
For Secretary (B)

I acknowledge with thanks notification of the above award, to be applied for the purpose indicated.

Signed ..... Date .....

c.o. Hon. Secretary, S.S.A.F.A.,
90 Brighton Street, Wallasey.

W3C 1360 Rev.

MINISTRY OF PENSIONS
WAR SERVICE GRANTS,
Lytham St. Annes, Lancs.

Ref. XF599H H

Date as Postmark.

Dear Madam,

In arriving at the decision in the enclosed notification it has been necessary to take into account the fact that your husband/~~wife~~ is expected to contribute from his pay of 11/9 a day an extra allotment of 17/- a week, in addition to the allotment he makes on account of your allowance from the Service Department.

There is a general rule that a member of the Forces should contribute to his wife or dependent 1/- a week out of each 1/9d. a week by which his pay exceeds 38/6d. a week.

It will be seen that in your case the additional contribution expected has been fixed at an amount less than that strictly required by the general rule. This is because Sergeants and above have to make a higher allotment on account of the allowance from the Service Department.

If you are not receiving the extra contribution referred to, and desire your husband/~~wife~~ to make it, you should send him this letter, so that he may understand the position and make the necessary arrangements.

(It is advisable for him to authorise a voluntary allotment for the required amount and for authority to be given for an increase in this voluntary allotment when his pay is raised.)

Yours faithfully,

P. Freeman.
for Secretary.

It is noted that you are already in receipt of 10/6 voluntary allotment.

35M1938-1 D/d.1776 30000 1/45 HP

DEATHS

WALSH—March 15, accident, MAURICE (Mick), beloved husband of Agnes Walsh, and dear dad of Reg and Maureen, father-in-law of Mary. Requiem Mass at St. Joseph's Church, Friday next, ... ment at Rake Lane Cemetery immediately afterwards. (R.I.P.)

WALSH—March 15, suddenly, MAURICE, dearly-loved brother of Jim and Ann, and uncle of Jim and Bill. (Will be greatly missed by All.)—27 Priory Rd., Seacombe.

WILLIAMS—March 17, 1945, killed in action and reburied in British military grave, Bad Toelz Durnbach, JAMES WILLIAM (Flight-Sgt., R.A.F.), beloved husband of Lilian and dear father of Eric, Rodald, and Bryan.

IN MEMORIAM

ALDERSON — ELIZABETH. Cherished memories of my dear wife and our mother. (Ever remembered.)—Jos, May, Elsie.

BALL—Loving memories our dear Mother, March 16, 1941.—Never forgotten by husband Bob and children Mag, Jack.

HOLGER—WINIFRED, March 16, 1945. ... memories of our darling mother.—... tly, 9 Albert Rd.

Liverpool Echo

Telephone No.:—COLNBROOK 330-333-333

Any communications on the subject of this letter should be addressed to:—
OFFICER COMMANDING,
CENTRAL DEPOSITORY,
ROYAL AIR FORCE,
COLNBROOK,
SLOUGH, BUCKS,
and the following number quoted:— FX. 65401.

Ref.:—

CENTRAL DEPOSITORY,
ROYAL AIR FORCE,
COLNBROOK,
SLOUGH, BUCKS.

Date 20.2.45.

1141627 F/SGT. WILLIAMS, J.W.

Dear Madam,

With reference to my letter dated 10th May, 1945, I have now heard from the Unit and regret to inform you that despite a most careful search and exhaustive enquiries no trace can be found of the cash and watch stated to be missing.

The Unit state:-

"F/Sgt. Williams completed a valuables list on his arrival at this Unit and in it he declared that he carried a wrist watch when flying. It is therefore presumed that this wrist watch was being carried by him at the time of the casualty.

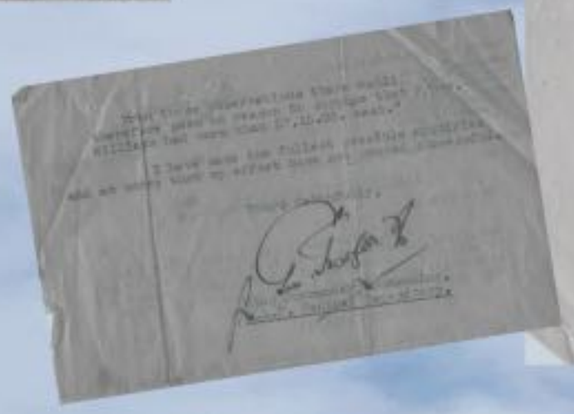
It is confirmed that £7.10.9d. was the only cash found in the effects.

Station Pay Accounts state that F/Sgt. Williams was paid on the 10th March, 1945 and received £7.10.0d. only. This amount did not include any back pay but was the normal pay drawn each pay day by F/Sgt. Williams.

The records show that the above named received his promotion to F/Sgt. in January and he drew his back pay for that promotion at the end of that same month - his back pay was actually paid on a casual parade on which he received £11.10.0d.

Mrs. L. Williams,
37, Dalwarton Road,
Rock Ferry,
Birkenhead.

cont'd. overleaf.



Telephone No.: GERRARD 9034

Telegraphic Address: "AIR MINISTRY," LONDON

AIR MINISTRY
(Casualty Branch)
73-77 OXFORD STREET
LONDON, W.1

A30616/45/P.M.A.2.

16 July, 1945.

Madam,

I am commanded by the Air Council to inform you that they have with great regret to confirm the telegram in which you were notified that your husband, Flight Sergeant James William Williams, Royal Air Force, is now believed to have lost his life as the result of the air operations on the night of 16/17th March, 1945.

A Royal Air Force unit on the Continent has reported that the wreckage of the aircraft in which your husband was flying has been found near Burgoberbach, 25 miles south west of Nuremberg, and that information was received from local sources that four members of the crew were killed and were buried by the Germans on 16th March, one, Flying Officer Warren, in Burgoberbach Churchyard, the three others, who were not identified, fifty yards north of the site of the crash. Three other members of the crew, Flight Lieutenant Cox, Flying

/officer

Mrs. J.W. Williams,
37, Dalwarton Road,
Wallasey,
Cheshire.

Mum first rented a house in Durban Road Wallasey, then moved to a slightly larger one in Dalmorton Road to accommodate 3 boys, herself and her ageing Mother. This was offered to her as a sitting tenant for the apparently knock down price of £1,050. She persuaded the local Council to extend her a mortgage and she managed to scrape together a £105 deposit.
There we happily lived until December 1975 after we three had flown the nest and she was moved to what proved to be a fairly lonely life in Buckley in North Wales to be nearer to Brian. By then Eric lived in Edinburgh and I in the Chilterns.
Eventually the RAF Benevolent Fund took that mortgage over but not until she had apparently managed to pay the interest and reduce the capital outstanding to the Wallasey Council to about half the original loan.
The Solicitor's invoice for the sale of the Dalmorton house showed a repayment of £597.72 to the RAF Benevolent Fund including interest on a bridging loan, why ever was that needed? So the Fund had presumably waited to help with the mortgage until it was almost half repaid.

MRS L WILLIAMS

re: Your sale of 37 Dalmorton Road Wallasey

COMPLETION STATEMENT as on 19th December 1975

DUE TO YOU :				
Purchase money :-	£7200.	00		
Add: Interest due to you from 18/12/75 to 22/12/75 :-	10.	40	£7210.	40
- L E S S -				
DUE FROM YOU :				
Repayment of mortgage to RAF Benevolent Fund(including costs) :-	597.	72		
Interest on bridging loan :-	6.	71		
Bank fee :-	10.	00		
Our legal charges(including VAT) - as per receipted account annexed -	140.	40	754.	83
BALANCE DUE TO YOU:			£6455.	57

NOTES:
1 Rates - These are payable by you up to the date you vacated the property.
2 Insurance - This should now be cancelled.

'or Rollestan Drive

Dear Mrs Williams
I intend selling the house you occupy 37 Dalmorton Road + the price to you as a tenant would be £1050. If you are prepared to pay that price you might let me know.
Yours sincerely
(Miss) A. G. Gage

I well remember the local Representative of the RAF Benevolent Fund telling Mum that one day the Fund would claim the house since they had not just taken over the mortgage but bought the house.
Hardly a benevolent comment and totally untrue - but it did worry her.

DINGLE, KINGAN & CO.
Solicitors & Notaries
25A SEAVIEW ROAD
WALLASEY · MERSEYSIDE
L45 4QE

Our ref: DLK/473574 Your ref:

24th December 1975

Mrs L Williams
4 Daffryn Close
BUCKLEY

Tax point - 24 Dec 1975

re: 37 Dalmorton Road Wallasey

1973
Nov — TO OUR CHARGES for professional services rendered in the matter of your sale of the above property for £7200 - including deducing title and perusing and completing the Deed transferring the property free you -
Including all attendances and correspondence in connection with the matter -
- A N D -
-to- In the matter of your repayment of the loan to the RAF Benevolent Fund - ascertaining amount required to redeem - repaying - £130. 00
VAT @ 8% :- 10. 40
1975 £140. 40
Dec

WITH THE COMPLIMENTS OF
Dingle Kingan & Co

RECEIVED from Mrs L Williams the sum of £140.40 in settlement of the above account.
24 Dec 1975 Dingle Kingan & Co

AD

MRS. LILIAN WILLIAMS

in Account with

J. H. JOYNSON & SON,
Solicitors,
LIVERPOOL & WALLASEY.

re Purchase - 37, Dalmorton Road, Wallasey.

1947				
Jan 30	To Mrs. A. G. Williams Purchase Money		1050. 0. 0.	
	-do- 61 days rent from 1st Dec. to 30th Jan		9. 16. 0.	
			1059. 16. 0.	
	Less Cheque from you	105. 0. 0.		
	Wallasey Corporation advance	900. 0. 0.	1005. 0. 0.	
			54. 16. 0.	
	To Stamp Conveyance & Contract	10. 10. 6.		
	Stamp Mortgage	1. 2. 6.		
	Search fee Official & Local	8. 0.		
	Hodge & Silver engrossing account	5. 2.		
	To Stamp Conveyance & Contract	10. 10. 6.		
	Stamp Mortgage	1. 2. 6.		
	Search fee Official & Local	8. 0.		
	Hodge & Silver engrossing account	5. 2.		
	Wallasey Corporation Balance of fee	10. 6.		
	-do- Insurance premium	19. 3.		
		13. 15. 11.		
	To Our Charges representing you on Purchase and Mortgage. As per Scale £28. 10. 0. But say	18. 18. 0.	32. 13. 11.	
			£87. 9. 11.	
	Less allowance for repairs.		2. 0. 0.	
			85. 9. 11	
	Less cash		40. 9. 11	
			45. 0. 0	

Rec cash for £45.0.0
9.11.
29/1/47

Mum had never been content to rely upon external support. She may have had too many responsibilities to take external employment but she tried her best while looking after us boys and an infirm and ageing Mother. Despite that Gran had prevented her from taking up a secondary school scholarship and made her leave school at the minimum age.
When young she had worked in the Maypole Supermarket chain and one day jokingly asked me how much change would I give (and in which coins) for purchases of perhaps 10 pence, one shilling and sixpence and one shilling and nine pence from a ten shilling note. I had not a clue but she could permutate such figures endlessly.
She taught herself how to make dress patterns and took in dressmaking and I well remember having the very, very best barathea blazer in the school. Other boys were much better off but none boasted such a quality tailored jacket.
She also did seaside Bed and Breakfast, specialising in artists appearing at New Brighton Tower's then theatre. I remember a slightly famous Scottish comedian that rudely amused himself calling me lightning for some reason of his own invention.
At other times she addressed advertising leaflets for a catalogue clothing company. and I am now ashamed to remember how few times I assisted with that.

16. 6. 1946.

The Occupier.
37. Dalmorton Road.

Writing at the behest of many residents of Dalmorton Road, I am to request you will oblige them by having your front room curtains drawn when it is necessary to have the room lighted, & also to remove the Card worded "Board Residence" from the window.
It is Considered by the residents that the view of several Small tables Complete with Condiments, around which are seated Small Groups of people & also the display of the Card mentioned is not in accordance with the dignity of a residential road such as Dalmorton Rd.

Thank You.

An Owner resident.

One neighbour whose self-image overrode reality, wrote her the foulest of letters – anonymously of course.
The letter and subsequent cutting alongside is from the local newspaper.

DALMORTON ROAD FOR VISITORS.

A woman resident of Dalmonton Road, New Brighton, who has been compelled by circumstances to turn her home into an apartment house, interviewed me, on Monday evening, with reference to an anonymous letter sent her in which there was a protest against "No. —" being used to accommodate visitors. I advised her to ignore the letter, as it was written by an individual not possessing the courage to sign his, or her, name. Whilst ignoring a person who can write an anonymous letter to a woman who lost her father in the first war and whose husband was killed in the late war, and who has been left with three young children to bring up, it is unnecessary for me to point out that New Brighton is in very great need of more apartment houses. In my opinion Dalmorton Road, and other roads leading on to the Promenade, are natural centres for boarding houses. Roads and streets similarly situated in Llandudno, Rhyl, Prestatyn, Blackpool, Morecambe, etc., are composed almost entirely of apartment houses. Whether or not isolated residents of Dalmorton Road object to holiday-makers taking up temporary residence in their locality makes no difference. Residents who want to cater for visitors are free to do so. And widows left to fight life single-handed should be given every encouragement to help the local authority to solve this problem of finding accommodation for visitors. By helping Wallasey Corporation they are helping themselves.

D. Cert.
R.B.D.

IR 979976

CERTIFIED COPY OF AN ENTRY COPI DILYS O GOFNOD

Pursuant to the Births and Deaths Registration Act 1953

DEATH — MARWOLAETH

Entry No. Cofnod Rhif 67

Registration district Dosbarth cofrestru: ALYN AND DEESIDE
Sub-district Is-ddosbarth: ALYN AND DEESIDE
Administrative area: COUNTY OF CLWYD
Rhanbarth gweinyddol: SIR CLWYD

1. Date and place of death: Ninth May 1980. 4 Dyffryn Nant, Buckley
Dyddiad a lle y bu farw

2. Name and surname: Lilian Williams
Enw a chyfenw

3. Sex: Female
Rhyw

4. Maiden surname of woman who has married: Jezzard
Cyfenw morwynol y wraig gyda wedi priodi

5. Date and place of birth: 13th June 1910. Liverpool
Dyddiad a lle y ganwyd

6. Occupation and usual address: Widow of James Willcox Williams a Drivers Manager. 4 Dyffryn Nant, Buckley, Clwyd
Gwaith a chyfeiriad arferol

7. (a) Name and surname of informant: James Wilcox Williams
Enw a chyfenw'r hysbysydd
(b) Qualification: Son
Cymhwyster

(c) Usual address: 117 Meyburn Avenue, Loanhead, Midlothian, Scotland
Cyfeiriad arferol

8. Cause of death: 1a. Myocardial fibrosis due to
1b. Generalised Arterial Arterio-Sclerosis
Ardystiwyd by Hugh Owen Jones, Crown Coroner for Clwyd (Mold District) ac fu'r farwolaeth heb ymchwiliad
Achos marwolaeth

9. I certify that the particulars given by me above are true to the best of my knowledge and belief.
Tystiaf fod y manylion a roddwyd ganwyf uchod yn gywir hyd y gorau ag y gwn'af i.
J. Wilcox Williams
Signature of informant / Llofnod yr hysbysydd

10. Date of registration: Fifteenth May 1980
Dyddiad cofrestru

11. Signature of registrar / Llofnod y cofrestrydd: J. Peters. Registrar

Certified to be a true copy of an entry in a register in my custody.
Tystiolaethwyd ei fod yn gopi cywir o gofnod mewn cofrestr a gedwir gennyf i.
J. Peters
Registrar 15th May 1980 Date
Cofrestrydd ..... Dyddiad

CAUTION:—Any person who (1) falsifies any of the particulars on this certificate or (2) uses a falsified certificate as true, knowing it to be false, is liable to prosecution.
RHYBUDD:—Y mae unrhyw berson (1) sy'n achosi rhoi manylion anghywir ar y dystysgrif hon neu (2) sy'n defnyddio tystysgrif anghywir fel un gwir, yn agored i'w erlyn.





Mum survived 12,839 days as a widow, declined an offer of marriage, raised 3 boys, saw 4 grandchildren and 3 Great Grandchildren. A long way from this photo of her in Girl Guide uniform at Butler Road School one Empire Day.





I did not notice when I was young that we never seemed to have many family members. We did have Uncle Bill, Mum's brother who visited most alternative Sundays. He told me that was to see his Mother and give her money that actually reached £5 towards the end of her life. But he never had any intention of otherwise supporting her or having her to live with them to ease the strain on Mother. And when Gran died he refused to help with her funeral bill, until I tackled him at work in a department store in Liverpool, but he eventually gave Mum was very little since he told me that she had long profited by keeping Gran's Old Age Pension. He and Auntie Dot were my childless God Parents but I never remember a kind word or even a birthday card. I do remember Uncle though once telling me that Mother had brought me up badly.
Father certainly had a brother, that is him in this wartime uniform photo and possibly a Sister but neither ever appeared. My paternal Grandmother was also unknown to me until she arrived just after Father was killed to ask for his's dress suit in order to pass it on within the family. I was not party to her conversation with Mum but I presume it was not friendly. All I had previously known about her was that when Dad was in India, she had written him a "Dear John" letter falsely alleging infidelity by Mum.
We did have family on Mother's side that descended upon us 6 or 8 strong once every summer for Sunday tea - but only after they had toured the New Brighton fairgrounds. Mum in a very occasional criticism said that she wished they would have taken young Brian with them before they arrived for the meal which they insisted must include ham-on-the-bone and during which they told tales of the enormous sums the son earned as a cable jointer in Saudi Arabia. I did some 25 years later meet a Fazackerley at Mum's funeral. He declared that I should give him my address and he would come to stay with me. I remember that my response was unsurprisingly negative - though that did upset Brian.

Why family treated Mum so badly I just cannot imagine. I have never conducted 21st Century research to track them, why part the mists of time that they all appeared to hide behind?

Jack Cox's page

Dad was rarely the subject of family conversation, it was too upsetting for Mum so I really knew very little about him as a person. In 2003 I discovered an annual Wickenby Airfield Memorial Day where, to my total amazement the Web Master told me he had recently spoken to John Cox, Dad's Lancaster pilot. I had always understood that the crew had all died but he readily promised to put me in touch and very quickly Jack (his preferred family name) invited me to visit him at his home.
When Jack opened the door he almost collapsed as if he had a heart attack, though he quickly explained that he thought I was my Father reincarnated since we looked alike and we both had red hair. I had always understood his hair was black as my brothers' are, presumably because old photos were only in black and white.
Jack detailed the crash essentially as the Squadron records relate, but also told me that two of them had landed by parachute in a farmer's field whereupon one farmer had reached for a pitchfork to finish them off but he was prevented by a second farmer who instead took them to hospital in his horse and cart. He also told me that he had twice been invited to a Luftwaffe Night-Fighter reunion in Germany where he met both Jung and Heidenreich who had shot them down. But he had refused their second invitation and in retrospect he did not appear happy that he had accepted their first invitation.

The Squadron records report on their last fateful flight:-
"Most of the losses were due to the intense activity of night fighters who had infiltrated into the bomber stream at an early stage. Flt Lt Cox and his crew became the 626 Squadron casualty when they were attacked from below by a Ju.88 as they were just short of the target and preparing for their bombing run.
The Luftwaffe's records were meticulously maintained and show that the Pilot of the Ju.88 was Oberleutnant Erich Jung and it was his twenty-third victim and the third that night. His experienced Wireless Operator was Walter Heidenreich who also manned the two rearward facing 17mm machine guns which were used in this instance.
Heidenreich had participated in 300 operational missions. After shooting down the Lancaster of Flt Lt Cox, Erich Jung went on to destroy a further five Lancasters that night making eight in total and all within 31 minutes.



Jack grew up in Lincolnshire and worked in banking before he joined the Royal Air Force. He trained as a pilot in America then served as an instructor for almost three years. He later flew 20 operations as a pilot with 626 Squadron from RAF Wickenby when his aircraft was shot down and he became a prisoner of war with severe leg injuries. He was repatriated from a German hospital by American forces and returned to spend two years in hospital in England where he received bone grafts to his leg. After the war he returned to Banking and became a Director of the Midland Bank and coincidentally I was Director of a Midland Bank subsidiary, though not at the same time.

In October 2012 I took Jack to East Kirkby airfield where they have an ex-RAF Lancaster, which though not licensed to fly, gives Taxi rides down the runway. I reserved the pilot's seat for Jack and the Radio Operator's for me.

We both thought it humorous when one of the staff sat alongside Jack to talk him through how to effect the pre-take off flight procedure. He was several minutes into his script before he realised whom he was instructing.

The noise and vibration of those four 27 litre Rolls Royce Merlin engines, each generating some 1,800 bhp was even more dramatic than I had anticipated. The absence of escape hatches too was very noticeable, the crew would have to crawl down the fuselage to exit, possibly while under fire. I understood from Jack that my father was killed by the enemy machine gun fire and did not have any opportunity to escape.

We stayed at a hotel that had been a Wing Headquarters during the war. That was an emotional experience for us both.



is over the Zuider Zee flying eastward. Other bomber formations are west of Paderborn and east of Dortmund."

NUREMBERG & WURZBURG

R.A.F. Bomber Command, last night, made heavy attacks on the arms city of Nuremberg and the industrial town of Wurzburg, 55 miles to the north-west.

Nuremberg target for many R.A.F. and American raids, has already been badly damaged, but its tank plants have still been producing considerable quantities of armour, and its rail lines run to all the Germans' fighting fronts.

Wurzburg had never had a major R.A.F. raid until last night, as its war industries had not been of first importance until bombing put out of action so many of Germany's largest plants.

Bomber Command Mosquitos gave Berlin its 25th successive night raid.

MANY FIGHTERS UP

Night fighters were very active, but the R.A.F attacks were pressed home.

The target area in Nuremberg was rapidly covered by smoke and the glow of fires could be seen for a great distance. Large fires were also left burning in Wurzburg.

"Near Nuremburg, fighters cropped up everywhere," said Sergeant M Smythe of Sunderland, a rear-gunner in a Lancaster. "I saw both fighters and bombers go down in flames, and fighter flares were spread out for miles on our track.

"We were one of the lucky ones, and bombed undisturbed. There were not so many fighters on the way back."

The Air Ministry communiqué says nine enemy planes were destroyed. Thirty of our bombers are missing.

At least nine enemy fighters were destroyed.

On the 31st October 20212 I took Jack to East Kirkby Airfield for a taxi run in Just Jayne a WW2 Lancaster that is licensed to taxi but not to fly. I had reserved the Pilot's and the Radio Operator's seats though a staff member forgot who he was talking to when he set out to explain to Jack how the controls work.



Jack in the Command seat again.



Jack undergoes "instruction".



Lancaster NX611 "Just Jayne"



Jack shows just how big a Lancaster is.



One could do little more than crawl down inside the fuselage. Imagine it when the plane was on fire!



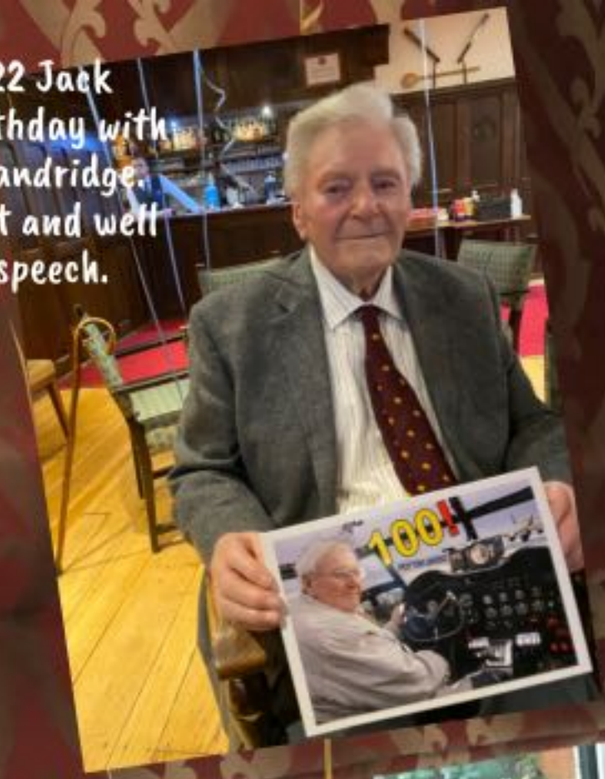
This is the rear gunner's cold and lonely site.





That is me in the Radio Operator's seat.

On the 15th November 2022 Jack celebrated his Centenary Birthday with a Party at his Golf Club in Tandridge. Many would hope to be as fit and well as he was, he even gave a speech.



Ron Williams







Family and friends turned out in force for his centenary.



On the 15th November Jack celebrated a happy and well earned 100th birthday , then just one month later on the 15th December he died.

The Air Ministry had arranged a Battle of Britain Lancaster Bomber Memorial flypast but appalling weather prevented that – and again a week later.

1317671 FLIGHT SERGEANT
D.R. EGAN
AIR GUNNER
ROYAL AIR FORCE
16TH MARCH 1945 AGE 21

ON HIS SOUL.
SWEET JESUS, HAVE MERCY.
R.I.P.

1880971 SERGEANT
R. OWEN
FLIGHT ENGINEER
ROYAL AIR FORCE
16TH MARCH 1945

1141627 FLIGHT SERGEANT
J.W. WILLIAMS
WIRELESS OPERATOR/AIR GUNNER
ROYAL AIR FORCE
16TH MARCH 1945 AGE 36

HE SHALL KEEP FAITH.
HE DIED THAT WE MIGHT LIVE

This book was designed and created by Ron Williams in memory of all those affected by war, the Father whom I cannot remember and my Mother to whom I owe more than I can ever express. And to all those who took their part in freeing France and Europe from Nazi German Occupation, those currently suffering under Putin the cardboard Czar, and the victims of very many others throughout the world who have visited us with death and destruction throughout the ages.





LEST WE FORGET

RAF Bomber Command Memorial in Green Park London