

FLIGHT LIEUTENANT DEREK COLIN FOWLER DFM (G35-40)

He was born on 9 July 1923 and was just 17 when he joined the RAF immediately after leaving the College. He lied about his age in order to join and therefore he was one of the youngest pilots to serve in WW2.



During the war he served with Bomber Command's 38th, 69th, 77th and 635th squadrons. He flew Wellingtons, Halifax 1 & 2 and eventually flew Lancasters on the Pathfinder Force (see badge).

On 1 January 1943 he was awarded the Distinguished Flying Medal. His citation in the London Gazette (see below) reads "One night in October 1942, this airman captained an aircraft which attacked a convoy consisting of a merchant ship, a tanker and 2 escorting destroyers. In spite of a thick smoke screen, which completely enshrouded the convoy, Sgt Fowler remained over the target area until, for a few moments, the smoke cleared and the tanker became visible. He immediately



flew in to close range and attacked with telling effect. A violent explosion occurred and it was subsequently learned that the tanker was on fire. This airman has completed many sorties and has always displayed outstanding zeal and determination." (the picture on the left was taken in 1943 and you can notice the ribbon under his wings to attach the "gong", which is pictured right).



After the war he realised he knew little else and therefore decided to make a career of flying. At first he joined BOAC, then went on to West African Airways Corporation before joining Transair in Croydon, flying newspapers and lobsters to Brussels and Paris. When Transair furnished a DC3 Dakota for executive luxury travel, he was seconded to fly both Aristotle Onassis and Stavros Niarchos, until the two shipping magnets had a disagreement and Niarchos bought the Onassis share of the arrangement. He and his crew of four became directly employed by Niarchos, where he loyally

remained for the following 32 years.

Aircraft were being changed and upgraded all along. From the DC3, there followed the Grumman Gulfstream 1, then a Gulfstream 11, then the Dassault Mystere 20, followed by a Learjet (that after an explosive decompression episode in which Niarchos passed out, was immediately sold!). Then followed another Mystere 20 and then the Boeing 737 and later on the Boeing 737-200 series. Many seats were removed and these aircraft were all adapted for passenger comfort and luxury. The larger ones had full galleys and incorporated full king size beds.

He died on 17 October 2008 and the following is an obituary written at the time by his friend **David Brook (S36-40)** :-

Derek Fowler died in hospital near his home in Switzerland on 17th October 2008. On leaving the College in 1940 at the age of 17, Derek added a year to his age in order to join the RAF. He was awarded the DFM for sinking an enemy tanker in the Mediterranean in 1942. He was flying a Wellington bomber, which had a crude sighting device in order to launch a torpedo at a very low altitude. In spite of escorting destroyers putting up a thick smoke screen, Derek remained over the target area until the smoke momentarily cleared. He hit the tanker with a violent explosion and set it on fire. Later in the war Derek piloted Lancasters as a Pathfinder over Germany.

In 1962 he met and later married Yela "Peter". On retirement he lived in Silvaplana, Switzerland. Derek and "Peter" owned a Citation 1 twin-jet aircraft and in 1994 they flew Wendy and me from Stanstead to Samedan, Switzerland. This entailed losing several thousand feet down a gorge, which to me was uncomfortably narrow, but was the only way to enter a particular valley. The airfield had no landing aids, due to the many minerals in the nearby mountains, which would have resulted in false indications on the instruments. But with Derek at the controls and his over 10,000 flying hours this was no problem.

Derek is survived by his wife "Peter", two sons who are both professional pilots and a daughter from his first marriage.

An obituary, very similar to the one written above by David Brook, appeared in The Times on 26 November 2008 – see <http://www.timesonline.co.uk/tol/comment/obituaries/article5232614.ece>

Subsequently we are very grateful to his widow, Yela "Peter" Fowler for some additional/revised information and photos and for telling us that his medals and other items will be donated to the College at some point in the future. She goes on to say :-

"Derek was simultaneously the private pilot for both Onassis and Niarchos until they had a disagreement, and Niarchos bought-out the DC 3 for his personal use flying between St. Moritz, Nice, Paris, Athens, London and so on. Derek was stationed in St. Moritz, in winters, and in Nice and later on in Athens during the summers...for the rest it was a bit of a gypsy life. I often flew with him as stewardess and enjoyed meeting the fancy people we carried. Derek flew for Niarchos for 32 years and when he retired at 60 years of age, in 1983, I started flying as well. We bought a Cessna 182 Skylane, and then exchanged that for a twin-engine Piper Navajo, then exchanged that for a small jet, the Citation 1 S/P and also bought a Hughes 500E helicopter. We flew wherever our fancy took us... to the USA, Oman, Mexico, you name it! As you can see we had a very happy and privileged life! Derek died of Prostate Cancer on October 17, 2008 at 85 years of age.

I don't know whether it is of interest or not, but Derek was stationed at Shallufa, Malta and ultimately at Downham Market. The rest I do not know, however I do have photocopies sent to me by the MoD, and the Archives at Kew, that describe all of that, plus movements and bombing activities over the Mediterranean and Germany. What is seldom known is that bombing flights over Germany carried yellow cages with two homing-pigeons in case of lost communications due to crash landing etc. What amazing advances have been made in Aviation since that time!"

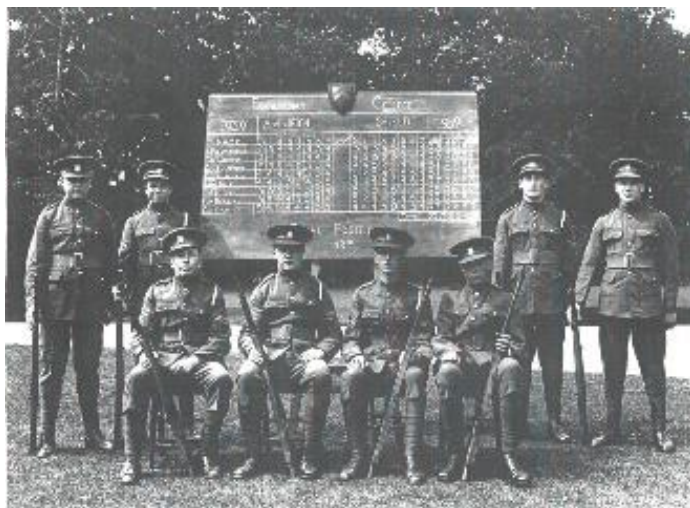
The following are the other medals awarded to him during WW2.



The following is the information displayed in the Fowler Pavilion at the College :-

An East Anglian childhood in peacetime England between the Wars

Derek was born in Southwold and spent his formative years there, often returning in later life.



When he was 12 he came to Framlingham College. He joined Garrett House in 1935, just as the first rumblings were coming from Hitler's Germany.

He was a keen runner and swimmer, and a good shot – shooting at Bisley in 1938, and captaining the team in 1939. Pictured is the Ashburton Team of 1939. L-R: Derek Fowler, Desmond Trust, Anthony Chapman, Ken Wiseman, Paul Griffin, John Burdekin, Peter Ripper, John Kestin

This is a picture of Garrett Running Team 1940. L-R: Back Row: Peter Durrant, Derek Fowler, Michael Cant, John Davey; Front Row: Willy Watson, Alain Sandison, Paul Griffin



1st September 1939: War is Declared

"Blackout" is imposed by the end of the Autumn term.

The School day is radically altered to ensure afternoon lessons end before dusk.

Parents worry about a possible German invasion through East Anglia, and about German bombers dropping surplus bombs on their way home from bombing London. Many take their children elsewhere.

By June 1940, there are just over 140 pupils left.

Small year-groups lead to strong and lasting friendships.

Evacuation to Repton School

June 1940 also saw the failure of the British Expeditionary Force in Europe (leading to their rescue from Dunkirk), and the fall of France. The College's Governors decided to evacuate the school to Repton College, in Derbyshire.

Boarders, including Derek, assembled there on 6th August 1940, and stayed for nine weeks. The full story of Framlingham College at War, including the Repton Evacuation, is told in the booklet: "Their Swords are in Your Keeping".

Their swords are in your keeping
The Wartime Generation of Framlinghamians



Published by the
Society of Old Framlinghamians
marking the 60th anniversary of
the end of the Second World War

Six months short of his 18th Birthday, Derek decides to leave

Returning to the College for the Autumn term, Derek finds some of his older friends have left to join the services. He's 17, and wants to join the RAF. He decides to leave before his 18th birthday and volunteer – that way he can be sure of his immediate destiny. In the Spring term of 1941, he tells his Housemaster he's going to leave and his plans to join the RAF. Rupert Kneese, Housemaster of Rendlesham and College Chaplain, gives Derek a crucifix, which he kept in his breast pocket on every wartime flying mission.



Derek goes straight to the RAF Recruitment office to volunteer for pilot training

It's April 1941. He's three months short of his 18th birthday, but fibs a bit to get in.

"Right, young Fowler, you've got nine months to learn how to fly" A pressing need for pilots meant an extremely tight training schedule. Starting on 1st April 1941, he'd have got his Wings by the end of September. Four to six weeks of Operations training, and then he'd have been assigned to a squadron by the end of the year.

Suddenly, he's a Sergeant Pilot, flying a Wellington bomber, and still just 18 years old. It's January 1942. He's assigned to 38 Squadron, flying Wellingtons out of Shalufa, just north of Suez, on night operations over the eastern Mediterranean. They were soon being trained on low-altitude torpedo attacks on enemy shipping.

Derek relishes the challenge, flying countless missions with his five- or six-man crew – no small responsibility for such a young pilot, but clearly one he was driven by.

Soon after his 19th birthday, his skill and courage were recognised with the award of a Distinguished Flying Medal, following a daring torpedo attack on a fuel tanker protected by enemy destroyers. It's thought that Derek was the youngest person ever to win this award.

His citation, from The London Gazette reads: *"One night in October 1942, this airman captained an aircraft which attacked a convoy consisting of a merchant ship, a tanker and 2 escorting destroyers. In spite of a thick smoke screen, which completely enshrouded the convoy, Sgt Fowler remained over the target area until, for a few moments, the smoke cleared and the tanker became visible. He immediately flew in to close range and attacked with telling effect. A violent explosion occurred and it was subsequently learned that the tanker was on fire. This airman has completed many sorties and has always displayed outstanding zeal and determination."*

By now, his Commanding Officer thinks Derek needs a break, but Derek insists on carrying on for a few more months until he's forced to go on leave in early 1943.

He visits the College twice that year – first in the Spring term, just after he's collected his DFM, and then again in the Summer term when he tells his Housemaster that he's being sent to Ireland to help train a new intake of pilots.

After Ireland, he flies with two further bomber squadrons (69 and 77) on operations over Europe, before volunteering for Bomber Command's famous Pathfinder Force. He joined 635 Pathfinder Squadron, flying Lancaster bombers, in August 1944 and remained with the squadron until the end of the war in Europe. [Crew photo, Squadron photo and Squadron emblem (photo?)]

The Pathfinder Force played a vital role in defeating Hitler, and only the very best pilots and navigators were selected to serve. Their role was, essentially, to fly ahead of a main bomber force, and mark the target area with flares, flying as low as necessary though enemy fire, in order to mark sites with great accuracy. The survival rate was not high, and Derek would have lost many friends and colleagues.

Five Information Panels: Strategically placed on the main storyboard.

Vickers Wellington Bomber



The RAF's main bomber from the start of the war until late-1943. Initially used as a daylight bomber, but it was very vulnerable and many were shot down. Its principal role then changed to a night bomber, with much greater success.
Range: 1,500 miles
Payload: 2,000kg
Crew: 5 or 6

Avro Lancaster Bomber



The design arose from the RAF's experience through 1939 and 1940. With four engines, it had a much greater range and payload than the Wellington, and its improved gunnery locations gave it much better protection against fighter attack.

Range: 2,500 miles
Payload: 6,000kg of standard ordnance, or a single 10,000kg "Tallboy" bomb late in the war.
Crew: 7 (Pilot, Flight engineer, navigator, wireless operator, bomb-aimer/forward gunner, mid-upper gunner, rear gunner).

Dalton MkIII Navigational Computer



Don't be misled by the word "computer". There was nothing electronic about this device, but it was a vital tool for pilots and navigators to successfully make course corrections in the midst of operations.

The front screen is an airspeed and wind-correction calculator, on which the continuous band would be wound to the appropriate setting using the knurled Bakelite knob, then the outer heading-ring would be rotated to show the angle of the wind to the direction of flight. The reverse of the device provided further calculations for correcting height and airspeed for the effects, on instruments, of air temperature and altitude. In his Pathfinder squadron, Derek had a very competent navigator, but he always kept his Dalton close at hand, just in case.

The Pathfinders: Bomber Command's Elite Squadrons

RAF bomber command developed, over the course of the war, into a weapon of immense destructive power. However, by 1942, their losses were mounting, and analysis showed that only about 25% of aircraft were reaching their precise target, even in good weather, and the loss of aircraft and crew was appalling. Over 55,000 men died on operational duty.

The introduction of the Pathfinder Force, in August 1942, coincided with the introduction of the Lancaster bomber and some improved navigational technology. Their role was to fly ahead of the main bombing force, in all weathers and conditions, penetrating haze and smoke over target areas to mark individual targets with brilliant flares capable of shining through a blanket of smoke. Their effectiveness can be judged from the fact that the average main-force aircraft reaching their target area rose to exceed 40%. This was at the cost of many lives in the Pathfinder force – 8,000 of the 55,000 losses in Bomber Command were from Pathfinder squadrons alone.

The Distinguished Flying Medal: Awarded to RAF personnel for exceptional valour, courage or devotion to duty.



At the time Derek Fowler's action, there were two awards with essentially identical award criteria: the Distinguished Flying Medal, for personnel below commissioned rank, and the Distinguished Flying Cross, reserved for Officers. In 1993 this distinction ceased, and all RAF personnel are eligible for the DFC.

Derek Fowler was just 19, and a Flight Sergeant, at the time of the action for which he was awarded his DFM. He is thought to have been the youngest person ever to have won the medal.

Just a year later, he had been promoted to Flying Officer and then Flight Lieutenant.

De-mobbed in early 1946, a young man needed a career

But first things first, Derek marries his girlfriend, Brenda Hoare, and they start a family – sons Mike and David are born in quick succession. Eleven years later, they're joined by a sister, Susie.

But what about a career? After years of flying when every flight could be your last, and often was for those around you, Derek would have liked to find something that kept him on the ground. But it soon became clear that his unfinished education wasn't a great help to him, and that flying was all he really knew.

He flew for a couple of budding airlines before joining a young air-charter firm, Transair, based at Croydon Airport. Transair flew freight as well as people, and Derek often found himself delivering the morning papers and a couple of lobsters to Brussels and Paris.

Regular charters came from two wealthy Greek shipping magnates: Aristotle Onassis and Stavros Niarchos – for whom Transair had fitted-out one of their ex-RAF DC3s with slightly more comfortable seats than the standard canvas buckets. Derek volunteered to be their regular pilot.

A risky decision, but a good one

Onassis and Niarchos soon fell out – they were fierce competitors with each other, as well as the rest of the world's ship owners, and Onassis had tried, but failed, to corner the world market for oil shipments, which would have left Niarchos out in the cold. Niarchos bought the DC3 from Transair, and Derek decided to go with it as Niarchos's private pilot.

As the Niarchos empire grew, so did the demands on Derek. He and the plane were stationed in St Moritz in the winters, and in Nice or Athens each summer. Flights were frequent, and often at short notice. No excuses were acceptable to Niarchos, who was never one to care about his employees.



Niarchos wanted the best planes, and his growing empire demanded longer and longer ranges. Over Derek's thirty-plus years, they upgraded seven times, ending with a couple of Boeing 737s, planes more usually carrying 130 airline passengers, but Niarchos's were fitted out as apartments, with a full galley, dining room, drawing room and a couple of bedrooms.

The plane with the shortest tenure was a Learjet, bought on a whim by Niarchos, but sold immediately after a sudden decompression at altitude. Niarchos lost consciousness but fortunately, Derek and his co-pilot had oxygen at hand, stayed in control, and brought the aircraft down safely.

While Derek was flying round the world, Brenda was left to bring up the children as best she could, given their constant redeployments. Mike and David were briefly at Brandeston, but soon left to continue their education elsewhere. Eventually, it was all too much for her, and the marriage came to an end.

A couple of years later, Lockheed was trying to get into the VIP aircraft market, and arranged a demonstration of their JetStar aircraft to Niarchos. Lockheed's top man in Europe was Fred Meuser, and he happened to be based in St Moritz. He arranged to meet Derek at the local airfield and his daughter Yela (always known as Peter) went along for the ride.

Peter was fourteen years younger than Derek, had been educated and mostly brought up in the USA, and clearly had a thirst for adventure. She and Derek took to each other immediately, but the Lockheed JetStar failed to impress him.

Derek and Peter Fowler – building a life together

Derek was as busy as ever, and it wasn't until 1966 that he and Peter found the time to get married. Fred Meuser's wedding present, to his only daughter, was a very substantial house overlooking Lake Silvaplana and Lake Champfer, about three miles from St Moritz.

If the Niarchos plane wasn't too full, there were sometimes opportunities for an extra passenger. Peter said, "I often flew with him as stewardess, and enjoyed meeting the fancy people we carried", something which was very important, as it allowed her to be a part of his working life.

Derek retired in 1985, and just a year later, Peter's father died after a short illness. Fred was extremely wealthy, and had always been generous to his daughter. On his death, she inherited a substantial fortune, and this had a major impact on their lives.

A Jet-Set Lifestyle



Peter wanted to learn to fly. They bought a Cessna Skylane, on which she trained, then a Piper Panther Navajo, and finally a Cessna Citation (a twin-jet aircraft capable of island-hopping across the Atlantic). Peter was soon an accomplished pilot, and took on at least an equal share of the flying. They also bought a Hughes 500E helicopter, which Peter loved to fly.
[Photo credit: David Brook]

They bought a house in Vero Beach, Florida to add to their homes in Switzerland, Greece and Monte Carlo, and flew regularly between them. In Florida, they had a wide circle of friends, particularly at their exclusive Vero Beach country-club, and were regular visitors at the Vero Beach Museum of Art.



Derek had always tried to keep in touch with a group of his schoolfriends – in particular, Paul Griffin, Mike Dobson and David Brook. In 1993, David Brook suggested a get-together at the Duxford airshow, and Derek and Yela flew over for it.

[L to R: David Brook, Derek Fowler, Peter Fowler
(photo credit: David Brook)]

The annual reunion lunches

Duxford set in train a series of great annual lunches, hosted by Derek and Peter, for friends, wives and partners, for which they would fly over from Switzerland each summer, usually staying at Hintlesham Hall for a few days. They were memorable occasions for everyone. Amongst them were David Brook (S 36-40); Paul Griffin (G 35-40); James Gray (S 34-40); Michael Cant (G 38-40); Roger Last (S 35-42); Mike Dobson (R 34-42); Bill Loveless (R 33-38) and Alain Sandison (G 33-41). Griffin, Cant and Sandison were all members of that winning Garrett House running team of 1940.

Paul Griffin's diary records those events every year from 1993 to 2005 – mostly at Hintlesham but, from 2002 onwards, at Southwold – Derek's childhood home. The last lunch was at the Crown Hotel, Southwold, in May 2005. Mike Fowler drove Derek and Peter over from Hintlesham, and they'd just arrived when, suddenly, Derek was struck down, apparently with food poisoning. Derek insisted the lunch went on without him, but told the hotel to send him the bill, as usual.

By the following year, Derek had developed prostate cancer, which he knew would eventually kill him. He no longer wanted to be anywhere but at home in Switzerland, and Peter began disposing of their houses in Greece, Monte Carlo and Florida. His illness was a long one and must have left him in great pain, and Peter nursed him till the end, which came in October 2008.

Honouring Derek's memory

Peter was shattered by her loss, and never entirely recovered from it. Her driving force, now, was to create a lasting memorial, firstly to Derek's wartime service, and then to their lives together in retirement.

She approached a number of organisations: The Imperial War Museum at Duxford; the RNLi Lifeboat station at Southwold; and Southwold Museum, to name but three. All these seemed promising avenues to start with, but never met her exacting requirements to associate Derek's name with a particular development, and to safeguard his medals and wartime memorabilia.

By now it was 2012, and Felicity Griffin – Paul Griffin's widow – put Peter in touch with the Society of Old Framlinghamians to see if they could help. There was no discussion about money or a permanent memorial – Peter had almost given up hope on that score, and was already exploring other memorial options in Florida – she just wanted to be sure that the medals and memorabilia would be preserved and displayed.

The Society was only too happy to help and, by the middle of 2013, Peter was content that she could now relax. She told her principal correspondents, Peter Howard-Dobson, Chris Essex and Norman Porter, that they wouldn't hear anything further until after her own death, when a box of memorabilia would be delivered by her solicitor.

A Florida Memorial to Derek and Peter Fowler

In parallel with her efforts to honour Derek, Peter had been thinking about their lives together, and particularly their time in Florida – a special place for Peter, who'd spent memorable parts of her childhood there.

Friends there knew that the Vero Beach Museum of Art was of special interest to Peter and Derek, and put Peter in touch with Cindy Gedeon, the museum's chief executive. It was 2012, and Peter wouldn't leave the family home in Switzerland, so most of their correspondence was by email until, in 2013, Cindy and her husband holidayed in Switzerland and met Peter for tea in St Moritz. From there, things moved swiftly, and Peter made up her mind to bequeath the majority of her estate to fund "The Yela "Peter" and Derek Fowler Endowment for Acquisitions and Exhibitions". The legacy will ultimately be the largest in the museum's thirty-year history.

In August 2014, Peter was due to have lunch with an old friend, but didn't arrive at the restaurant. On visiting the house, she found that Peter had had a terrible fall, and suffered a fatal head injury.

This is Doctor Johannes Burger – I have instructions to pay you \$1million!

The first the Society knew of Peter's death was when, in January 2015, the trustees received this astounding message from Peter's Liechtenstein solicitor. His letter went on to say that he had a box of memorabilia that he would deliver in due course.

There were no particular stipulations on the use of the money, simply that it was "in commemoration of Derek Fowler". However, from a knowledge of the history, the trustees were in no doubt that Peter would have wanted it to be used to create a permanent memorial to her husband, and they were delighted that the College was of like mind.

Following a period of due diligence to properly establish the source and nature of the funds, the Society made a gift of £500,000 to the College. This became the financial springboard for the creation of The Fowler Pavilion and will, in due course, lead to a further named development at Brandeston Hall, Framlingham College's pre-school. Perhaps more importantly, Brandeston was given to the College by the SOF and is a living memorial to Framlinghamians and members of staff who lost their lives in both world wars.

Three Information Panels: Strategically placed on the main storyboard.

Greek Shipping Millionaires

Like the rest of Europe, Greece had suffered terrible privations through the war years. But the Greeks have, like the British, always been a maritime nation - and with a particular focus on trade. The end of the war saw an over-capacity in military supply ships, particularly tankers, and various Greek shipping families – most notably Niarchos, Onassis and Livanos – were quick to approach the US navy to take so-called Liberty Ships off their hands. With these, they won long-term contracts to supply oil around the world, and then used the prospect of those contracts to commission the building of yet more tankers. They got their fingers burned a few times, but had the momentum to recover and pile wealth and influence on top of wealth and influence. By 1966, for example, Niarchos had a fleet of around 80 ships, and his personal assets included many great works of art, including paintings by Corot, Renoir, Degas, Gauguin, Cezanne, Utrillo and Picasso. From the perspective of the early 21st Century, and a struggling Greek economy, it's hard to realise just how rich and powerful the likes of Onassis and Niarchos became – but their modern equivalent might be Bill Gates (Microsoft) or Mark Zuckerberg (Facebook), though with a rather less philanthropic attitude to the use of their wealth!

Yela "Peter" Fowler (née Meuser)



Yela Mila Angelina Meuser was born in Switzerland in 1937, the daughter of a Dutch father and a Yugoslavian mother. Her father, Fred Meuser, had wanted a boy, and in spite of her being Christened Yela, he always called her Peter.

[Peter at the controls of the Fowler's Hughes 500E helicopter. #758 was Peter's membership number in The WhirlyGirls, an international club for women helicopter pilots. Photo courtesy of The Texas Woman's University Archive.]

Soon after Peter was born, Fred and Mila moved to Amsterdam, where Fred worked for KLM, the Netherlands national airline.

Peter was only three at the start of the war, when Fred joined the Netherlands air force and was immediately seconded to the RAF. Mila took Peter to Curacao (a Dutch island in the Caribbean), where they stayed for most of the war, making occasional visits to stay with friends in Florida, where Fred managed to visit them a couple of times.

They liked the USA and, after rejoining KLM at the end of the war, Fred was soon appointed to a senior role in their New York office, and the family settled down near Greenwich, Connecticut.

Fred travelled constantly and, when Mila fell ill with tuberculosis and had to spend over a year in a sanatorium, Peter was farmed-out to various friends around the country. She experienced a number of primary schools as far apart as Florida and Tennessee, where she always found it easier to introduce herself as Peter, because no one seemed able to grapple with her given names. After Mila's recovery, Peter began her secondary education at an exclusive Greenwich Girl's school.

Meanwhile, Fred had been headhunted by Lockheed, whose principal business was in military aircraft. He was soon appointed Director for Europe, Africa and the Near East, with his headquarters in Switzerland. From there, he recruited a wide range of influential business and political advocates, and was astonishingly successful in selling fighter aircraft into most of Europe's air forces – in the course of which he amassed his own substantial fortune.

In 1955, after Peter graduated from High School, the house in Connecticut was sold, and the family moved back to Europe. First to Geneva, and then in 1962 to St Moritz and the large house that Fred had built for them.

The Vero Beach Museum of Art

On their frequent visits to their home in Vero Beach, Florida, Derek and Peter often visited the Vero Beach Museum of Art, which was and remains a young and ambitious institution. Far from being simply an art gallery, and in addition to its goal to grow a collection of the highest quality, it seeks also to be an expression of the wider community's interests, tastes and appetite for broad-based culture.

The Museum presents an amazing range of exhibitions and educational programmes including film studies, lectures, concerts and youth events. This clearly had a very strong appeal to both Fowlers, and Peter's discussions with Cindy Gedeon, the museum's then Chief Executive, identified a way to permanently memorialise that interest and affection while, at the same time, providing the museum with significant additional resources.

The "Yela "Peter" and Derek Fowler Endowment for Acquisitions and Exhibitions" will, when fully funded out of Peter's estate, be the largest endowment in the museum's thirty-year history.



Below are some picture of the installation of the above panels in the Fowler Pavilion at the College



THE DEREK FOWLER STORY



Flight Lieutenant Derek Fowler DFM (G35-40)
 The life and times of the benefactors of this pavilion

THE DEREK FOWLER STORY

The life and times of the benefactors of this pavilion



Franklin College
 Franklin College was one of the first schools to be built in the area...



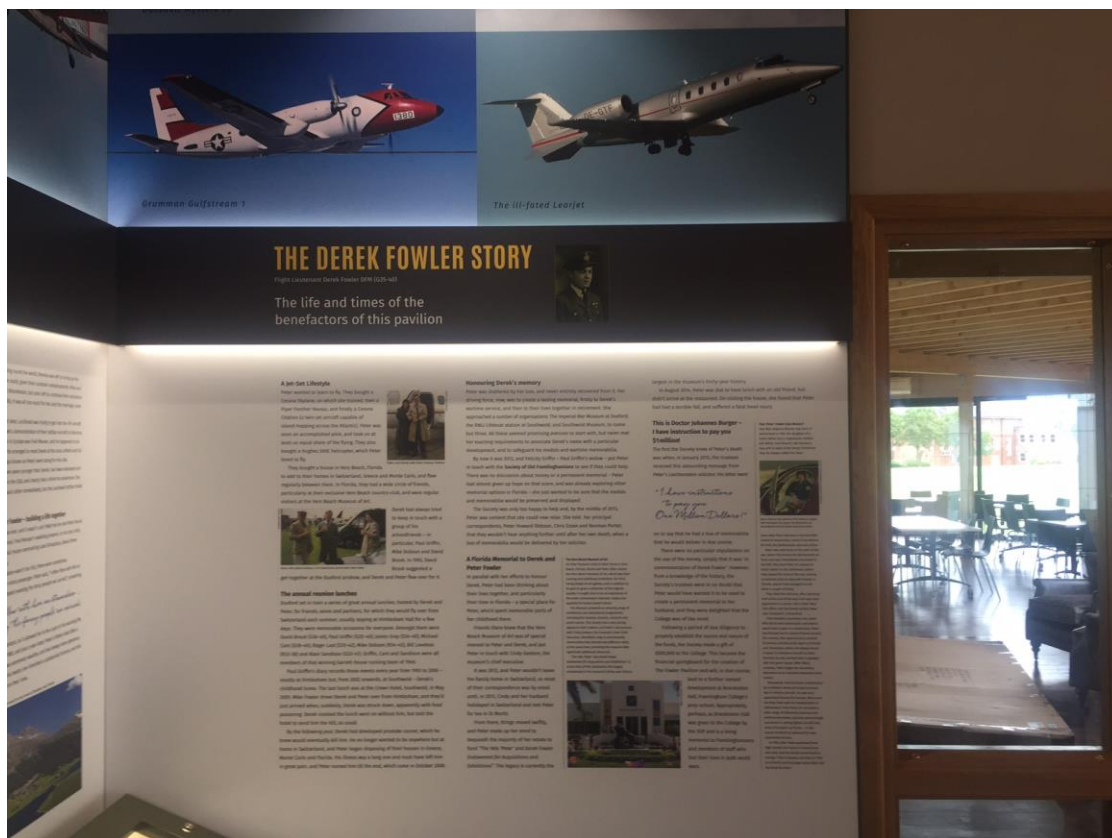
RAF Recruitment Office
 Derek joined the RAF Recruitment Office in 1942...

Outbreak of War - 1st September
 Derek is recalled to the army of the RAF...

Education to Repton School
 Derek attended Repton School from 1938 to 1941...

Derek decides to leave school via
 According to the College for the Air Force...

*Right young Fowler
 really to have been*



g on 1st April 1941, he'd have got his Wings by the end of September, to six weeks of Operations training, and then he'd have been assigned to a Squadron by the end of the year. Suddenly, he's a Sergeant Pilot, flying a Wellington bomber, and still at 18 years old. It's January 1942. He's assigned to 38 Squadron, flying Wellingtons out

that his unfinished education wasn't a great help to him, and that flying was all he really knew. He flew for a couple of budding airlines before joining a young air-charter firm, Transair, based at Croydon airport. Transair flew freight as well as people, and Derek often found himself delivering the morning papers and a couple of lobsters to Brussels and Paris.

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SIXTH SUPPLEMENT
TO
The London Gazette

Of TUESDAY, the 29th of DECEMBER, 1942

Published by Authority

Registered as a newspaper

FRIDAY, 1 JANUARY, 1943

Air Ministry, 1st January, 1943.

ROYAL AIR FORCE.

The KING has been graciously pleased to approve the following awards in recognition of gallantry displayed in flying operations against the enemy:—

Distinguished Flying Cross.

Flying Officer Edward Anzac DUPLEX (Aus. 400142), Royal Australian Air Force, No. 160 Squadron.

This officer has completed many sorties, several of them in daylight. On one occasion his aircraft was severely damaged when subjected to a series of attacks by an enemy fighter. Two engines were hit, the hydraulics damaged and the turrets rendered unserviceable. Other damage was sustained, making the aircraft extremely difficult to control. In spite of this, Flying Officer Duplex flew it to base and landed it safely. On another occasion, engine trouble developed on the outward flight of his mission, compelling him to return to base. On the return flight, however, he successfully attacked an alternative target. Throughout his operational career, Flying Officer Duplex has displayed outstanding determination and devotion to duty.

Flying Officer Henry TILSON, (Can/J.7343), Royal Canadian Air Force, No. 15 Squadron.

As captain of aircraft, Flying Officer Tilson has taken part in many sorties. Whatever the odds he has always endeavoured to press home his attacks with determination. In November, 1942, he participated in an attack on Genoa, securing a photograph of the target. Some days later, he took part in a successful raid on Turin. Flying Officer Tilson has set a courageous example.

Distinguished Flying Medal.

N.Z. 402206 Flight Sergeant Alwyn Metcalf LATELY, Royal New Zealand Air Force, No. 38 Squadron.

This airman has completed numerous sorties as pilot. Throughout, his high skill and unflinching devotion to duty have been worthy of high praise. In September, 1942, at night, he attacked an enemy merchant ship, escorted by a destroyer. Despite intense opposing fire, Flight Sergeant Lately flew in at an extremely low level. Hits were obtained on the merchant vessel causing two large explosions. Although his aircraft was hit by a shell, which burst in the cabin, wounding the navigator and wireless operator, Flight Sergeant Lately manoeuvred it to safety. On the return journey, after handing over the controls to the second pilot, he dressed the wounds of his comrades. When base was reached he accomplished a difficult landing in safety.

133209 Sergeant Derek Colin FOWLER, No. 38 Squadron.

One night in October, 1942, this airman captained an aircraft which attacked a convoy consist-

ing of a merchant ship, a tanker and 2 escorting destroyers. In spite of a thick smoke screen, which completely enshrouded the convoy, Sergeant Fowler remained over the target area until, for a few moments, the smoke cleared and the tanker became visible. He immediately flew in to close range and attacked with telling effect. A violent explosion occurred and it was subsequently learned that the tanker was on fire. This airman has completed many sorties and has always displayed outstanding zeal and determination.

956988 Sergeant Albert SHAYSHUTT, No. 10 Squadron.

In November, 1942, this airman was the flight engineer of an aircraft which attacked Stuttgart. On the return journey, the aircraft was hit by anti-aircraft fire and sustained much damage. Sergeant Shayshutt was wounded in the left thigh, groin and in the right leg. Although bleeding profusely and in great pain he refused to leave his post and continued his duties until the English coast was crossed. Here, his captain informed the crew that he intended to attempt to land the damaged aircraft alone and ordered them to prepare to leave by parachute. Sergeant Shayshutt insisted on staying with his captain and, despite his sufferings, rendered valuable assistance. When the aircraft was eventually landed safely, Sergeant Shayshutt was delirious and too weak to move through loss of blood. By his courage, fortitude and devotion to duty this airman set an example worthy of the highest praise.

1377121 Sergeant Francis James Lyle WYATT, No. 462 (R.A.A.F.) Squadron.

This airman has completed numerous sorties. Whilst operating from this country he took part in the attack on the Renault Works, near Paris, and in the raids on Cologne and the Ruhr when a thousand of our bombers attacked these targets. In the Middle East he has continued his good work. One night in October, 1942, he captained an aircraft which attacked Tebruk. Immediately after releasing his bombs a heavy shell burst under one of the wings. It was then observed that one of the bombs was hung up. In the circumstances, Sergeant Wyatt decided not to re-open the bomb doors, thus lessening the risk of losing height and speed. Although 1 engine began over-heating he continued his course and eventually made a safe landing at an advanced landing field. Sergeant Wyatt has invariably set a courageous and inspiring example.

1315669 Sergeant Douglas Patrick OLIVER, No. 103 Squadron.

One night in December, 1942, this airman was the rear gunner of an aircraft detailed to attack Frankfurt. When nearing the target area, the aircraft was intercepted by 2 enemy fighters. One of them attacked from the rear but Sergeant

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