

460 Squadron Veterans & Friends Group

The G for George Squadron



October - December 2018

Eighth Anniversary 'Dinner with George' of the Reformation of 460 SQN RAAF:

A record 76 World War Two related 460 Squadron families accepted WGCDR Cal Harrison's invitation to join him, his special guests and the personnel, partners and friends of his squadron at the 8th anniversary 'Dinner with George' to celebrate the Reformation of 460 SQN RAAF on 6 July 2018. It has often been said that ANZAC Hall in the Australian War Memorial under 460 Sqn's legendary Lancaster AR-G for George has got to be the best venue in the world to have a 460 Sqn function.

We were pleased to be joined by Veterans Doug Arrowsmith DFC OAM Ld'H and Betty Seery, Widow of 460 Sqn Navigator Frank Seery and a Veteran WAAF in her own right and were so sad that Veterans Bob Porteous and Ern Milde couldn't make it to Canberra and especially for Laurie Woods AO DFC Ld'H who was hospitalised a week before the dinner and for Maurie O'Keefe who had to pull out of flying from Melbourne that morning due to severe flu. Amazingly, Doug was in hospital on the Monday and after a couple of quiet days at home decided to still fly over from Perth with his daughters Judith and Lesley.

Doug and Betty assisted WGCDR Harrison in presenting the 460 Sqn V&F Group Award to the person who most significantly contributes to the squadron's mission and reputation for values and professionalism to Leading Aircraftwoman Laura Pearson.

For the first time at these anniversary dinners, we were honoured to have family members of the two WWII senior officers acknowledged as being mainly responsible for putting in place the framework that

made 460 Sqn the force it was in Bomber Command. Air Commodore Sir Hughie Idwal Edwards, VC, KCMG, CB, DSO, OBE, DFC who became Governor of

Western Australia was represented by his nephew Dr David Edwards, who is also a retired RAAF Wing Commander and his wife Elva, and W/C C E 'Chad' Martin DSO DFC who was represented by his son Paul and his wife Treen and their children Dimity, Miles and Richard. At our request, the AWM kindly relocated the bust of W/C Chad Martin DSO DFC to be on show in ANZAC Hall, as was Stella Bowen's portrait painting of GPCAPT Hughie Edwards VC DSO DFC

Dr David presented the inaugural the Air Commodore Sir Hughie Edwards VC Leadership Award. This award, established this year by WGCDR Harrison recognises the Squadron member who best and most consistently demonstrates selfless leadership. The first recipient of this award was Flight Sergeant Joe Dowling, as he has been a very high performing senior non-commissioned officer who has consistently demonstrated distinguished leadership through challenging times. Dr David Edwards then gave a very moving address.

460 Sqn Veteran Doug Arrowsmith DFC OAM Ld'H again gave a magnificent Veteran's Talk, this year focusing on the War effort as well as some of the



L: Betty Seery and Doug Arrowsmith present the 460 Sqn V&F Gp award to LACW Laura Pearson
R: Dr David Edwards presents the inaugural Air Commodore Sir Hughie Edwards VC Leadership Award to Flight Sergeant Joe Dowling

characters of the original Squadron. He covered the squadron's 'unsung heroes', the Administration staff especially the WAAFs who became very close to the aircrew and were devastated if they did not return. He took us through the development of Bomber Command aircraft culminating in his 'salute' to the mighty Lancaster and G for George. Doug described 'The Incident' which had occurred at Binbrook on 3 July 1943, 75 years ago on the Tuesday before the dinner, when the bomb load of T Tommy fell to the ground starting off an inferno and exploding bombs that for the courage and leadership of W/C Chad Martin may have taken out the squadron's entire Lancaster fleet. In a true sign of an amazing squadron, 17 aircraft still took off



to attack Cologne. Nine Lancs had broken backs or were badly damaged. Five were scrapped. A sixth aircraft should have also been scrapped - AR G for George was significantly damaged with its back broken - it returned for its 46th operation on the 17th August, 1943 raid on Peenemunde.

As the organiser of the WWII dinner attendees, I thanked WGCdr Harrison for his kind invitation and hospitality highlighting the 460 SQN Dinner Organising Committee of CPL Cameron McQuillan, Sgt James Oates who was also the MC for the night and LACW Laura Pearson, who was also the recipient of the 460 Sqn V&F Gp award. All the WWII related diners then stood for the Hughie Edwards toast to the current Squadron and its personnel.

Time had been allocated afterwards to allow all dinner attendees to mix and chat.

The WWII related attendees started the



L: Dr David & Elva Edwards in front of Stella Bowen's portrait of Uncle Sir Hughie VC
 R: The bust of W/C Chad Martin DSO DFC encircled by his son Paul and his family
 R: Four 460 SQN COs: GPCAPT Nathan Klohs (Dec 2014 – July 2016), WGCdr Cal Harrison (Dec 2016 – present), WGCdr Pete Wooding (July 2010-Dec 2010) & GPCAPT Rob Elliott (Jan 2011 – Dec 2014)
Editor's Note: SQNLDR (now WGCdr) Leith Biddell was Temporary CO from July 2016 – Dec 2016 to allow WGCdr Klohs to be deployed to the Middle East.

night with a 'Meet & Greet' at the QT Hotel before boarding out bus to the AWM. After dinner, the bus returned us to the hotel where several attendees enjoyed a night cap or three and continued to get to know their fellow diners. The Editor thanks the staff of the QT Hotel for again treating our

group as honoured guests and David Tod for once again being the Bus Organiser.

Here is the link to the Flickr photo album set up specifically for the Dinner with George:

<https://www.flickr.com/photos/140409435@N02/albums>

WWII related 'Dinner with George' attendees 2018 (Continued over page) Photos provided by the RAAF photographer, Professor Anne Cusick and Tony McGrory

First Name	Surname	Decoration	Relationship to WWII Sqn Veteran
Barry	Anderson		F/O Colin Anderson DFC, Gunner, 1st tour: Liberators, 2nd tour: 460 Sqn (22 ops). Vietnam Veteran
Lucy	Anderson		F/O Colin Anderson DFC, Gunner, 1st tour: Liberators, 2nd tour: 460 Sqn (22 ops)
Lesley	Arrowsmith		F/O Doug Arrowsmith DFC OAM Ld'H - Pilot, 35 ops plus Tiger Force
Judith	Arrowsmith		F/O Doug Arrowsmith DFC OAM Ld'H - Pilot, 35 ops plus Tiger Force
Doug	Arrowsmith	DFC OAM Ld'H	460 Sqn Pilot, Tour of 35 ops plus volunteered for Tiger Force
Fay	Austin		F/L John Ross Austin RAAF, 35 ops as W/Op multiple pilots. 1 op in George
Tom	Baskerville		F/O Alan Henry Baskerville DFC, Pilot 33 ops
Ros	Baskerville		F/O Alan Henry Baskerville DFC, Pilot 33 ops
Wendy	Bennett		F/L John Ross Austin RAAF, 35 ops as W/Op multiple pilots. 1 op in George
Trish	Berghouse		F/O Stanley Bethel KIA 12/12/44 (2nd tour) 39 ops on 460 Sqn. V&F Gp committee
Ray	Berghouse		F/O Stanley Bethel KIA 12/12/44 (2nd tour) 39 ops on 460 Sqn.
Eleanor	Cameron		F/O Jack Venn DFC, 32 ops as Navigator
Alan	Cameron		F/O Jack Venn DFC, 32 ops as Navigator
Ross	Carter		F/O 'Cherry' Carter DFC, most ops piloting G for George
Mary	Claremont		F/O Milford 'Mick' Cusick - Pilot, KIA 24/3/44 (9th op)
Anna	Connery		F/Lt Phillip Ward DFC, Bomb Aimer 29 ops (Wells & Lancs; on George's 1st op + 7 more)
Garry	Connery		F/Lt Phillip Ward DFC, Bomb Aimer 29 ops (Wells & Lancs; on George's 1st op + 7 more)
Neville	Cusick		F/O Milford 'Mick' Cusick - Pilot, KIA 24/3/44 (9th op)
Prof Anne	Cusick		F/O Milford 'Mick' Cusick - Pilot, KIA 24/3/44 (9th op)
Margaret	Earl		F/O Gordon Earl MBE; Navigator 13 ops
Dr David	Edwards		Air Commodore Sir Hughie Idwal Edwards, VC, KCMG, CB, DSO, OBE, DFC
Elva	Edwards		Air Commodore Sir Hughie Idwal Edwards, VC, KCMG, CB, DSO, OBE, DFC
Julie	Gibson		F/O Frank Gubbins DFC Ld'H, Bomb Aimer, 32 ops
WGCdr Ian	Gibson		F/O Frank Gubbins DFC Ld'H, Bomb Aimer, 32 ops
Barb	Grey		F/O Frank Williams, Navigator - 31 ops
Dawn	Gubbins		F/O Frank Gubbins DFC Ld'H, Bomb Aimer, 32 ops
Paul	Hatherly		P/O R.Bruce Hatherly, Wireless Opr, 2 ops at war's end. Tiger Force
Naomi	Hatherly		P/O R.Bruce Hatherly, Wireless Opr, 2 ops at war's end. Tiger Force
Rosemary	Horton		P/O Ken Godwin Pilot, KIA 19/2 /44 (8th op). Piloted 1 op in G for George
Robyn	Jackson		F/Lt Vic Watts DFC & Bar - Navigator - 44 ops (2 tours) with 460 Sqn
Peter	Jackson		F/Lt Vic Watts DFC & Bar - Navigator - 44 ops (2 tours) with 460 Sqn
Anne Marie	Jonas		W/O Warwick Jonas, M.U.Gunner shot down 27/1/44 (7th op) POW
Tony	Lawrence		S/L Frank Lawrence DFC DFM - 2 tours; 2nd = C Flight Commander
Kerrie	Lawrence		S/L Frank Lawrence DFC DFM - 2 tours; 2nd = C Flight Commander
Peter	Leah		W/O Lloyd Leah RAAF - shot down 18/7/44 - survived execution - POW
Cathy	Leah		W/O Lloyd Leah RAAF - shot down 18/7/44 - survived execution - POW
Andrew	Leah		W/O Lloyd Leah RAAF - shot down 18/7/44 - survived execution - POW
Gordon	Manning		F/Sgt Noel Manning RAAF, W5005 ground crew leader
Michelle	Manning		F/Sgt Noel Manning RAAF, W5005 ground crew leader
Leizl	Martin		F/O Monthy Roche RAAF, 460 Sqn pilot at war's end
Michael	Martin		F/O Monthy Roche RAAF, 460 Sqn pilot at war's end
Paul	Martin		W/C C E 'Chad' Martin DSO DFC, CO of 460 Squadron. 1 op in George
Treen	Martin		W/C C E 'Chad' Martin DSO DFC, CO of 460 Squadron. 1 op in George
Dimity	Martin		W/C C E 'Chad' Martin DSO DFC, CO of 460 Squadron. 1 op in George
Miles	Martin		W/C C E 'Chad' Martin DSO DFC, CO of 460 Squadron. 1 op in George
Richard	Martin		W/C C E 'Chad' Martin DSO DFC, CO of 460 Squadron. 1 op in George
Tony	McGrory		W/O 'Mick' McGrory DFM, W/Op (21 ops - Wells & Lancs, inc 2nd & 3rd George ops)
Jeanette	McGrory		W/O 'Mick' McGrory DFM, W/Op (21 ops - Wells & Lancs, inc 2nd & 3rd George ops)
Jacqui	McGrory		W/O 'Mick' McGrory DFM, W/Op (21 ops - Wells & Lancs, inc 2nd & 3rd George ops)
Courtney	McGrory		W/O 'Mick' McGrory DFM, W/Op (21 ops - Wells & Lancs, inc 2nd & 3rd George ops)
Ken	McKeown		P/O Ken Godwin Pilot, KIA 19/2 /44 (8th op). Piloted 1 op in G for George

Armine	McPherson	F/Lt Ian Murray DFM RAAF, Engineer 29 ops
Gary	Meers	F/O Frank Gubbins DFC Ld'H, Bomb Aimer, 32 ops
Jillian	Meers	F/O Frank Gubbins DFC Ld'H, Bomb Aimer, 32 ops
Joy	Moffatt	W/O Bill Moffatt, long term Secretary of 460 Sqn Association (NSW)
Janenne	Moffatt	W/O Bill Moffatt, Secretary of 460 Sqn Association (NSW). V&F Gp Secretary
Richard	Munro	W/O James Munro, Bomb Aimer, shot down on 23/8/43 (11th op) - POW
John	Munro	W/O James Munro, Bomb Aimer, shot down on 23/8/43 (11th op) - POW
Bill	Munro	W/O James Munro, Bomb Aimer, shot down on 23/8/43 (11th op) - POW
George	Murray	F/Lt Ian Murray DFM RAAF, Engineer 29 ops
Maureen	Murray	F/Lt Ian Murray DFM RAAF, Engineer 29 ops
Gail	Naylor	F/Sgt Noel Manning RAAF, W5005 ground crew leader
Karen	Purcell	F/Lt Ian Murray DFM RAAF, Engineer 29 ops
Betty	Seery	Veteran WAAF (motor mechanic) & widow of Frank Seery, Bob Aimer, 20 ops, POW
Bob	Spence	F/Sgt John Spence RAAF, Bomb Aimer, KIA 3/9/43 (12th op); V&F Gp Treasurer
Olive	Spence	F/Sgt John Spence RAAF, Bomb Aimer, KIA 3/9/43 (12th op)
David	Tod	F/O Alex Tod DFC Ld'H Wireless Opr 35 ops. V&F Gp committee
Barrie	Tod	F/O Alex Tod DFC Ld'H Wireless Opr 35 ops
Suzanne	Trist	F/O John Trist, Flight Egindeer, 32 ops
Ritchie	Venn	F/O Jack Venn DFC, Navigator 32 ops
Linda	Venn	F/O Jack Venn DFC, Navigator 32 ops
Jim	Wild	W/O Bill Moffatt, long term Secretary of 460 Sqn Assn (NSW). BBMF Spitfire pilot
Margaret	Wild	W/O Bill Moffatt, long term Secretary of 460 Sqn Association (NSW)
Richard	Williams	F/O Frank Williams, Navigator 31 ops
James	Wotherspoon	F/O Rex Carr Pilot, KIA 18/7/44 (6th op)
Erina	Wotherspoon	F/O Rex Carr, Pilot, KIA 18/7/44 (6th op)

CO's Corner:

Strike and Return

Warmest greetings to all members of the 460 Squadron family; veterans, family, friends, supporters, and past and present members of our great squadron.

As my time as CO rapidly draws to a close, I look back on another very busy and rewarding few months at 460 Squadron.

Since the last bulletin, our Squadron has continued its core business of producing geospatial intelligence and targeting products but also this year increased our commitment to supporting exercises. We recently completed a range of exercise deployments in Australia and overseas, in various headquarters organisations, on fixed bases, in the field, and at sea. This collective training is critical to the way we raise and sustain our capability, and prepare our people to deploy on operations, as individuals and teams. As always, I received excellent positive feedback about the performance of our people in all of these challenging exercise environments.

Two of our team members, Corporal Mason Gow and Leading Aircraftman Nicholas Bosnar, who happened to be in Brisbane to participate in a major exercise, also took the opportunity to visit 460 Squadron Veteran Bob Jackson, whose house had recently burned down. Mason and Bos presented Bob with a care package and a number of gifts, and passed on our best wishes at that difficult time. We wish Bob all the best for the future.

The stand out event of the past few months was held on the evening of 6



WgCDR Cal Harrison,
Commanding Officer
No. 460 Squadron RAAF

July when we gathered to celebrate the eighth anniversary of our Squadron's reformation with "Dinner with George" in ANZAC Hall at the Australian War Memorial. It was, as always, a wonderful event, this year much bigger than ever before, and a great opportunity to remind current members who we are and where we came from, to pay tribute to the fallen, and to our distinguished veterans, families and friends. I would like to again thank the organising committee for a

great job pulling this great event together.

The dinner was also an opportunity to publically recognise two of our best performers over the past 12 months with individual Squadron awards. Veterans Doug Arrowsmith and Betty Seery presented the Veterans and Friends Award to Leading Aircraftwoman Laura Pearson. This award recognises the Squadron member who most significantly contributes to our mission and reputation for values and professionalism, and Laura was a most deserving recipient.

I also established a new annual award this year, the Air Commodore Sir Hughie Edwards VC Leadership Award. This award recognises the Squadron member who best and most consistently demonstrates selfless leadership. We were honoured to have Sir Hughie's nephew, David Edwards, himself a retired Wing Commander in our Air Force,

attend the dinner to present the inaugural award to Flight Sergeant Joe Dowling. Joe has been a very high performing senior non-commissioned officer who has consistently demonstrated distinguished leadership through challenging times – a very fitting inaugural recipient.

I would like to thank David and his wife Elva for attending our dinner, and Sir Hughie's brother Jack, in Perth, and son Anthony, in the UK, for allowing us to establish the award in Sir Hughie's name. The award is a great opportunity to encourage and reward great leadership in our Squadron, to honour the memory of a great Australian Airman, as well as providing another significant link to our great history.

As I gather my thoughts in preparation to hand over command I could not be happier with the performance of my team and I very much look forward to 460 Squadron going on to bigger and better things in 2019, under the command of Wing Commander Andrew Hoffmann.

Many thanks to all who have contributed to our success over the past two years and all the best for the future.

WgCDR Cal Harrison
Commanding Officer
Number 460 Squadron - *Strike and Return*
"The Air Force's target intelligence squadron"

L: A collage of photos at the Dinner with George
R: Doug Arrowsmith DFC OAM Ld'H giving his Veteran's talk (photos by the RAAF photographer)



Vales:

Flying Officer John Joseph Egan DFC Ld'H (30 October 1923 – 15 July 2018):

The Epitome of the Quiet Hero

John Joseph Egan was born in the Jinner Sydney suburb of Glebe on 30 October 1923. His love of farming started at the early age of seven when he spent every Christmas Holiday at his grandfather William O'Brien's dairy farm 'Unanderra' near Port Kembla. His mother took him into Central Station and asked the guard to put him off at Kembla Grange, where his uncle would pick him up. His grandfather was the first Chairman of the Dairy Farmer's Federation.

On leaving school in 1940, he joined the Australasian Scale Company as an apprentice fitter & tuner. The company manufactured weighing, testing and calibrating machines.

He enlisted in the RAAF on 22 May 1942 - he was 18 ½ years old. As part of the Empire Air Training Scheme he qualified as an Air Gunner and departed Australia in January 1943, destined to fight the war on the other side of the world as a member of RAF Bomber Command. During the great bomber offensives of 1943 and 1944, which is when John flew his two tours, statistics foretold that less than 25 out of each 100 crews would survive their first tour of 30 operations and there was a zero chance of surviving a second tour. Yet these incredibly brave men still volunteered – initially to join the RAAF and again to fly their second tour of 20 operations. John Egan was one of these.

John and his crew skippered by F/O Reginald Wellham DFC arrived at RAF Binbrook on 1st August 1943 and flew their first bombing operation a week later – their target was the Badische chemical works in Mannheim. This turned out to be one of their shortest raids, taking 6 hours and 12 minutes, most of it in the hostile skies over occupied Europe.

Four ops later for some reason John flies with a totally different crew, on 17 August

L: Air Gunner F/O John Egan DFC RAAF – service with the RAAF: May 1942 to November 1945.
LM: Pilot F/O John Egan DFC RAF – service with the RAF: August 1949, retiring in 1964
RM: John Egan DFC Ld'H, 2015 (photos provided by the Egan family)
R: John's 90th birthday on 30 October 2013, with two of his sons, Peter & Michael, their partners Bharti and Michelle and two of John's grand daughters



1943 to bomb the Heavy Water Plant at Peenemunde. On this night, 460 Sqn was to celebrate being the first squadron in RAF Bomber Command to fly 1000 ops in the Lancaster bomber – many crews were already on their way to the dance hall on the pier at Cleethorpes for the party and were called back. John would have volunteered to make up a crew for F/Lt Frederick Robinson DFC, as Bomber Harris threatened BC to do the job properly or else he would send them back night after night until the plant was put out of action. Crews had no idea of the significance of this operation, only that they knew it was important and as such would be heavily defended. Bomber Command did not have to return to Peenemunde - Germany's plans for an atomic bomb ended that night. John did not need to fly this operation – he volunteered knowing that it was important.

After 16 bombing operations with 460 Sqn, F/O Wellham and his crew were transferred to 626 Sqn, where they successfully completed their full first tour of 30 operations.

As an aside, for our June edition, John specifically asked that we include a tribute to his Flight Engineer, Englishman Ted Groom, who was a good friend of Aviation artist Mark Postlethwaite. This article included two paintings of their two Lancasters painted by Mark - 460 Sqn's AR-A2 for Aussie and Lancaster UM-W2 of 626 Sqn. I understand that John did live to see his requested tribute.

John returned to 460 Sqn on 8 May 1944 volunteering again to fly his 2nd tour, this time with Skipper, SQN Ldr John Clark DFC & Bar.

I will only highlight the last operation of his 2nd tour – the 16th September 1944 raid on Rhein Saltzburgen – the target actually isn't the important part of this story. Knowing the horrible statistics of almost zero chance of surviving a 2nd tour, the crew were very keen to get the job done and get safely home. While waiting at dispersal for the clearance to take off, a staff car approached the fully fuelled and bombed up Lancaster PB406, AR-X

L: The painting is titled "Time to Go" by Mark Postlethwaite GAvA – the crew of 460 Squadron Lancaster Ed664 AR-A2 prepare to release the brakes and head for Berlin, autumn 1943.

M: Lancaster UM-W2, painted by Mark Postlethwaite is of 626 Squadron Lancaster UM-W2

On the reverse of both paintings, in John's handwriting, he lists the crew: (P) R Wellham; (N) Noel Knight; (W) Percy Moore; (E) Ted Groom; (BA) Bill Lamb; (MU) John Egan; (RG) John Atherton

R: John Egan DFC Ld'H

for X-Ray. The skipper plus the Wireless Operator F/O Ted Brooks RAF (also to be awarded the DFC a day or so later) knew the reason but due to secrecy, no-one else on the crew was aware - they only saw a high ranking officer hand over a wooden box to Wireless Operator Brooks.

With the all clear, the crew forgot about this unusual incident and proceeded to prepare for what they knew was definitely their last flight together – either they would return safely home to complete their 2nd tour or be shot down. They bombed the target as planned and all thoughts turned to getting safely home, when the skipper came over the intercom to report that they were making a small detour on their way back to Binbrook and headed north to Holland. All thoughts quickly returned to that mysterious wooden box.

24 hours later, the Skipper and Ted Brooks were finally able to reveal their secret to the rest of the crew – the box contained a series of crystals. AR-X for X Ray had been chosen to test out all the possible German radio frequencies over an advised area. On the morning of 17th September 1944, only hours after AR-X for X-Ray had landed back at RAF Binbrook, the Allies launched Operation Market Garden. Allied Airborne troops were dropped in the Netherlands to secure key bridges and towns along the Allied line of advance. Further north, the British 1st Airborne Division, supported by men of the Glider Pilot Regiment and the 1st Polish Parachute Brigade, landed at Arnhem

to secure bridges across the Nederrijn. Operation Market Garden became more famously known as the Battle for Arnhem – becoming the plot for the film 'A Bridge Too Far'. John's crew had been ordered to play a critical role in its preparation.

Several years ago I



wrote a bulletin article on this secret task – I never did find out why F/O Ted Brooks was selected from the 100s of Wireless Operators flying that night. I asked John whether he was frustrated or annoyed that Senior Staff had ordered them to delay their return from their last ever operation and potentially put all of their lives at risk beyond what they had already been asked to do; John's dry and laconic reply was simply "No - it was just part of the job!"

John was the epitome of the quiet hero – you can see it in every photo we have of him. He never sought the limelight, always present but in the background. His passion to remember his colleagues brought him to Sydney from Gunnedah via Wollongong each and every year to attend the 460 Sqn V&F Gp wreath laying ceremony on ANZAC Eve, the Dawn Service and to march behind the 460 Sqn Banner on ANZAC Day. John gave us the honour of leading 460 Sqn in this year's ANZAC Day march in Sydney.

On a visit to the UK in 2010, John was able to meet up with his Flight Engineer Ted Groom and his family plus Rita Brooks the widow of Wireless Operator Ted Brooks DFC.

In addition to his normal service medals, John actually also qualified for both the Air Crew Europe Star (on his 1st tour) and the France and Germany Star (on his 2nd tour). For reasons that have always eluded me, RAF protocol was such that he normally could only be awarded and wear one not both of these medals. It was pleasing to see both of these medals included on John's medal rack and displayed on his coffin.

Flying Officer John Joseph Egan DFC was discharged from the RAAF on 8 November 1945 – a week after his 22nd birthday and 3 ½ years after he enlisted - having given a significant part of the best years of any person's life in service of his country.

John's service was not yet over. He has the rare situation of serving in both the RAAF and (post WWII) the RAF – returning to the UK to enlist in 1951, and is probably unique in performing the first as an Air Gunner and the second as a qualified Pilot.

John became a cartage contractor with his younger brother Michael buying their first motor truck in August 1946. The business was successful, expanding to be operating 3 vehicles by the beginning of 1949 when due to many unfortunate events the business was sold. John then made the decision to return to England and join the Royal Air Force, enlisting in August 1949 as a Cadet Pilot. In February 1951 he was awarded his pilot's wings and commissioned as a Flying Officer, the rank John held at the end of WWII..

He was posted to the Middle East in April 1952, serving for 2 ½ years in Egypt, Iraq and the Persian Gulf. The first 8 months



were spent in the Suez Canal zone flying Vickers Valettas on supply dropping, paratrooping and route flying. The next 11 months were spent in Iraq on a photographic survey squadron flying Lancasters and Valettas. During this period, the squadron completely surveyed Iraq. The last 12 months were spent in the Persian Gulf flying Avro Ansons on short range reconnaissance. His major task, apart from flying, during this period, was the organising, establishing and leading of a 15 man, 6 vehicle desert rescue team in the Trucial States and Southern Arabia.

During this time, he had 3 daughters – Ann, Susan and Laura who all still live in the UK.

On returning to the UK in November 1954 he was posted to take command of 7 Vickers Varsity's engaged in the calibration of radio and radar navigational and landing aids. Apart from detailing the flight crews to their daily tasks and carrying out flight checks, the commander was responsible for the directions and discipline of the ground staff engaged in the first and second line servicing. In November 1957 he was posted to the Aeroplane and Armament Experimental Establishment at Boscombe Down as accident investigator and operations officer. He was directly responsible for all aspects of accident reporting and investigation and acted as secretary to the monthly flight safety and industrial safety meeting, giving weekly lectures on these 2 topics.

In November 1960 John was posted to command a flight of 5 Vickers Varsity's and 2 Handley Page Hastings engaged in radio calibration and inspection. This unit covered all air radio stations in the British Commonwealth which meant that many flights were planned around the world. John retired from the RAF in 1964.

Returning to Australia he obtained a charter pilot position with Western Australian Millard O'Sullivan Aviation, which was later taken over by Civil Flying Services for whom he flew light twin engine aircraft on charter and contract over the whole of WA and the NT, amassing 3000 hours of flying.

During this time he had his children Michael, Kerry, Peter and Fiona.

For the last 3 years, he was chief pilot and held a commercial licence with a first class instrument rating (total of 7000 hours). John retired from Civil Flying Service in 1970.

In 1979, the family relocated to NSW eventually ending up in Wauchope, where John continued to farm cattle and pigs and also grow corn for Kelloggs. John, echoing

L: 460 Sqn Veterans standing on the 460 Sqn floor emblem, St Clement Danes Church, London – 2012 tour for the opening of the Bomber Command memorial, Green Park, London. From the left: Bill Utting DFC; Doug Arrowsmith DFC OAM; Maurie O'Keefe, Peter Isaacson DFC AFC DFM; Laurie Woods DFC; Jim O'Riordan; Fred Sargeant; and John Egan DFC
M: Three Gunners – Jim O'Riordan, Jack Barrington DFM and John Egan DFC, with Jennifer Barrington – Watsons Bay lunch, March 2009
R: John Egan DFC Ld'H leads 460 Sqn in the 2018 Sydney ANZAC Day march (photos from previous bulletins)

his Grandfather's service ethos, would serve for many years as the President of Wauchope's branch of the Livestock and Grain Producers' Association. He retired from farming and moved to Gunnedah in 2003.

In 2012, John joined the RAAF BC Veterans tour to be part of their long overdue recognition through the opening of the Bomber Command Memorial in Green Park London.

In 2015, he and other veterans were presented with the French Legion of Honour (Legion d'Honneur) at a presentation in Sydney on behalf of the French Consulate. It recognised outstanding service during the Second World War and the French ambassador, Christophe Lecourtier said the award was France's way to express gratitude toward those who risked their lives for the Liberation of France.

His funeral was delayed to allow his UK based family to be present. It was a celebration of a wonderful life. 460 Sqn Veterans & Friends Group were represented by Joy & Janenne Moffatt, Bob & Olive Spence and Richard Munro, who read his WWII military eulogy, with the CPL Cameron McQuillan and LACW Paul Cara from the current 460 SQN there to say farewell on behalf of their many fellow colleague whom John had met at several Sydney ANZAC Eve and Day Ceremonies. The moving poem 'Showpiece – Lancaster' by 630 Sqn RAF Veteran Walt Scott, that was read out during the service by Geoff Egan, is included below as this edition's poem.

John was buried in the cemetery of Kembla Grange nearby to his grandparents whom he spent each Christmas holidays with on their local dairy farm as a child.

The Editor gratefully thanks the Egan family and especially John's daughter in law Bharti Tailor for providing the eulogies from John's funeral service, many photos and John's autobiographical memoirs, extracts of which have been used in the above vale to the epitome of the quiet hero.

Flying Officer John Laurence 'Laurie' Williams DFC Ld'H (28 October 1923 - 2 August 2018):

The Editor thanks Laurie's son Bruce for providing a significant part of this vale to his wonderful father.

John Laurence Williams was born in the Victorian country town of Benalla on 28 October 1923 to John and Emily Williams, the second of three children. They all grew up in Benalla, where Laurie attended the local Primary School he then went onto Benalla High School.

Laurie began his teaching career in 1941 as a student teacher at the Primary School in Benalla, but his career was put on hold when he enlisted in the RAAF on 22 May 1942, aged 18 ½ years old.

Just two days before leaving for his first posting with the Air Force he met the love of his life Chris, whilst staying with a friend of Chris's family in Abbotsford. They wrote to each other during the war for the next 2 ½ years.

Laurie qualified as a Pilot and was assigned with his crew to 460 Squadron, arriving at RAF Binbrook on 17 August 1944 (the anniversary of the famous Peenemunde raid of the year before).

At this stage in the war, the principal role of 460 Sqn was to support the Allied advance into France after the 6 June 1944 D-Day landings. As per 460 Sqn tradition Laurie was 'shown the ropes', by flying his first bombing operation on 25 August 1944 to bomb Russelheim as the rookie second pilot in the experienced crew of F/O Cliff McCoy DFC RAAF.

He took his own crew on their first operation on 8 September 1944 but the raid was abandoned

due to poor weather over the target of Le Havre. They returned to Le Havre two nights later, the first of Laurie's crew's tour of 36 operations, with Laurie flying an incredible 37 raids in his tour of operations.

Their last operation was on 7 March 1945 to bomb Dessau, on the junction of the Mulde and Elbe rivers in Germany. Laurie was awarded the Distinguished Flying Cross. Laurie and his crew completed their tour only six weeks before 460 Sqn's last bombing operation in WWII, the ANZAC Day bombing of Hitler's lair at Berchtesgaden. He and his crew left RAF Binbrook on 29 March 1945.

Laurie was discharged from the RAAF on 12 December 1945, returning to Melbourne where he boarded with Chris's family and they became engaged. On the 22 May 1948 Laurie and Chris were married at the Methodist Church in North Richmond, they spent their honeymoon in Sydney, and so began a great life they would share together.

Laurie studied for his Science Degree and his Diploma in Education at the University of Melbourne from 1946-49, he then went to teach in Geelong from 1950-52. Their next move was to Maryborough, where Laurie taught at Maryborough Technical School from 1953 until 1957.

Laurie and Chris became proud parents with the arrival of Robert in 1954 followed by Bruce in 1957.

Laurie predicted that better employment opportunities within the Education Department were going to be in the Eastern Suburbs of

Melbourne, so in 1958 they moved to Irving Street, Mount Waverly, which still remains the family home today.

Laurie's teaching career continued, teaching at Sunshine Technical School from 1958 until 1963. He became the Principal of Kingsbury Technical School from 1964- 1968, and then onto Mitcham Technical School where he was Principal from 1969 until retirement in 1983. During this period, he was Principal of the Melbourne College of Printing for a 6 month period in 1970.

Laurie was a highly regarded teacher and principal; he was instrumental in developing technical schools in Victoria.

Laurie was always active in the community with involvement in the Scouting Warrant Sub Committee, Neighbourhood Watch, Rotary, Past Principals Association, Probus, RSL (Fund Raising), and the Victorian 460 Squadron Association, where he was President for many years up to his death. As readers will remember from our June bulletin, on 28 March 2018, Laurie was invited to be the Guest Speaker at the opening of the 460 Sqn Memorial at Moorabbin Airport.

During his retirement years, Laurie never slowed down, he continued his community involvement, gardening, maintaining the family home, playing golf, enjoyed spending time with his grandchildren. Laurie lived a full and wonderful life, a man who achieved so much, and had such a profound impact on so many lives.

Laurie passed away at home on the 2 August 2018, after a life time full of memories that will be forever treasured by his family and friends.

460 Sqn V&F Gp passed on our condolences to his wife Chris, sons Robert & Bruce, daughters in law Anne & Deb and grandchildren Christopher, Merys and Haydn.

CPL Justin Strecker of the current 460 SQN RAAF kindly represented us at Laurie's funeral, reading out Geoff Magee's poem 'To Absent Friends of 460 Squadron'. Fellow Veteran, Colin Fraser was present to say goodbye to his friend.

L: Laurie Williams DFC; M: Laurie and Chris; R: Laurie on ANZAC Day, with the annual post march ceremony at the 460 Squadron Memorial Tree, near the Shrine of Remembrance in Melbourne.



Warrant Officer Allan Avery Farr DFM RAF (- 26 July 2018):

Richard Elvins used the 460 Squadron Blog to inform us: *"I am saddened to inform every one of the passing of another member of your squadron. Warrant Officer Allan Avery Farr DFM RAF passed away aged 95 on 26 July 2018. This was his second tour having completed his first tour with 100 Sqn RAF earlier in 1944. He had some fond memories of his time on 460 Squadron even though times were tough."*

Source: <https://bombercommand.wordpress.com/binbrook-1943-home-of-460-squadron/#comment-1285>

The editor replied to Richard's post where he asked for more information on Allan's crew and ops on 460 Sqn. Allan Farr DFM was the Mid Upper Gunner on F/Lt Neil Hudson DFC RAAF's crew in that crew's first 21 operations, which made up Allan's 2nd tour.

Flying Officer William Robert 'Bill' Utting DFC Ld'H RAAF (15 February 1922 – 30 August 2018):

Bill Utting's daughter Gail Goodings advised us that her dad died on Thursday 30 August 2018. On behalf of 460 Sqn V&F Gp I passed on our condolences to her and her family. Gail had the incredibly sad situation of her husband of 40 years dying within the week after her father.

His funeral was held on Monday 10 September 2018 in Perth. Doug Arrowsmith DFC OAM Ld'H and his daughter Judith represented 460 Sqn V&F Gp and in memory of his friend, Doug read the Geoff Magee poem 'To Absent Friends of 460 Squadron'. The current 460 SQN and the RAAF were represented at Bill's funeral by Chaplain (SQNLDR) Mark Kleemann from RAAF Base Pearce in WA.

We will include Bill's vale in the December bulletin.

George R Green RAF

(- 20 July 2018):

Neville Drury, Chairman of Royal Air Force Association, Mabelthorpe and Sutton on Sea, Lincolnshire advises:

“Sadly I write to inform you of the death of George Green on 20 July 2018 after a short illness. George served on 460 Squadron as a Rear Gunner on

Lancasters for 10 operations during the autumn of 1943 based at RAF Binbrook, Lincolnshire. Subsequently he served 46 missions with 156 Path Finder Squadron.

His funeral takes place this Friday 10th August at St Peter’s Church Trusthorpe just outside Mablethorpe.

As a lifetime member of our Association we have arranged a 6 standard colour party as well as a guard of honour.”

The John Watson Crew list and John

Currie Personnel database show Sgt George Green RAF as the Rear Gunner of F/Lt James A Cameron DFC’s crew for the 10 ops between 18 November 1943 and 2 January 1944, plus an aborted operation on the 26 November 1943 raid on Berlin, before transferring to 156 Sqn PFF.

The Geoff Magee poem “To Absent Friends of 460 Squadron” was read out at his funeral service.

75th Anniversary of the Fourth Quarter of 1943:

This is the fourth article looking back to what 460 Squadron was doing 75 years ago.

Q3 1943 saw Bomber Command focus on fewer targets, only 11 in this three month period versus 18 in Q3 and 19 in Q2.

The Battle of Berlin officially commenced on 18 November 1943, after being postponed in Q3 1943 due to the unsustainable losses. 175 Lancasters from 460 Squadron attacked the Capital of the German Empire in Q4 1943 over eight separate nights. It still came at a huge cost to 460 squadron with 16 Lancasters lost attacking this target, with 76 aircrew KIA and 21 becoming POWs.

Two of the three worst operational days for the squadron occurred during Q4 1943:

(i) The 2 December 1943 attack on Berlin saw five of the 25 Lancasters that took off that night failing to return, with 29 KIA and 8 POWs. Two war Correspondents were allowed to fly with 460 Sqn aircrews that night – Norwegian Journalist captain Nordahl Grieg flew with F/O Mitchell RAAF’s crew – all on board were KIA and Australian War Correspondent Norman Stockton who flew with P/O JHJ English DFC RAAF – five of the eight on board were KIA including Norman Stockwell

Three other Lancasters returned on 3 engines, one crash landing at Ludford Magna due to a jammed flap lever – all on board survived.

(ii) The 16 December 1943 raid on Berlin, where four of the 20 Lancasters that took off to attack Berlin were lost. On return, all bombers crossed the coast to find the UK shrouded in a very low cloud and dense fog. W/O Stafford RAAF crashed at Caistor, with one crewmember Rear Gunner P/O Garment RAF KIA. F/O Randall who on 3 September 1943 survived being shot down, was interned and then repatriated to the UK in the bomb bay of a Mosquito, crashed into an ammunition dump near Market Stanton - all KIA. F/Sgt Godwin lost an engine on the outward journey, but elected to carry on to bomb the target. On their return due to the heavy fog they had difficulties seeing the runway and due to lack of fuel were committed to landing, crashing into a field about 100m short of the runway – all on board survived. F/Lt Greenacre DFC RAAF withstood five separate night fighter attacks, holing the fuselage in many places and shot away the hydraulics requiring a forced landing at the emergency field of

Ludford Magna – all the crew survived. The night was a disaster for Bomber Command overall, where in addition to the 25 bombers lost over Germany, 29 crashed on return due to the fog.

Note: The worst operational night in WWII for 460 Squadron was the 3 May 1944 raid on Maille le Camp – where six 460 Sqn Lancasters were lost, including one on loan to and flown by a 101 Sqn crew who were all KIA. I will cover this next year in the ‘75th Anniversary of the Second Quarter 1944’ article.

One Lancaster was written off as too damaged to repair, when F/Lt J H C Clark DFC crash landed at RAF Elsham returning from the 22 October 1943 raid on Kassel – all the crew survived without injury. One of the casualty areas that is hardest to determine, is where aircrew are wounded or injured with the aircraft returning safely to base. Such an incident also occurred on 22 October Kassel raid, F/Lt E R Greenacre’s Mid Upper Gunner (F/Sgt R S Webster DFM RAAF) and Rear Gunner (F/Sgt W F Thorburn RCAF) were wounded. As covered above, Greenacre is one of the pilots who crash landed in the heavy fog of 16 December 1943.

The twenty one Lancasters lost on operations during the fourth Quarter of 1943 were piloted by: F/Sgt F L Lloyd DFM RAAF; F/Sgt G L Weller RAAF; W/C R A Norman DSO DFC RAAF (Sqn CO); F/O M C Caffyn RAAF (who died of injuries



L: Johan Nordahl Brun Greig
R: Norman Stockwell

3 weeks later in a POW Hospital); P/O J Turnbull RAAF; F/Sgt J G Gibson RAAF; F/Sgt R Brown RAAF; F/Sgt M J Freeman RAAF; F/Sgt E J Stones RAAF; Sqn Ldr E G M Corser DFC RAAF; F/O A R Mitchell RAAF; P/O D H Alford RAAF; P/O J H J English DFC RAAF; F/Sgt C H Edwards RAAF; F/O A R Randall DFC RAAF (who evaded capture after being shot down on 3/9/43, returned to the UK and 460 Sqn); F/O M Stafford DFC RAAF; F/Lt E R Greenacre DFC RAAF; F/Sgt K J Godwin RAAF; P/O S J Ireland RAAF; and F/Lt R K McIntyre RAAF. One Lancaster piloted by F/Sgt T Newstead RAAF was scrapped after crashing during a training exercise on 24 November 1943; the Pilot, Engineer and Bomb Aimer were KIA.

460 Squadron Operational Summary for Q4 1943:

Source:
460 Sqn Ops database

Targets Q4 1943	#ops	#aircraft	a/c lost	KIA	POW	Interned	Survived
Hagen	1	17	0	0	0	0	0
Munich	1	18	2	8	6	0	0
Kassel	2	33	1	0	0	0	0
Ludwigshaven	1	15	0	0	0	0	0
Stuttgart	1	20	0	0	0	0	0
Hanover	2	37	3	13	9	0	0
Leipzig	2	33	0	0	0	0	0
Dusseldorf	1	23	0	0	0	0	0
Modane	1	15	0	0	0	0	0
Berlin	8	175	16	76	21	0	0
Frankfurt	1	16	0	0	0	0	0
Total:	21	402	22	97	36	0	0

The last 460 Squadron casualty of World War II:

While researching the '75th anniversary of the Quarters' articles, the thought came to me as to who was the last 460 Squadron casualty in WWII.

Having to put aside the many aircrew who must have died of war wounds in the years and decades post war, as I have no way to research the fate of these brave men, here is what I have determined.

Aircraft:

(i) On bombing operations with 460 Squadron:

It is well known that Lancaster NX585, IAR-K, flown by F/O H G 'Lofty' Payne received a direct hit in the bomb bay shortly after dropping their bomb load on Berchtesgaden. The two port engines caught fire and the inner starboard engine shut down, closely followed by their final engine. With fire rapidly gaining hold in the fuselage he ordered his crew to bale out through the nose escape hatch so he could count them. As he was about to leave the aircraft himself, his Rear Gunner appeared with his parachute already deployed behind him - the ripcord having caught on something as he came forward. As the spare chute couldn't be found, Payne had no choice than to crash land the crippled Lancaster. Gliding towards earth Payne had to negotiate high tension wires, wisely choosing to go under them, so close that the wires sheared off the tips of the two tail fins, crash landing in a field. All the crew survived to become short term Prisoners of War. The date of this crash was 25 April 1945, the last bombing raid by 460 Squadron in WWII.

460 Sqn did not lose any aircraft in Operations Manna and Exodus.

Sources: Peter Firkins 'Strike & Return', 460 Sqn ORB, Alan Stoor's WWII 460 Sqn fatalities, Lancaster Serial Numbers database, www.ww2roll.gov.au, and Peter Dunn's 460 Sqn website: www.ozatwar.com.

(ii) While 460 Squadron was part of Tiger Force:

460 Squadron lost two Lancasters during training for Tiger Force. Their stories are covered below.

Aircrew Fatalities:

(i) On bombing operations with 460 Squadron:

On the 14 April 1945 raid to Potsdam, Lancaster LL918 AR-S -Snifter was badly shot up by a German Night-fighter - it was their 7th operation as a crew.

Flight Engineer Sgt William George 'Jock' Warden RAF was killed in the attack and fell across pilot F/Lt C F Worsley RAAF's lap. Warden was carried to the rear and laid on a stretcher, Worsley then chose to press on, dropping their bomb load on the target with only

one engine operating. With the lighter aircraft but no Engineer, they got two other engines working, landing at Binbrook five hours later on three engines.

Mid Upper Gunner Les Lewarne was also lucky to survive, with his turret surrounded by bullet holes, one coming to rest in his thermos. Les Lewarne's logbook states: "Attacked 40 miles (64km) from target. Jock killed. M.U.Turret shot out of action - oxygen u/s, hydraulic pipe smashed, covered in oil. 3 engines feathered over target. Swine of a trip."

My research shows that Sgt Jock Warden RAF was the last 460 Sqn aircrew to be killed in action on bombing operations.

His funeral was held at Binbrook, with his body transported by train to his home town of Dundee for burial.

(ii) While 460 Squadron was part of Tiger Force:

One would expect that after a horrific death toll throughout the war, 460 Squadron would be spared in the interim training period becoming ready to be Bomber Command in the Pacific - not so:

(a) Lancaster MN799 took off from RAF Binbrook at 2032 hours on the night of 4/5 June 1945 to carry out a night cross country training exercise over France and the English Channel. In a report on the flight the Pilot of the aircraft stated: "*The homeward route was from St Etienne via St Malo, France to base. Throughout the flight I had been in R/T contact with all the crew, including Rear Gunner Flt Sgt Thomas within about 10 minutes of reaching St Malo. After turning at St Malo the aircraft dived steeply from 11,000 to 7,000 ft. (3350 - 2135m) due to a fault in the automatic pilot. I disengaged the automatic pilot and pulled the aircraft out of the dive. This all happened in a few minutes and there was apparently no cause for alarm at the time. I had no further contact with F/Sgt Thomas throughout the rest of the flight to base, and was not aware that he had baled out until we landed.*"

L: Sgt Jock Warden RAF;

M: Les Lewarne's thermos with night fighter bullet lodged in surrounding glove

R: The crew carry Jock's coffin passed a 460 Sqn Honour Guard to the truck that took it to the train for Jock's final journey home to Dundee.

Note: Flight Engineer Sgt Jock Warden RAF is wearing pilot's wings. A photo shows his replacement F/ Sgt Stephen Tippett RAAF also has pilot wings - Tippett is noted in the John Currie database as Pilot/Engineer.

Can any reader please shed any light on an RAF and RAAF Engineer both having pilot's wings? Was this a move to having a back-up Pilot in the crew to cover the event of the pilot being incapacitated?

The incident of the aircraft diving was the only possible cause that Flt Sgt Thomas could have had for alarm so I assume that he baled out at that time, 0229 hours 5/6/45, position 48.52N 01.55W."

Flt Sgt John Bullfinch Thomas RAAF is buried in the Plevenon Communal Cemetery, France. His body was washed ashore on 27 July 1945 near the village of Plevenon and is the last 460 Squadron aircrew to be KIA outside of the UK in WWII

(b) Lancaster NG404 took off from RAF Binbrook on 14 July 1945 on a day bombing and fighter affiliation exercise. With the bombing detail completed, the aircraft was carrying out a corkscrew during the fighter affiliation exercise when the fighter pilot called up to say the aircraft was on fire in the bomb bay. The Pilot F/Lt Murray Nottle RAAF (22 ops) reported: "*The fumes and smoke became intense in a matter of seconds, and I ordered the crew to bale out but received no acknowledgement. As the smoke and flames then became intense I was forced to bale out through the pilot's window*".

Navigator P/O Johnson RAAF and Wireless Opr W/O Quinn RAAF's bodies were found on board and probably were overcome by the smoke and fumes, whilst Rear Gunner F/Sgt Rogers RAAF baled out, landing in a lake and drowned. They are buried in the RAF Cemetery, Cambridge, UK. The other three crew members survived the crash with the Pilot receiving slight injuries.

P/O Carl Johnson RAAF, W/O Kevin Quinn RAAF and F/ Sgt Roy Rogers RAAF were the tragic and last 460 Sqn fatalities in WWII, with their Lancaster NG404 being the last squadron aircraft lost in the war.

Sources: Alan Stoor's 460 Squadron Fatalities in WWII; Peter Dunn's amazing website www.ozatwar.com.au; 460 Squadron Operations Record Book, John Currie 460 Sqn Personnel database; John Watson 460 Sqn Crew database; Peter Firkins' 'Strike & Return'; 460 Sqn Ops database; and Anne Lewarne.



BBMF Lancaster honours 460 Sqn Lancaster W5005:

It is wonderful that 460 Squadron Lancaster W5005 AR – L for Leader is being honoured in this year, the Centenary of the formation of the Royal Air Force.

Lancaster W5005 – more history uncovered:

460 Sqn V&F Gp's good friend & leader of the small W5005 – BBMF Lancaster Project Team, SQNLDR Clive Rowley MBE (Ret'd) who is also responsible for the BBMF Newsletter has given me permission to use his article from the current newsletter:

“Regular readers of the BBMF publications and newsletters will know that the Flight's Lancaster B1 PA474 currently wears the markings of 460 Sqn (RAAF) Lancaster W5005 'AR-L' on its port side, complete with the bagpipe-playing kangaroo nose art, the name 'Leader' and 30 symbols on the 'ops log'. This was how W5005 was photographed on 9th September 1943, having completed 24 ops over Germany (yellow bombs), two to Berlin (red bombs) and four raids on Italian targets (ice cream cones). The background story of Lancaster W5005 was told in the RAF Memorial Flight Official Club Yearbook for 2017. The original nose art was chosen by a 460 Squadron crew captained by Scottish pilot 'Jock' Ogilvie; it was painted onto W5005 by 460 Squadron navigator Vic Watts in July 1943. The bagpipe-playing kangaroo in wellington boots represented the mixed nationalities of the Ogilvie crew: four of them were British (one English, two Scottish and one Welsh) and three were Australian, including the crew's navigator Sergeant Jim Garrett RAAF. The Ogilvie crew flew W5005 on nine ops between 21st June and 29th July 1943. However, not much more was known regarding 'Jock' Ogilvie and his crew.

A few weeks ago Phil Garrett, the son of the Australian navigator on the Ogilvie crew, who lives in Korumburra, Victoria, Australia, got in touch with the RAF Memorial Flight Club via the website, because his nephew had shown him a picture of BBMF Lancaster PA474 wearing

L: 460 Sqn navigator and artist Vic Watts painting the original kangaroo nose art on Lancaster W5005 in July 1943. (Photo: via Robyn Jackson)

R: Jim Garrett was the navigator in 'Jock' Ogilvie's 460 Sqn Lancaster crew in 1943, the crew that designed the original bagpipe-playing kangaroo nose art. (Photo: via Phil Garrett)

the nose art from his father's 460 Squadron aircraft. Subsequent emails back and forth have uncovered some more of the history and provided some missing elements of the story of W5005 so far, demonstrating the power of the Internet and the reach of the Official Club.

Phil Garrett has told us that his father Jim would have been “thrilled to bits” to see the BBMF Lancaster in the markings of ‘their’ aircraft. Regarding the name ‘Leader’, which was based on the individual aircraft letter ‘L’, Phil has said that his father had told him that they originally wanted to name it ‘L for Leather’, but were not allowed to do this due to possible confusion with the word ‘Heather’. Hence it became ‘Leader’.

Phil's father Jim flew 13 ops with 460 Squadron. The last of these was to Peenemunde on 17 August 1943 his fourth op with legendary 460 Sqn pilot F/O Jan Goulevitch DFC, when his aircraft was holed by a German night fighter. Phil says that his father did not talk much about his experiences, only to say that he was terrified; they all were, he said. During 1943 Jim Garrett met and eventually married an English WAAF, Helen Crofts, who worked as a telephonist at RAF Binbrook where 460 Squadron was based. The couple had a baby girl, born with a hole in her heart, as a result of which Jim was given compassionate leave from flying on operations, finishing the war as a runway caravan controller. After the war he returned to Australia to run the family dairy farm and his wife, Phil's mother, emigrated as a so-called “Ten pound Pom”. Jim Garrett passed away in 1991 at the age of 71.

Apparently, Jim's ‘skipper’, Jock Ogilvie, remained in the RAF and subsequently continued to work for the Ministry of Defence, with time spent in Hong Kong, until the late 1970s. In 1982 he went to Australia to visit his daughters, who had emigrated there, and decided to find his old navigator Jim Garrett. Phil has provided us with a photograph of the two of them together in 1982 – ‘skipper’ and navigator – holding a photo of their Lancaster W5005 with the kangaroo nose art now worn by BBMF's PA474. ‘Jock’ also emigrated to Australia and died there in 1986.



T: The markings currently worn by BBMF Lancaster PA474 are those of 460 Sqn Lancaster W5005. (Photo: Andy Bell)

M: 460 Sqn Pilot 'Jock' Ogilvie (left) and his navigator Jim Garrett (right) photographed together in 1982, holding a picture of the nose art on their Lancaster W5005. (Photo: via Phil Garrett)

B: The nose of Lancaster W5005 in May 1944, now wearing the individual letter E2 with the name 'Leader' painted over, and displaying 52 symbols and a DFC on the ops log. (Photo: via Phil Garrett)

Finally, Phil has provided us with a remarkable, previously unknown and unpublished photograph, from his father's collection, of Lancaster W5005 at the end of her time with 460 Squadron, just before being transferred to 550 Squadron. By this point in time, May 1944, W5005 had been recoded from 'AR-L' to 'AR-E2'. Therefore the name 'Leader' has been removed from the nose. The 'ops log' shows a total of 52 ops and what appears to be a Distinguished Flying Cross.”

Phil Garrett is now in contact with 460 Sqn V&F Gp:

Jim Garrett's son Phil lives in Victoria and has communicated with the Editor – let him explain:

“I can't tell you how incredible this whole week has been for me. My nephew sent me a link; I clicked on it and in front of me on the home page was my father's exact nose art on the BBMF Lancaster, with L Leader to boot!

I thank you sincerely, especially on behalf of my dad who never knew what happened to his aircraft. I have had the pleasure to have met Jock (I stayed with him in the UK in 1984), Johnny





Above photos taken by Christine Dubery's son

Atherton (Ogilvie's M.U. Gunner) in Sydney and I met Ted Anderson (Goulevitch's M.U. Gunner) at dad's funeral in 1991. the photo of W5005, is amazing. Jock Ogilvie's two daughters live in Australia so he visited in 1982 and 1986 staying at our house.

He had hoped to emigrate but in the end although his wish was granted he passed away at Lindenow and his ashes spread in the park."

Additional information on the BBMF Lancaster:

The BBMF's special "Trenchard" formation – named after the RAF's 'founding father', Marshal of the Royal Air Force Viscount Hugh Trenchard – displayed on Sunday 10th June for the first time, in front of a sell-out crowd of 60,000, at the RAF Cosford Air Show.

The RAF Cosford Air Show was one of the major British air shows selected to celebrate the centenary of the Royal Air Force (RAF100) this year. (BBMF Newsletter)



L: The BBMF's special RAF100 "Trenchard" formation arrives at the Cosford Air Show on 10th June. Dakota ZA947 leads with Spitfire Mk IX MK356 and Hurricane Mk II PZ865 on its wings and Lancaster PA474 in line astern. (Photo: Michael Hallam)
 R: The Lancaster and Dakota element of the "Trenchard" display at Cosford drew comments on the closeness and precision of the formation flying. (Photo: Michael Hallam)

Bob Jackson Follow-Up:

Readers will remember the article in our June bulletin covering the sad incident of 460 Sqn Veteran Bob Jackson's house being burnt down, losing his two faithful dogs and his Legion of Honour medal.

Thank you again to the many members of the 460 Sqn global family for contributing to his GoFundMe account. Bob is doing okay.

Here are two good news 'follow-up' stories on Bob:

(i) As you have read in the above 'CO's Corner' article, current 460 SQN members, Corporal Mason Gow and Leading Aircraftman Nicholas Bosnar, who happened to be in Brisbane to participate in a major exercise, also took the opportunity to visit 460 Squadron Veteran Bob Jackson. Mason and Bos presented Bob with a care package and a number of gifts, and passed on our best wishes at that difficult time. We wish Bob all the best for the future.

(ii) Quilts of Valour: "Since 2002 Quilts of Valour Australia has given around 1500 handmade quilts to Defence personnel touched by war and to the immediate family of fallen service personnel. Chris Ebstrom of Little Mountain made a quilt for Bob, which was presented to him at a morning tea in his retirement home.

The Editor thanks Peter Dunn for providing the above article taken from the QLD RSL News.

LtoR: Tony Stevenson, President of Salisbury RSL Sub Branch; Vicki Venables from Quilts of Valour Australia and Bob Jackson



460 Sqn Crash site memorials -

Can any reader please help?:

Rien Wols, a researcher at the Brabant Historical Information Center (BHIC), the provincial archives of the province of Northern Brabant, The Netherlands, recently contacted Peter Dunn on his Ozatwar website, with a request.

I'll let Rien explain via his reply to Peter: "For several years now we are working on a project about air crashes in our province during World War II. More than a thousand planes came down on Brabant soil and most of the crew have died in these crashes. In September 2019 we celebrate/commemorate 75 years of the liberation from German occupation during Operation Market Garden in September 1944, and we plan to launch a website then, dedicated to all the air crew that gave their lives in the war effort against the Nazi's.

I found Mrs Sue Macdonald on your website about 460 Squadron and besides that two photographs of the crew of Lancaster PB255 before their plane and their graves in Oostelbeers. I would kindly request your permission to use these pictures on our website to illustrate the story of this particular crash.

I tried to contact Mrs. Sue Macdonald who posted some photographs of the crew of Lancaster PB255 on your website about 460 Squadron. It has been a while (her posting was from 2000) and I am afraid hers is not a current address anymore (my message came back as "user unknown").

Sue Macdonald's uncle F/Sgt Robert J Dickie was the navigator in F/O Michael C Skarratt's crew.

The following is a link to the page on Peter Dunn's Ozatwar website covering the "Loss of 460 Squadron Lancaster PB255 (AR-X for X Ray) on 24 December 1944":

<https://www.ozatwar.com/suemcd.htm>

The crew were taking part in a raid on Cologne. At 1850 hours on 24 December 1944, their Lancaster crashed near Oostelbeers in Holland at Map Reference E 305225 about 9 miles north west of Eindhoven. The Lancaster exploded in mid-air, killing all the crew.

The crew were as follows: F/O Michael C Skarratt RAAF (Pilot); F/O John M Ward RAAF (Bomb Aimer); Sgt Thomas C Newman RAF (Flight Engineer); F/S Robert J Dickie RAAF (Navigator); F/S Russell I Stewart RAAF (Wireless Opr); F/S Graham F Day RAAF (Mid Upper Gunner); and F/S Cyril K Deed RAAF (Rear Gunner)

The aircraft and crew were identified by F/S Stewart's watch.

Can any reader help locate Sue Macdonald or the families of any of the seven crew



L: The remains of the seven crew members are buried together: L Headstone: G. E. Day and C. K. Deed; LM Headstone: R. J. Dickie and M. C. Skarratt; RM Headstone: T. C. Newman; R Headstone: R. I. Stewart and J. M. Ward
 R: Six of the crew standing in front of a Wellington bomber: Back row: L-R J. M. Ward (Bomb Aimer), M. C. Skarratt (Pilot), R. I. Stewart (Wireless Operator). Front row: L-R C. K. Deed (Rear Gunner), G .F. Day (Mid Upper Gunner), R .J. Dickie (Navigator).

International Bomber Command Centre:

If you live in Northern England or are planning a visit to the region, please consider taking a few hours to visit the recently opened International Bomber Command Centre on the outskirts of Lincoln – here are some details on this amazing establishment.

Opening Hours:

Open 9.30am – 5.00pm, six days a week. Last entrance to the exhibition: 4pm

The IBCC is closed on Mondays except Bank Holidays

The Peace Gardens, Walls of Names and the Spire are free to visit.

Our only charge is for the exhibition, where concession rates are available – concessions cover those who are over 65 and disabled visitors.

Parking

In line with many national, charity run heritage sites, the IBCC has a charge for parking to ensure that the ongoing maintenance of the Memorial, Gardens and grounds is funded.

This ensures that these facilities can be made freely accessible to everyone.

Car parking charge is £3 all day

History & archive

This section will give you online access to the history and experiences of those who were involved with, or impacted by, Bomber Command during the Second World War. You can explore photographs, documents, personal stories and historical context through these pages.

History of Bomber Command - helping to protect our nation during WWII were more than 125,000 men, from all over the world, who served as Aircrew in Bomber Command. They were supported by a million men and women who helped to secure the freedoms we enjoy today

IBCC Digital Archive - is an extensive repository of the personal records of those who served and suffered during WWII, including personal memorabilia and one of the biggest collections of eyewitness testimonies. It is being created as part of this project to ensure that the story of the Command and the bombing campaign is preserved in perpetuity.

IBCC Losses Database - records the details of 57,861 Bomber Command deaths during WWII. It provides one of the most



comprehensive record of these losses in the world.

Veterans' Stories – an ever increasing database of Bomber Command Veterans' personal stories.

Educational Learning

The IBCC provides a world-class facility acknowledging the efforts, sacrifices and commitment of the men and women, from 62 different nations, who came together in Bomber Command during WWII, as well as the stories of those who suffered as a result of the bombing campaigns and those whose survival was guaranteed by the humanitarian operations of Bomber Command.

The IBCC encourages the education system to enhance their students' studies of the Second World War or Local History with a visit to the IBCC. The facilitated schools sessions will enable your students to develop their skills in historical enquiry by discovering first hand stories, unique artefacts and state of the art interactives.

The IBCC was recently awarded the Sandford Award for Heritage Education 2018 on the strength of our Learning Programmes. The 2018 Sandford Award citation reads:

"The International Bomber Command Centre has certainly "hit the ground running" with the education programmes that they offer. The focus that runs throughout the programmes of Remembrance, Recognition, Reconciliation ensure that the activities that they offer are engaging, thoughtful, informative and inspiring. This is a visit that every student, regardless of gender, personal interest in the Second World War, or preferred learning style, will enjoy and at the end of the visit will understand the impact of Bomber Command on everyone involved on all sides"

For more information, log onto: <https://internationalbcc.co.uk/>
Source: IBCC April 2018 newsletter

Centenary of the end of World War One:

"The 11th Hour of the 11th Day of the 11th Month" in 1918

At this moment in history the guns went silent "on land, sea and air" bringing to an end "the war to end all wars".

At 5 am that morning, Germany, bereft of manpower and supplies and faced with imminent invasion, signed an armistice agreement with the Allies in a railroad car outside Compiègne, France.

The actual terms, largely written by the Allied Supreme Commander, Marshal Ferdinand Foch, included the cessation of hostilities, the withdrawal of German forces to behind the Rhine, Allied occupation of the Rhineland and bridgeheads further east, the preservation of infrastructure, the surrender of aircraft, warships, and military material, the release of Allied prisoners of war and interned civilians, and eventual reparations. No release of German prisoners and no relaxation of the naval blockade of Germany were agreed to.

The First World War left nine million soldiers dead and 21 million wounded, with Germany, Russia, Austria-Hungary, France, and Great Britain each losing nearly over a million lives. In addition, at least five million civilians died from disease, starvation, or exposure. Almost 62,000 Australians died fighting for our freedom and in service of

our nation.

Although the armistice ended the fighting, it needed to be prolonged three times until the Treaty of Versailles of 1919, which was signed on June 28 1919, took effect on January 10 1920. Unfortunately, the peace treaty that officially ended the conflict, forced punitive terms on Germany that destabilized Europe and laid the groundwork for World War II

On the first anniversary of the armistice in 1919 two minutes' silence was instituted as part of the main commemorative ceremony at the new Cenotaph in London. The silence was proposed by Australian journalist Edward Honey, who was working in Fleet Street. At about the same time, a South African statesman made a similar proposal to the British Cabinet, which endorsed it. King George V personally requested all the people of the British Empire to suspend normal activities for two minutes on the hour of the armistice "which stayed the worldwide carnage of the four preceding years and marked the victory of Right and Freedom". The two minutes' silence was popularly adopted and it became a central feature of commemorations on Armistice Day.

After the end of the Second World War, the Australian and British governments changed the name to Remembrance Day, as Armistice Day was no longer an appropriate title for a day which would commemorate all war dead.

In 1997, Governor-General Sir William Deane issued a proclamation formally declaring 11 November to be Remembrance Day, urging all Australians to observe one minute's silence at 11 am on 11 November each year to remember those who died or suffered for Australia's cause in all wars and armed conflicts.

Remembrance Day continues to be commemorated all over the world each year at 11am on 11 November, with one minute's silence to contemplate the almost 15 million military personnel and civilians who died or were wounded; the reading of The Ode; with the red poppy held in the hand or attached to the right hand side of clothing as the symbol of remembrance.

In 2018, at 11am on 11 November the world will commemorate the Centenary of this historic event.

To commemorate the centenary of the Armistice that ended the First World War creative public program will run at the Australian War Memorial for a five week period from 5 October to Remembrance Day, 11 November 2018.

Does any reader know the family of F/Sgt Norman Conway RAAF (KIA 3 September 1943)?:

Christine Dubery wants to be able to meet a promise she made to her father RAF Gunner Sgt Herbert Bell to track down the family of F/Sgt Norman Conway RAAF, her dad's Navigator, to thank them on behalf of her father for being responsible for saving his life.

Her dad is adamant that Norman's navigational skills allowed him, his pilot 'Archie' Randall and Flight Engineer to survive being shot down on the 3 September 1943 raid on Berlin and being brought home safely to England.

FO Randall RAAF, Sgt Bell RA) and Sgt Johns RA) were interned in Sweden and later returned

safe to the UK. PO Greenaway RAAF, Flt Sgt O'Brien RAAF and Sgt Ward RCAF became POW's, and the only crew member KIA was Navigator Flt Sgt Conway RAAF who lost his life at sea.

"The aircraft was repeatedly hit by flak over the target and attacked by fighter aircraft. The aircraft was temporarily out of control and the crew ordered to bale out. After one member had baled out the Captain regained control of the aircraft and the bale out order was cancelled. The course was set for Sweden. The navigation instruments were destroyed and the Navigator got high praise from the Captain in navigating the aircraft by dead reckoning course. Lights were sighted and the aircraft was considered over Sweden. The bale out order was given. Conway and the Captain were the last out. Forty five minutes later the Captain and one other crew member were picked up by a Swedish trawler. The trawler searched for half an hour that night for Conway and again the next day but no trace of him was found. Randall, Johns and Bell were picked up in the sea, taken to Sweden for interment, and later arrived safe back in the UK."

Conway's body was never recovered so he is honoured on the walls of the Runnymede Memorial (Panel 192) as well as on the WWII Memorial in the Sydney suburb of Pymble, where he was born on

1 July 1920. His Next of Kin was listed as Frederick Conway. (Sources: Alan Stoor's 460 Sqn RAAF Fatalities and www.ww2roll.gov.au)

Christine continues: "The only loss was Norm the navigator, and I am convinced he was shot whilst trying to escape by the gestapo on the night of the Fifth Sept, as told to Sgt Johns by local resistance who rowed him to neutral Sweden. Norm jumped just before dad who had to stop and open his chute to check canopy intact as damaged when they were attacked. The line the plane followed shows where all the others landed. Dad was in Danish waters, Archie in Swedish waters, and Norman Conway would have landed in the shallows or on the shore line. There is no record of his body being washed ashore. Dad was so grateful to his friend's navigational skills as he got them to the Oresund at the narrowest spot, incredible navigating in a plane that limped from Berlin with no instruments, on two engines before losing a third as they reached Denmark. So they were on one engine at full throttle. Of course "Archie" Randall insisted on returning to 460 as pilot and was lost on Black Thursday (16/17 December 1943) in the fog crashing on ammunition dump in Market Stainton whilst seeking Binbrook. My dad was the old man of crew as he was 33 when they were shot down, and he loved serving with the Australians. Archie's older brother Clive is now 96 years old, and his little sister Mell is 89."



Norm Conway wedding
14 June 1941

Readers – please help Christine keep her promise to her father!!!

A Joke – a slightly different take on an oldie but a goodie:

A German lorry driver is having a drink at the bar in the Lion & Snake Hotel in the historic City of Lincoln, surrounded at the end of the day by a group of thirsty farm workers. In an ever increasingly loud voice the German goes on about how lazy the British are, boasting that he drives his load

from Berlin through Holland & Belgium, under the Channel and up to Lincolnshire and then back to Berlin in three days.

The old Yorkshire farmer leaning on the bar next to him mutters....."a piece of cake ...I used to pick up load in Lincolnshire before the sun went down, drop off in Berlin

and back in Lincolnshire for breakfast".

The German trucker snorts and laughs, getting redder and redder in the cheeks, saying...."Oh Yeah!!! Oh Yeah!!!! ..and what rig were you driving?"

The old fella calmly looked the German in the face and quietly replied..... a LANCASTER BOMBER!!!!!!

Thanks to Paul O'Callaghan for this anonymous email gem.

Christmas Bomber Command Association Luncheon – NSW Parliament House:

460 Sqn V&F Group has again accepted the kind invitation from Bomber Command Association in Australia to attend their 2018 Christmas Luncheon at NSW Parliament House. If you are able to join us for this memorable end of year function, please contact Annette Guterres or Jayne Beech-Allen direct (details below) and ask to be seated on one of the 460 Squadron tables.

The Luncheon will be held as usual in the Strangers' Dining Room in NSW Parliament House on Friday 7 December 2018, starting at 12 Noon. The cost is the same as last year: **\$78 per person, and \$58 for a Widow of a Bomber Command Veteran.**

If you would like to attend, please either:

(i) Make your cheque out to: Bomber Command Association in Australia Inc

and post your cheque AND a cover note stating the name of each attendee plus your request to be seated at a 460 Sqn table, to BCAA PO Box325 Concord 2137, or:

(ii) If paying by EFT:

Please make your direct deposit to:

BSB: 633-000

Account No: 125530550

Account Name: Bomber Command in Australia Association Inc

Please use an identifier: your Last Name, number attending & 460 (so you will be allocated a seat on one of our tables).

Then email your payment receipt and the information needed for booking to: annette.guterres@gmail.com

A limited number of reserved parking spots are available for those with mobility difficulties – please apply asap via email to: annette.guterres@gmail.com

If you have any questions on this please contact:

Annette Guterres: mobile: 0412 759 912; email:

annetteguterres@gmail.com or

Jane Beech-Allen: mobile: 0424 624 852; email:

janebeechallen@yahoo.com .

Lunches since the last bulletin:

Club York Tuesday 14 August 2018:

A small but distinguished group of diners came together for our August 460 Sqn V&F Gp lunch at Club York (the old NSW Bowlers Club).

Bob Spence advises:

"A small group of regulars attended this August lunch and again it was a very happy day. There were several apologies from normal attendees who had other commitments this particular day. We enjoyed each other's company and many a long tail was spun there.

The food in the Zabou Bistro is most acceptable and selected from the full menu at reasonable prices and includes the most delicious Fish & Chips which is a favourite. Again the service put for us by the club is much appreciated and the day passed too quickly with some who come long distances needing to hurry away finally to catch connections home before the peak hour rush.

I personally apologise to Barry Anderson for asking for the photo to be taken while he was away from the table.

This lunch is a regular 460 Sqn V&F Gp event in a location that is very convenient to anyone travelling by train or bus, so I strongly recommend more readers joining us on these occasions when you get the chance"

The next Club York lunch is on Tuesday 9 October 2018

The Editor thanks Bob Spence for organising these lunches that are held on multiple occasions throughout the year – refer the Diary at the bottom of each bulletin.

EVERYONE – THE FOLLOWING IS A MUST READ SECTION Editor's post note:

At both the Club York and Watsons Bay lunches, Neville Cusick, tabled some interesting information that he has found at the AWM in his ongoing research into his cousin, pilot F/O Milford 'Mick'

Cusick RAAF KIA on the 24 March 1944 raid on Berlin. The AWM has a series of taped interviews, especially with many well-known 460 Sqn Veterans. I was able to join in on this conversation at Watsons Bay as in researching my father about 15 years ago I came across the same interviews and listened to many of them which amazingly mentioned my father.

The interviews were done by Bomber Command Veteran Laurie Field as his intention was to write a book on 460 Squadron, using Veterans' actual experiences. As I understand it, Laurie died and so the book was never written, but I encourage readers to look up Neville's find. Laurie wrote the book 'The Forgotten War – Australia and the Boer War'.

If you want to locate the complete list of those interviewed, click on the following link:

https://www.awm.gov.au/advanced-search?collection=true&facet_type=Sound&facet_related_subjects=Oral%20history&facet_related_places=Europe%3A%20United%20Kingdom%2C%20England

Work your way down the list to find a specific Veteran you know and may be interested in hearing their story, click on the SOUND icon in the right hand column, then sit back and make yourself comfortable.

Many thanks to Neville Cusick and his son Daniel for raising this amazing list of our Veterans' stories and providing the link.



LtoR: Neville Cusick, Betty Seery, Bob Spence and David Tod. Barry Anderson was not at the table when the photo was taken by the Bar Attendant.

Watsons Bay Hotel Tuesday 11 September 2018:

Sydney turned on a marvellous Spring Day for our second biannual lunch at Watsons Bay, with most diners electing to take the ferry from Circular Quay along one of the most beautiful harbours in the world.

We had a good roll up of thirteen attendees, including David & Marjke Arrowsmith (representing their Perth based uncle Doug Arrowsmith DFC OAM Ld'H) and Sue Taaffe daughter of 460 Sqn pilot Doug Jolly DFC who flew 30 operations from November 1944 to April 1945, joining us for the first time.

Unfortunately regular attendee WWII Veteran Don Southwell Ld'H is in hospital so he and Keith Campbell Ld'H (past Secretary and President respectively, of Bomber Command Commemorative Day Foundation), were unable to be with us, as were V&F Gp Treasurer Bob & Olive Spence as Olive was unwell. We wish them both a speedy recovery.

Past V&F Gp committee member Michael Batty took the ferry to join for us for the first time in many years due to his moving overseas with work.

Everyone moved around the group throughout the meal which included the usual large and delicious Watson's Bay Boutique Hotel's 'Fish & Chips' special plus barista coffee. As usual, the feedback on the day was very positive, so many thanks to Trish Berghouse for organising another great event.



L: the magnificent view from our luncheon table looking past the ferry terminal and up the harbour to the Sydney CBD in the background
M: Our table looking towards the harbour
R: Photo of our luncheon attendees taken looking away from the harbour, so faces are recognisable; LtoR around the table: Neville Cusick, Barry Anderson, Trish Berghouse, Michael Batty, David (partly obscured) & Marjke Arrowsmith; and down the other side: Sue Taaffe, Anne-Marie Jonas, Betty Seery, Ray Berghouse, Barrie & David Tod (photos taken by Richard Munro)

Thank you for contributing

The Committee of 460 Squadron Veterans & Friends Group thanks all the members who have continued to respond to our request for assistance in funding this

publication.

The work of the V&F Group is solely paid for by the generous donations of members. The cost of publishing and posting the bulletin is our major expense, costing \$30 per year per reader. The Committee

give their time voluntarily. Many members donate \$50 annually. If you haven't already contributed we ask that you please do so. Thank you.

A Poem: The following poem was read out by Geoff Egan at his Uncle John Egan DFC Ld'H' s funeral (refer to the Vale section)



L: PO-S for Sugar after her 100th op – RAF Waddington

R: PO-S for Sugar at RAF Hendon Museum – note the comment mocking Luftwaffe Supremo Herman Goering's boast " No enemy plane will fly over the Reich territory" ; Lancaster PO-S for Sugar alone did this 137 times.

Showpiece - Lancaster

I dream now of another time,
Of soaring wings, and slipstream whine,
Of airscrew arcs, and engine drone,
And cloudy canyons I have known.

Once we were many and we knew,
The love of thousands, our aircrew,
So many lovers past recall
Yet we were faithful to them all.

When towering columns split the night,
With brilliant beams of searching light,
There in just moments we became,
Small insects, round a naked flame.

And with us then, our young men knew,
An eighth, unwanted crewman flew,
He whispered, taunted, often near,
Unseen, but known, for he was Fear.

Time after time, we saw the cost,
To all who fought so well and lost,
For them, a fiery plunge through space
In another time, another place.

For you old lovers, youth has gone,
Relentless, time is moving on,
With arms outstretched, with measured pace,
To take you all in cold embrace.

Time has not marred my grim old frame,
To your fading eyes, I am the same,
Look well, all strangers standing there,
For I am the mighty Lancaster.

by Walt Scott - 630 Sqn. RAF

This poem is dedicated to Lancaster R5868, with the livery PO – S for Sugar which arrived at 467 Squadron RAAF at RAF Waddington in September 1943 and went on to complete 137 operations before participating in Operations Manna (food drops on Holland) and Exodus (repatriating POWs from Europe). Officially struck off on 16 March 1956, the Lancaster was transferred to the Air Historical Branch and sent to RAF Fulbeck in 1958 and put into storage. In April 1959 it was put on display at RAF Scampton. Painted in 83 Squadron livery in 1960, it remained the Gate Guardian at Scampton until it was assigned to the RAF Museum in August 1970. Following restoration R5868 moved to RAF Hendon in March 1972 and repainted with her 467 Sqn markings, moving to her current location in the new Bomber Command Museum Hall at RAF Hendon in August 1982.

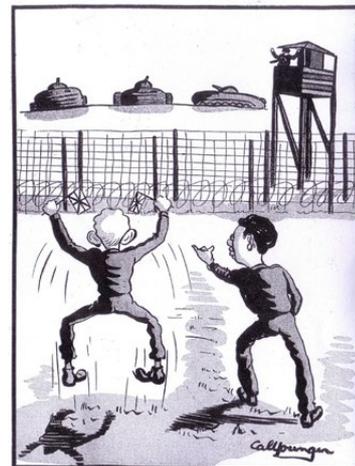
Source: <https://www.rafmuseum.org.uk/documents/.../74-A-12-Avro-Lancaster-R5868.pdf> and https://en.wikipedia.org/wiki/List_of_surviving_Avro_Lancasters

Cal Younger's sketch book:

This is the twenty second bulletin exhibiting the late Cal Younger's cartoons from his booklet "Get a Load of This", which adds some humour to the seriousness of the risks and stresses of everyday at war, especially from his three long years as a Prisoner of War.

In Cal's honour, we will continue to include his cartoons in future bulletins.

"British tanks. Get the wire-cutters and let 'em in"



"British tanks. Get the wire-cutters and let 'em in."

460 Squadron V&F Group Events for 2018:

Here are the final events where 460 Veteran, Families & Friends can come together in 2018.

The December bulletin will include the full list of 460 Sqn; Bomber Command and RAAF events in 2019 for you to note them in your diary for the coming year.

October 9th (Tuesday) - 'Club York', 99 on York Street Sydney. The last of our lunches at '99 on York' the old NSW Bowlers Club. Noon for 12.30.

December 7th (Friday) - Christmas luncheon – NSW Parliament House with Bomber Command Association in Australia – see above article for the booking and payment details.

We hope you have enjoyed reading this bulletin. If you have any comments, suggestions or potential articles please contact the editor, Richard Munro or any member of the committee.

While we strive for perfection, we are only a volunteer group, so occasionally we make an error. If you detect any fault, please let the editor know and I will publish a correction in the next edition.

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Two options for your donation to help 460 Squadron V&F Group

Please make out your cheque/ money order & send to:

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460 Squadron V&F Group,
Bob Spence
20 Japonica Road, Epping
NSW 2121 Australia
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Details for your Electronic Fund Transfer:

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Account Number: 482694577
For EFT donors - please include your name in the description window provided and send a brief email to 460 Sqn V&F Gp Treasurer Bob Spence (rbspence@westnet.com.au) so that it is clear to whom the receipt needs to be sent.