

460 Squadron Veterans & Friends Group

The G for George Squadron



October - December 2017

Battle of Britain Memorial Flight Lancaster – "She flies!!!":

After a long major maintenance period BBMF Lancaster PA474 successfully completed her air test for the first time in her new colours and flew home to RAF Coningsby on 4 July in time for the 60th Anniversary of the Battle of Britain Memorial Flight.

As the ex CO of the BBMF and the W5005 Project Team Leader Sqn Ldr Clive Rowley MBE (Ret'd) proudly stated "She flies!!!"

As all readers are now aware from several previous bulletin articles, 460 Squadron Lancaster W5005 is being honoured as her port side livery.

Top: PA474 lands home at RAF Coningsby on 4 July 2017, W5005 nose art clearly visible (photo taken by S/L Clive Rowley MBE (Ret'd))

Bottom: Five BBMF 'ships' - Thompson formation 11 July 17 (photos provided by Clive Rowley MBE (Ret'd))



60th anniversary of BBMF

PA474 arrived 'home' at RAF Coningsby in time for the 60th anniversary celebrations of the BBMF on 11 July 2017. HRH Prince William, Patron of the BBMF arrived by helicopter, spent time talking and joking with almost every Bomber Command Veteran and attending family members of BC Veterans before watching an air display of a Lancaster, three Spitfires and a Hurricane flown by serving RAF aircrew.

460 Sqn V&F Group congratulates the Battle of Britain Memorial Flight and all its personnel for achieving this important milestone



L: HRH Prince William with 'Johnnie' Johnson (photo provided by Clive Rowley)

R: HRH Prince William talking to the late Dave Fellowes' daughter Gita Grit – see vale section (photo provided by Clive Rowley)

Many readers will know that the BBMF aircraft have had a temporary setback. S/L Clive Rowley MBE (Ret'd) explains in the BBMF September newsletter:

BBMF Merlin engines pause in operations

On Thursday 16th August the BBMF temporarily paused operations of its aircraft fitted with Merlin engines: the Lancaster, the two Hurricanes and four Spitfires

The official statement issued at the time said: "A routine engine inspection has highlighted a fault with one of our Merlin engines. Consequently, purely as a precaution, we have taken the decision to temporarily pause flying of our aircraft fitted with Merlin engines." Rather modestly, this statement did not highlight the excellent engineering practices that had brought the issue to light. A routine check of the oil filter contents from the Flight's Hurricane LF363 by the Early Failure Detection specialists at 1710 Naval Air Squadron at

HMS Sultan, Portsmouth, showed up some small pieces of metal in the oil, suggesting a potential problem in the engine. Following consultation with the Defence Equipment and Support (DE&S) BBMF Propulsion Engineering Authority and Industry specialists, further investigation of the origin of the metal particles took place with the engine remaining fitted. Following removal of the Reduction Gearbox from the front of the engine a fault was quickly identified with the Pinion Gear.

Having identified the problem in this particular engine the natural and correct course of action was to pause flying by all of the Flight's Merlin-engine aircraft, to investigate further and then to check all the other Merlin engines as a precaution.

Clive Rowley sent me the good news:

"I can confirm that the BBMF were able to fly their classic 3-ship of the Lancaster/Hurricane/Spitfire (the Hurricane was LF363 and the Spitfire was PR Mk XIX PS915) at

the RAF Scampton air show on Saturday 9th September in front of a crowd of some 25,000, proving to all that they were emerging successfully from the enforced period of 'paused operations'.

Finally, the CO of the BBMF, Sqn Ldr Andy Millikin BBMF team is planning to hold a special 460 Squadron Day for 460 Squadron veterans, families and friends at the BBMF's home at RAF Coningsby - the date is as yet undecided.

Ground to air photo of the 3-ship BBMF performing at Scampton on 9 Sep 17 (photo supplied by Clive Rowley)



Vales:

Warrant Officer Dave Fellowes RAF

(– June 2017):

The editor never personally met dedicated 460 Sqn and Bomber Command Veteran Dave Fellowes, but we became good mates living half a world away. Each year, Dave sent me a Christmas card to all the V&F Group readers, which if it arrived in time, I would put on the front cover of the December bulletin. Dave regularly responded to bulletin articles usually with additional information, the secret Automatic Gun Laying Turret which he used on ops being a good example, plus he made many suggestions for articles in future editions. The most notable of these was his story 'The Dangerous Clouds' which I split into two articles and published in the March and June 2017 bulletins. He never got to read the latter as the news of his death arrived as the June bulletin went into production.

Dave and I corresponded regularly once he heard about the BBMF honouring 460 Squadron, as the BBMF team knew him well, with Dave being called on by the media and the film industry as an Advisor and sometimes an Actor in WWII BC documentaries. He was delighted as he proudly advised that he also had been pushing for this recognition for years.

When the CO of the BBMF S/L Andy Millikin RAF heard that his cancer was progressing rapidly, he invited Dave and his daughter Gita to join him to see the BBMF Lancaster in her 460 Sqn portside livery in April at RAF Duxford, before its test flight

Sgt Dave Fellowes RAF was assigned as the Rear Gunner in F/O Art Whitmarsh DFC RAAF's crew arriving at Binbrook on 20 November 1944. In what was a 460 Sqn tradition, their first bombing operation a week later had an experienced pilot on board to help coach them on surviving a raid – in their case it was the Station Commander GPCAPT Hughie Edwards VC. Art and his crew completed a full tour of 31 operations between 27 November 1944 and their third Operation Manna food drop on 4 May 1945. They encountered many of the dangers of night bombing raids, surviving a mid-air collision on the 7 January 1945 raid on Munich – refer our March bulletin for Dave's story on this. Art Whitmarsh's Lancaster AR-O Oboe carried the latest secret equipment – the

reason its serial number was the unusual ND968/G, with Dave operating the top secret Automatic Gun Laying Turret.

Here is an extract from Steve Darlow's eulogy to Dave Fellowes at his funeral service:

"Bomber Command aircrew. What does that conjure up in the mind? For me words such as courage, tenacity, endurance and loyalty come to mind. And these words certainly applied to Dave. Oh, and a certain degree of stubbornness! How else could you describe these young men who took to the hostile skies over Occupied Europe night after night, with the odds against their safe return so stacked against them? And these have been characteristics which have seen them through to grand old age. The only thing about the bomber war that Dave regretted was that it was necessary. He never apologised for having taken part in it; indeed, he was hugely proud of his crew, his squadron, Bomber Command and their role in the battle for civilisation when malign forces took control in Germany resulting in the Second World War. He, like all others who served in Bomber Command, felt betrayed by Churchill when they were not even mentioned in the Victory speech in 1945 and 'Butch' Harris was ignored for the recognition accorded to the commanders of the other services. And for almost 70 years this is how it remained.

Then, in about 2008/9 moves were made for the construction of a memorial to the fallen of Bomber Command in London's Green Park. A local veteran was approached by Bomber Command Association to gather together a number of veterans living in the Sussex area, with a view to some signings at a local garden centre to raise funds and awareness. The Sussex veterans have remained as a group continuing to raise funds, give talks, reach out into the community and Dave was a huge force in this group. The group became involved with TV documentaries, radio, even involved in the proposed



L: W/OFF Dave Fellowes RAF, with a photo with his wife and the second of his WWII crew
R: The RAF carrying Dave's coffin from the church

dramatization of Len Deighton's book 'Bomber'.

Particularly I would mention the real warmth of our friendship with the Battle of Britain Memorial Flight, which meant so much to Dave and is so admired by all the veterans.

He always said that, as rear gunner, he was the first man to take off and the last man to touch down. In fact, he told me that he always added a minute to his flight time because of it! So, soft landings Dave!

On behalf of 460 Sqn V&F Gp, I thank Cherry Greveson B.A. (Hons), PRO Bomber Command Aircrew Veterans Group (Sussex) for her involvement in ensuring Dave was given a fitting send-off. She adds:

Group Captain Antony Martin RAAF, Air Advisor, Australian Defence Staff, London represented the RAAF, 460 Sqn RAAF and 460 Sqn V&F Group at the funeral service, reading Geoff Magee's poem "To Absent Friends of 460 Squadron". It was great to have the 'dark blue' uniform of the RAAF and to hear his unmistakable Aussie accent. I found out later that that was the moment that grown men felt emotional - seeing the present day RAF carrying out one of their own on his last journey.

Funeral attendees were treated to a fly-by of a Hercules of 206 Squadron (Brize Norton) which was Dave's old Squadron after the war."



L: Air Gunner Sgt David Fellowes RAF – 1944
M: Painting from Dave's story on the mid-air collision of his Lancaster, as told in 'The Dangerous Clouds'
R: CO of BBMF S/L Andy Millikin with Dave Fellowes and the freshly painted 460 Sqn W5005 nose art – at RAF Duxford, April 2017 (photos provided by Dave's daughter, Gita Grit)

Flying Officer Fred Sargeant (26 January 1925 – 21 June 2017)

Fred Sargeant will be greatly missed by the 460 Sqn V&F Group. He always got involved with everything related to 460 Squadron, from attending the reformation of 460 SQN RAAF in 2010 and each anniversary dinner for as long as his health allowed. He independently came in for each year's ANZAC Eve ceremony and marched in each ANZAC Day march, leading the squadron on many an occasion before adjourning to the post-march lunch. He was a regular member at our '99 on York' and Watsons Bay lunches and was a member of the Australian Bomber Command Veterans Party at the official opening of the Bomber Command Memorial in Green Park London in 2012.

He proudly kept his independence almost until the end.

The following is mainly taken from Fred's Eulogy given by his son Terry:

"Dad was born in Parramatta on Australia Day 1925, the youngest of four children. He grew up during the Great Depression and went to school at Parramatta Public School and then at Arthur Phillip High. He left school at 15, and, shortly after, he began what was to become a lifetime career working at the Sydney County Council. He was a good ballroom dancer, a keen sportsman and played rugby union football for his beloved Parramatta.

On 27 March 1943, he enlisted in the RAAF qualifying as a pilot. In January 1944 he left Australia on a troop ship for England. He was assigned to an Operational Training Unit, where he formed a crew of five to train on Wellington Bombers, before transferring to a Heavy Bomber Conversion Unit, where he picked up the remaining two members of his Lancaster crew. He arrived at Binbrook on 3 May 1945, a week after the squadron's final bombing raid of the war, with 460 Sqn deeply involved with Operation Manna and Operation Exodus. Fred remained on the squadron until 18 July

1945 when it moved to East Kirkby as part of Tiger Force. He flew several flights over the recently liberated France and Germany.

After that he volunteered for service in the Pacific – the so called Tiger Force. Fortunately that theatre of war also ended and he came home. He was discharged from the RAAF on 19 December 1945 and was back working in civilian life just before his 21st birthday."

Editor's aside: I fondly remember Fred's comment that after piloting a four engine Lancaster Bomber over the UK and Europe, one of the first things he had to do on his return to Australia was to get his Driving Licence.

"After the war Fred returned to work at the County Council. He continued playing rugby union, eventually playing first grade for Parramatta. He met my mother, was married, and I came along shortly after. He liked his job at the County Council, working in the timekeeping and industrial branches, and on special projects and in several different locations finally finishing his career at Bankstown. He had a second job for many years as a steward, first at Oatlands House and then at Kalinda in Parramatta. He also worked for many years on Saturday mornings in a third job doing gardening work. He was an active member of Lodge St George in Parramatta; Parramatta RSL and 460 Squadron Association, marching every year in the Anzac Day march in the Sydney CBD, including this year.

Dad and mum separated in the late sixties, and the period following their separation was not a happy period for dad, especially as around that time he broke his heel and was on crutches and off work for months. But he bounced back, and life improved enormously for him when he met and married Joan. In 1975, they moved to the unit in North Parramatta. The thirty years they were together was a happy time for him and he greatly appreciated being a part of Joan's family. Dad and Joan had a lot in common, and he very much enjoyed their travelling and of course their

Presentation of the original 460 Squadron Emblem by Fred Sargeant to WGCDR Pete Wooding, Canberra July 2010



playing bowls at Northmead Bowling Club. Dad liked his unit too, particularly the large balcony and the view it had over Richie Benaud Oval, where he could watch the local cricket and football games.

In his very full life there were many highlights. Two of them in particular I was lucky enough to be able to share with him. One was his trip to Canberra in July 2010 for the re-formation of the 460 Squadron. He and other veterans of 460 Squadron, all in their late eighties, were treated as very special guests of the air force at the re-formation ceremony in the Australian War Memorial and later at the celebratory dinner. At both of those functions, the Chief of Air Force and other senior air force officers and defence staff went out of their way to talk to him and to ask him about his war service days in 460 Squadron. At the dinner, he presented the original 460 Squadron Emblem (signed by King George VI) to the commanding officer of the newly formed 460 Squadron, WGCDR Pete Wooding.

The second was his trip to England in July 2012 at the invitation of the Department of Veteran Affairs as one of 30 Bomber Command veterans to attend the opening of the Bomber Command Memorial in Green Park London. I attended the pre-departure dinner, hosted by the Governor General Dame Quentin Alice Louise Bryce AD, CVO, and it was great to see her have a 20 minute conversation with dad about his war service.

Dad will be remembered for his energy and optimism, for his integrity and good company, and, at times, for his toughness, determination and ability to provide support to family and friends."

Bob Spence, Joy Moffatt, Richard Munro and Ray Berghouse together with a contingent of the current 460 SQN RAAF led by Sgt James Oates represented the V&F Gp at Fred's funeral, with Richard reading Geoff Magee's poem 'To Absent Friends of 460 Squadron'.



Thomas William 'Tommy' Ransom

(2 June 1920 – 17 June 2017):

The editor thanks Dennis (Tommy's brother in law) and Dot Matson for providing the eulogy and photos of Tommy Ransom, from which most of this vale has been taken:

Thomas William Ransom was born in Hull, to Lillian and Fred Ransom. The family then had three daughters Rita, Iris & Pamela, and two brothers Fred & Peter who pre-deceased Tommy. After leaving school Tommy worked as a Blacksmith until his job was interrupted by the outbreak of WWII.

He volunteered to join the Royal Air Force, being posted in 1943 to the RAF Gunnery School at Dalcross in Scotland. As a fully qualified Air Gunner, Sgt Tommy Ransom was posted to 460 Squadron RAAF being assigned as the Mid Upper Gunner in the crew of the F/Sgt (later F/Lt) Peter Yeats RAAF. The crew's first bombing raid on 18 July 1944 was to disrupt the Sonnerville Troop Positions in support of the Allied invasion of France that had commenced only six weeks previously. Over the next three months, the crew successfully completed a tour of 31 bombing operations, contributing significantly to the liberation of France. His eulogy includes an incident where Tommy's

aircraft was shot down over the English Channel and he spent three days in a dinghy before being rescued.

This incident did not occur while flying with 460 Sqn, so will have probably occurred on his second tour for which the editor cannot find any details. After completing his tour, Tommy along with his crew was posted to roles where they trained incoming inexperienced aircrew.

At this second squadron he was also involved with Operation Manna, a series of low flying flights over still enemy occupied Holland to drop food parcels instead of bombs to help feed a starving nation. After being discharged, Tommy returned to being a Blacksmith before moving to BP Chemicals. He worked in various jobs for the rest of his 25 years of working life, becoming a Maintenance Officer, retiring when he turned 60.

He was an active member of the Ex-Servicemen's clubs and at one of their dances, met and fell in love with Amelia, getting married on 24 March 1951. They



L: Tom Ransom after being discharged from the RAF in 1945

M: Tom Ransom in recent years

R: Tom Ransom visiting the Bomber Command Memorial, London in 2013 (photo by brother in law Dennis Matson)

belonged to a Caravan and Camping Club and used to tour all over the UK and France – during the summer months he and Amelia were hardly ever at home. Sadly Amelia died in October 2009, with Tommy then busying himself with gardening - his specialty of growing tomatoes in the greenhouse he purchased - and he was a ferocious reader.

After a fall in April, Tommy ended up in hospital but recovered sufficiently to be allowed to come home. As an incredible 97 year old, everyone was very surprised by his death but gladdened that he passed peacefully.

On the day of Tommy's funeral, the family learnt that sadly Tommy's sister Iris had died earlier that morning.

Standard Bearers of the Council of Ex-Servicemen played The Last Post and Reveille at his funeral service, which fittingly concluded at Tommy's request, with the Dambusters March played by The Royal Air Force Band.

L: Sgt Tom Ransom seated third from left, qualified Air Gunner, Dalcross Air Gunnery School 1943
R: His crew, Sgt Tom Ransom is 3rd from left



Flt Lt Robert Stringer DFC (25 August 1920 – 5 July 2017):

Via Laurie Williams DFC, President of 460 Sqn Association (Vic) we received the sad news advised by his grandson Luke Stringer that Bob passed away on the morning of Wednesday the 5th July, peacefully at home with Vivienne and his daughter, Elizabeth, at his side.

Robert Kenneth Stringer was born in the beautiful inner Melbourne suburb of Prahan on 25 August 1920. He enlisted in the RAAF on 11 September 1942, qualifying as a pilot. He was assigned to 460 Squadron, arriving at Binbrook on 21 October 1944. As was the tradition on 460 Sqn, his crew flew their first operation a week later, with an experienced pilot to show them the ropes and hopefully increase their chances of survival. Bob's experienced pilot was the RAF Binbrook Station Commander GPCAPT Hughie Edwards VC. Bob flew a tour of 36

operations, 28 with his initial crew and the remainder with individuals replacing some of his normal crew members for one off raids.

Bob was discharged from the RAAF on 7 December 1945, while stationed at 1653 Communications Unit.

Returning to Victoria, he was an active member of 460 Squadron Association, before choosing to move with his wife Vivienne and family to the warmer climate of far north Queensland, settling in Yungabarra in the Atherton Tablelands close to Cairns.

Chaplain (Flight Lieutenant) David Kelly, Lead Chaplain RAAF Base Townsville, kindly accepted WGCDCR Cal Harrison's



L: Flt Lt Robert Stringer DFC
R: a group photo at Binbrook, Bob Stringer on the right

request to represent 460 SQN RAAF and 460 Sqn V&F Group at Bob's funeral and on our behalf read Geoff Magee's poem 'To Absent Friends of 460 Squadron'. Readers may remember from our June 2017 edition, that Chaplain Kelly also led the unveiling of the monument to 460 Sqn Lancaster DV174's pilot F/Sgt Bruce Plant (KIA 23/9/43) at his home village of Paluma, west of Townsville in Queensland.

Flying Officer Donald Dyson

(24 March 1923 – 31 July 2017)

The editor thanks the Dyson family for providing most of the information in Don's vale. Don Dyson was an amazing human being who lived an incredible life.

Donald Geoffrey Dyson was born in the Western Australian coastal city of Fremantle. When he graduated from Fremantle Boys High School he attended Perth Modern which required him to travel daily to and from Perth on what was then a steam train.

In 1940 when Don was just 17 (he put his age up), he signed up to join the Army. He took the opportunity to transfer to the RAAF, officially enlisting just after his 19th birthday and qualified as an Air Gunner and becoming the Rear Gunner in F/Sgt James McCleery RAAF's crew.

The crew must have impressed their superiors on arrival at Binbrook on 6 February 1944 as they were allocated the already legendary W4783 AR-G for George for their first bombing operation, the savage 19 February 1944 raid on Leipzig. Four bombers collided over the target, 20 were shot down by anti aircraft fire and 54 lost to Night Fighters. 460 Sqn lost two aircraft, piloted by W/Off Ken Godwin and that by F/Sgt Stan Mackrell.

There next two operations were in Lancaster W5005 AR-L for Leader, now made famous by the Battle of Britain Memorial Flight choosing this aircraft's nose art to honour 460 Sqn from the beginning of 2017.

On 11 May 1944 the crew took off to attack Hasselt, in German occupied Belgium. It was the 16th raid for Don Dyson and most of the crew and their last. They were shot down, surprisingly all on board survived, with six becoming POWs and Don evading capture for four months. He knew that if he was captured he would have been executed as a spy. During these four months Don spent a lot of time hiding under a stairwell in a house right next door to the German Gestapo headquarters. From here he created merry hell for the Germans, stealing next door to disrupt the situation as much as he could, and stealing what food, food



vouchers and supplies he could to survive and to help the underground.

Don never spoke about his war years. He met and fell in love (at first sight) with twenty-years old Ada Nuttall herself a serving WAAF at a services dance in Melbourne. Don was smitten, and needless to say, they stayed in touch, and corresponded, and then after war's end they were married on 7th July, 1945 (and stayed that way for 72 years!). Six weeks later, Don was discharged from the RAAF as a Flying Officer.

Don and Ada returned to Western Australia, purchasing a war service home in Como where they lived until well into the 1970's. It was here that Russell and Lyndon were born.

Back in Perth, Don began working in the civil service for the W.A. Government, and in his career he worked his way up to eventually becoming the Commissioner of the Department of Transport, and also served for many years as Chairman of the Taxi Control Board.

After Don retired in 1960, he and Ada travelled around the world. They returned to Belgium to the very place that Don was shot down, and were accorded a huge welcome by the town and people of where Don had avoided capture. They were given a Mayor's Civic Reception and were overwhelmed by the respect and generosity of the Belgian people and given the key to the city. Don couldn't understand all the fuss, and asked the Mayor why they went to such lengths to

Top Left: Crew photo - Back row, LtoR: F/Sgt Widdup RAAF (Wireless Opr), F/Sgt Don Dyson RAAF (Rear Gunner), Sgt Law (RAF (Engineer) and F/O Betts RAAF (Navigator)
Front row, LtoR: F/Sgt Long RAAF (Bomb Aimer), F/Sgt McCleery RAAF (Pilot) and Sgt Hamilton RAAF (M.U.Gunner)

Above: Don Dyson in a post op discussion with Station Commander GP Capt Hughie Edwards VC. Betts is behind Hughie's right shoulder, with Long behind Don's right shoulder, then Hamilton & on far left Widdup. The editor believes this photo was taken on the morning of 20 February 1944, with Don recounting his experiences of his first bombing raid.

celebrate their visit - the Mayor simply responded "because you came 12,000 miles to fight the Bosch"

Don was a great family man much loved by Russell and his wife Susan, and by Lyndon and Sue. Grandfather to 6 grand-children Matthew and Tamara, Christopher and Angeline, Caitlin and Nigel, Troy and Nadia, Leigh and Britt, Alana and Dion. Great grandfather to Mitchell, Talicha, Tegan, Callum, Zac, and Amber.

Don Dyson passed away peacefully 31.7.2017 at Fiona Stanley Hospital aged 94.

Eric Germain

(12 June 1923 – 24 September 2016):

When Eric Germain's bulletin was received back noted as 'Returned to Sender, no longer at this address', the editor looked for his obituary in the Adelaide Advertiser with the very sad result:

GERMAIN, Eric. 12/06/1923 - 24/09/2016 Aged 93 years. Passed away peacefully at Christies Beach Residential Care. Loved husband of Sylvia (deceased). Loved father of Brian and Janice, Jannette. Loved grandfather and great-grandfather of many. Loved brother of Ronnie (deceased), Marjorie, Colin.

The 460 Squadron Veterans & Friends Group passes on our belated condolences to Eric's family

Frank Jenkins

(- 6 September 2017):

Attendees at many 460 Squadron V&F Group functions will be sad to read that Neville Cusick's good friend Frank Jenkins passed away on 6 September. While not connected directly with the squadron, we have always enjoyed his company, his warm smile and great conversation. Frank will be missed.

We have asked Neville to pass on our condolences to Frank's family.

Wal McCulloch

(26 January 1925 – 21 September 2017):

As we go to press, Laurie Williams ADFC provided us the sad news that 460 Sqn Veteran and long term 460 Sqn Assn (Vic) committee member Wal McCulloch died last week.

Our condolences go to his family. We will include a vale to Wal in the December bulletin

Kenneth James Tinsley

(17 January 1925 - 13 August 2017):

The editor thanks Ken's daughter in law, Wendy Tinsley for providing Ken's eulogy (given by his brother) and the photos, so this vale could be a fitting memorial to P/O Ken Tinsley.

Kenneth James Tinsley was born in the Sydney suburb of Haberfield in 1925; the elder son of Harold and Amy Tinsley. His father was a teller in the ES&A Bank, from where he was transferred to Byron Bay during then Great Depression and thence to Uki as Manager of a one man bank in about 1931. Uki was 9km upstream from Murwillumbah on the Tweed River which flowed past their back gate. Ken was a strong swimmer from an early age, and always competed successfully in school swimming carnivals. He loved the days when the river flooded and either he couldn't go to school or was sent home early when the Byangum Bridge looked like going under.

Ken had a lovely boy soprano voice and when singing in Eisteddfods was accorded high acclaim from the adjudicators. Later in life he had a pleasant baritone voice.

After Ken finished High School he started his banking career at Murwillumbah, joining the Air Training Corp where he learned Morse code and Aircraft Identification. He was transferred back to Sydney in 1942 and with this background he enlisted in the RAAF on 30 January 1943, two weeks after his 18th birthday and was trained in several parts of Australia to be an Air Gunner/Wireless Operator .



He sailed from Sydney on 26 November 1943 across the Pacific to America, then across the USA to New York where he embarked on the Queen Elizabeth together with 17000 Americans, heading for Glenoch in Scotland.

At 27 Operational Training Unit in Lichfield, he crewed up as Wireless Operator in F/Sgt (later F/O) James Holloway RAAF's crew flying Vickers Wellington bombers, then to 1662 Heavy Bomber Conversion Unit where the five man core crew picked up their RAF Flight Engineer and Mid Upper Gunner and qualifid on Lancasters. They were assigned to 460 Squadron RAAF, arriving at Binbrook just before Christmas 1944.

Their first bombing operation was on 16 January 1945 to Zeist and their last was the ANZAC Day 1945 to bomb Hitler's lair at Berchtesgaden (little did they know that this was 460 Sqn's last bombing raid of the war). They completed their tour by flying three Opertion Exodus flights to repatriate Prisoners of War, with their last op flown on 11 May 1945.

Ken was discharged from the RAAF on 30 November 1945 as a Pilot Officer and

L: Sgt Ken Tinsley RAAF, qualified Air Gunner/ Wireless Operator, in 1943
M: Proud Bomber Command veteran, Ken Tinsley
R: Wanda and Ken Tinsley

resumed his banking career; eventually being sent to Moss Vale; it was here he met a young lady called Wanda Bridge. Ken and Wanda were married at Bowral in 1954. Their first son Andrew was born in Kempsey in 1957 and David in 1958 while living in Lismore. Ken did a stint at Broken Hill and his first branch as Manager was at Wellington in the mid-west of NSW. He later went to Wagga as Manager in 1965.

While in Wagga Ken resigned from the bank and opened a branch for a stockbroking firm. There they bought their lovely home - it was the first time in their married life that they lived in a home of their own.

Andrew and David finished school at Wagga and later married Wagga girls, Kelly and Wendy. They were delighted to see the arrival of their grandchildren Bella, Luke, Holly and Brett. Ken and Wanda moved to Batemans Bay in 1984.

Follow-up vale to Flight Lieutenant Peter Isaacson AM DFC AFC DFM

(31 July 1920 – 7 April 2017):

Further to the vale in our June edition, tributes continue to flow in for Peter Isaacson. The following is an extract from the UK Telegraph. My thanks to WGCdr Ian Gibson for finding the link and to GPCAPT Antony Martin, Air Force Advisor to the Chief of Australian Defence Staff, London, for accessing this obituary and providing it to me to use – here is an extract. For Peter's full vale, please refer to our June 2017 bulletin:

7 August 2017 • 7:07am

Source: <http://www.telegraph.co.uk/obituaries/2017/08/07/wing-commanderpeterisaacson-obituary/>

“Wing Commander Peter Isaacson, who has died aged 96, was a highly decorated Royal Australian Air Force Pathfinder pilot who later had a distinguished career in publishing in Australia.

The son of an Australian soldier and an Austrian mother, Peter Stuart Isaacson was born on July 31 1920 in London. When he was six his family moved to

Melbourne, Australia, where he was educated at Brighton Grammar School. Aged 16, he became a messenger boy for The Age newspaper.

Isaacson left the RAAF in February 1946 and began a career in publishing that lasted for almost 50 years. He launched his first newspaper in 1947 before he established Peter Isaacson Publications. When he sold off his group of companies he was the largest independent publisher in Australia.

He built a stable of suburban papers which transformed the Australian newspaper business. He also started a company in Singapore, which published 14 titles. In 1969 he founded the Pacific Area Newspaper Publishing

Association and was made an Honorary Life Member in 1987.

For 60 years he served in support of the Victorian Shrine of Remembrance first as a trustee, then chairman and finally as a life governor. His guiding principle in life was: “When in doubt, do the courageous thing.”

Peter Isaacson married Anne McIntyre in 1950. She died in 2016. Their two sons, Tony & Tim survive him.”

Peter Isaacson Credit: The Age/Fairfax Media via Getty Images



CO's Corner:

WGCDR Cal Harrison summarises the past three months of squadron activities:

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

"As we move into Spring the Canberra cold is starting to ease but the same cannot be said for the tempo of activity at 460SQN. We remain very focussed on all the elements of our mission, in particular supporting current operations and preparing our people to deploy overseas, primarily to the Middle East. The work they do there is central to our operations and also draws heavily on our core business here in Canberra, in partnership with the Australian Geospatial-Intelligence Organisation.

More than ten percent of the squadron's strength is currently deployed on operations and the constant flow of returning members bring with them very rich and valuable experience and a renewed and infectious enthusiasm for our business. The 460SQN team has also been working hard on training new members, improving everything we do, and planning for a very busy and exciting 2018 which will see a significant expansion in our numbers and capability.

In July the squadron participated in exercise Talisman Sabre 2017, the largest joint and combined exercise the Australian Defence Force routinely participates in. This year's exercise provided opportunities for some of our people to deploy to warmer climates including Shoalwater Bay Training Area, near Rockhampton, and Hickam Air Force Base in Hawaii. The deployed teams conducted very worthwhile training



WGCDR Cal Harrison, Commanding Officer No. 460 Squadron RAAF

and were able to build on the great relationships we have long enjoyed with allies and partners, in particular with our United States Air Force colleagues.

The highlight of the year for me thus far was undoubtedly when the 460SQN family came together to celebrate the 7th Anniversary of the squadron's reformation on a very cold Friday evening, on the 30th of June, at the Australian War Memorial. We were most fortunate that in addition to numerous family members, friends and supporters; Director of the Australian Geospatial-Intelligence Organisation, Mr Neil Orme; and Air Commander Australia, Air Vice-Marshal Steve Robertson; a number of distinguished veterans were also able to attend. The veterans included Mr Doug Arrowsmith DFC OAM Ld'H, from Perth; Mr Laurie Woods AM DFC Ld'H, from Brisbane; Mr Maurie O'Keefe, from

Melbourne; and Mrs Betty Seery, from Sydney. Mr Bob Porteous, from Perth also intended to attend but unfortunately had to withdraw on his Doctor's advice. He was represented at the event by his son Chris.

Seated in ANZAC Hall under the magnificent 'G' for George, those in attendance enjoyed a wonderful event which served to remind our current members who we are and where we came from, and provided an opportunity for us to pay tribute to the fallen, and to thank our distinguished veterans for their service. The very warm interaction between the current and past members of our great squadron was very special to witness.

Two parts of the evening that stand out and I shall always remember are the wonderful and very amusing address given by Mr Doug Arrowsmith about his wartime experience, and the presentation I was honoured to receive from Mrs Marianne Laurie of the Tiger Moth propeller in memory of her father, the late Mr Dan Cullen DFC Ld'H. I would like to take this opportunity to thank Mr Richard Munro and CPL Cameron McQuillan, and the many others, who assisted, for their great efforts to bring this very successful and memorable event together.

I continue to be inspired both by the courage and achievements of those that have gone before us, and the enthusiasm and professionalism of the current 460 SQN team. We have had a great year and there is still much more to do."

Strike and Return

WGCDR Cal Harrison

Commanding Officer

Number 460 Squadron - Strike and Return

"The Air Force's target intelligence squadron"

77th Anniversary of Battle of Britain Commemoration Wreath Laying ceremony:

460 Sqn V&F Gp accepted the invitation of RAAF Association to lay a wreath at the 77th anniversary of the Battle of Britain ceremony at The Cenotaph, Sydney on Friday 15 September. The Governor of NSW His Excellency General, the Honourable David Hurley AC DSC (Ret'd) was present as Patron together with his wife, Mrs Hurley

Trish Berghouse laid the 460 Sqn V&F Gp wreath. Annette Guterres & Dr Ron Houghton DFC Ld'H, Secretary & President of Bomber Command Association in Australia laid wreaths as did Keith Campbell OAM Ld'H, President of Bomber Command Commemorative Day Foundation; Don Southwell Ld'H for 463/467 Squadrons and Betty Seery

laid the wreath in memory of War Widows. Towards the end of the large number of wreath layers, the ex-Governor of NSW Dame Marie Roslyn Bashir AD, CVO laid a personal wreath.

L: 460 Sqn V&F Gp wreath layer & committee member Trish Berghouse & V&F Gp Treasurer Bob Spence, pointing out the 460 Sqn V&F Gp wreath (photo taken by Ray Berghouse)
R: The Governor of NSW, His Excellency General The Honourable David Hurley AC DSC (Ret'd), Trish & Ray Berghouse and Bob Spence (photo taken by Olive Spence)



'Dinner with George' - 7th Anniversary celebration of the Reformation of 460 Squadron RAAF:

As covered in CO's Corner, the Seventh Anniversary of the reformation of 460 Squadron RAAF was celebrated on Friday 30 June 2017, with a dinner in ANZAC Hall at the Australian War Memorial under the wings of 460 Sqn Lancaster G for George. The Master of Ceremonies Sgt James Oates did a marvellous job managing a busy and complicated agenda.

Richard Munro, on behalf of all in 460 Sqn V & F Gp, thanked WGCDR Cal Harrison for his kind invitation to join him and his squadron in what has to be one of the best locations on this planet to hold a 460 Squadron function. He also gave a huge thank you to the 460 SQN 'Dinner with George' organising committee and especially to CPL Cameron McQuillan.

Richard continued: *"We have 65 WWII related 460 Sqn attendees here this evening. About the same number of people contacted me personally expressing their dismay at not being able to attend – sadly five had to withdraw in the last week due to being admitted to hospital, V&F Gp Treasurer Bob & Olive Spence and Veteran Bob Porteous being three of these.*

We have four Veterans dining with us tonight: F/Lt Doug Arrowsmith DFC OAM Ld'H from Perth; F/O Laurie Woods AM DFC Ld'H from Brisbane; WOFF Maurice O'Keefe from Melbourne; and LACW Betty Seery from Sydney, a WAAF motor mechanic through the war who just happened to fall in love with a 460 Sqn bronzed aussie at war's end."

There were five special WWII related activities during the dinner:

(i) Marianne Laurie, the daughter of 460 Squadron legend F/Lt Dan Cullen DFC Ld'H, on behalf of her mother Enid and brother Dan Cullen Jr, gave a wonderful, emotional introduction to the presentation of a Tiger Moth propeller to WGCDR Harrison, where she covered the love that her father had for the propeller as it had been acquired from the Tiger Moth in which Dan flew his first solo flight. He went on to pilot his crew successfully through a tour of 33 operations.

The editor would like to thank WOFF Scott Biddell (brother of S/L Leith Biddell) for liaising with RAAF Point Cook for the preservation & mounting of the propeller before arranging for it to be done at HARS (Historical Aircraft Restoration Society) in Albion Park; to Marianne Laurie for personally driving the propeller to Albion Park; to Robert Greinert of HARS for carrying out the work; and for 460 Sqn's WOFF Bruce MacLucas for arranging the team to transport it to Canberra – a great team



R: Table layout for the 30 June 2017 'Dinner with George' under Lancaster AR-G for George in ANZAC Hall, Australian War Memorial

L: Table 5, including the family of F/Lt Jerry Bateman DFC (Yvonne Bateman, her son Norm & Sandra Bateman and the family of F/Sgt Noel Manning (Ella Faddy, her son Bruce & Dorothy Manning and her daughter Gael Naylor)

(Both photos supplied by Norm Bateman)

effort.

(ii) WGCDR Cal Harrison, on behalf of Erik Wieman and his team of IG Heimatforschung Rheinland-Pfalz (Historical Research Community Rhineland-Palatinate) who found and built a memorial near Speyer in Germany to 460 Sqn Lancaster DV174, presented a plaque in memory of the Bomb Aimer F/Sgt Allen Cumming RAAF to his niece Jann Pasterfield and her daughter Casey Sanders. All the crew were KIA on 23 September 1943. Jann gave an emotional response with grateful thanks.

(iii) Richard Munro covered the story behind the honour bestowed 460 Squadron by the C.O. of the Battle of Britain Memorial Flight, S/L Andy Millikin, with 460 Sqn Lancaster W5005, AR-L Leader as of 9 September 1943 becoming the portside livery of BBMF Lancaster. This story has been covered in each of the past year's bulletins, so won't be covered in any more detail here. The

talk was accompanied by a PowerPoint presentation.

At the dinner, there were 22 family members who are all associated in some way with 460 Sqn Lancaster W5005.

At the end of the evening, the W5005 associated families got together for a group photo.

Please contact the editor (details at end of this bulletin) if you would like him to email you a copy of his talk and the PowerPoint presentation.

(iv) The Veteran's Speech, by Doug Arrowsmith DFC OAM Ld'H:

Here is an extract from Doug's excellent speech, an extension of the wonderful talk he gave at the 2016 dinner, this time his topic was on the Avro Lancaster and her crew:

"At the start of WWII, Britain had inferior aircraft. The Fairey Battles, Hampdens, Whitleys, and Blenheims in daylight raids were no match for German fighters with the result that losses were considerable. Britain also had the much better heavy



L: Dan Cullen DFC Ld'H's Tiger Moth propeller proudly mounted on the wall of the current 460 Sqn team break room in Canberra

R: WGCDR Harrison presenting the DV174 plaque (in the hands of CPL Cameron McQuillan), in honour & memory of F/Sgt Allen Cumming KIA 23/9/43 to his niece Jann Pasterfield and her daughter Casey Sanders (photos courtesy of 460 SQN)

Wellington with its strong construction and more power.

The chance of surviving a tour of 30 operations was about 1 in 10. Alex Kerr, a 2nd pilot in a Wellington was shot down in May, 1941 on his 4th operation and survived to be a POW for four years. In his book, "Shot Down", he has written, "If I had not been shot down early in my tour, I would no doubt have been killed before my 30 ops came up". Of the 40 airmen on his No.1 course, only 12 survived and 9 of these were Prisoners of War.

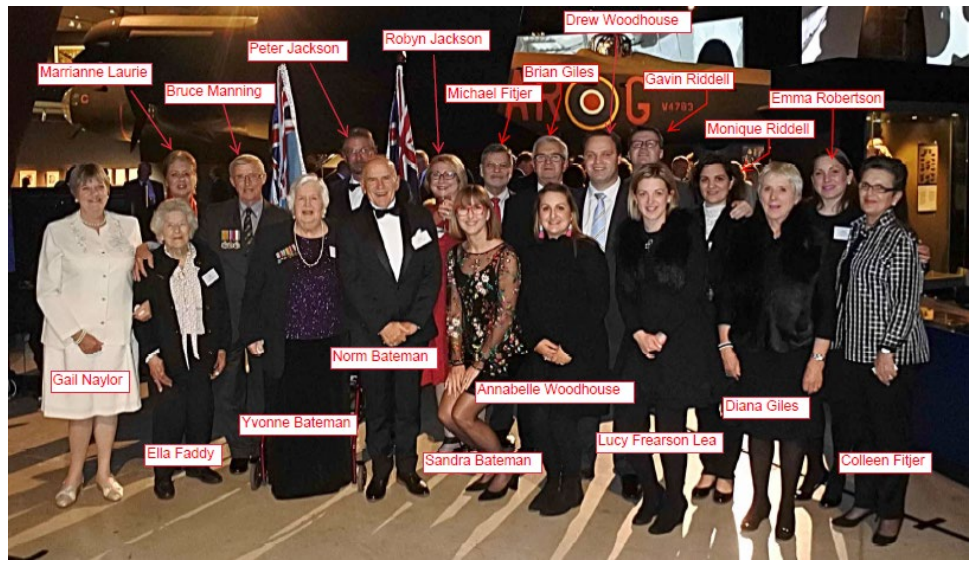
The Manchester bomber was a failure. It was plagued by instability and engine problems. More Manchesters were lost in training through engine failure than on operations. BUT, Aircraft Designer, Ray Chadwick thought there was potential in the aircraft - he replaced the 2 engines with 4 Rolls Royce Merlin engines and added 12 feet to the wingspan and as a result the outstanding Avro Lancaster was born. Airmen wished he had done something about the main spar. This was part of the wing construction and formed a metal wall across the fuselage behind the Wireless Op position – it extended well over a metre high above the floor. All the crew, except the gunners, carrying their parachutes and gear, had to practically climb over it to get from the side hatch to their positions at the front of the aircraft.

The Lanc made its maiden flight on 9 January 1941 but it was not until March 1942 that it was delivered to Squadrons. It was the most successful bomber of the RAF. It could almost carry its own weight. 7377 were built. 3922 (53%) were lost in action. We have 460 Squadron's "G" for George here for all to salute.

In September 1942, 460 Squadron was taken off operations to convert initially to the Handley Page Halifax heavy bomber but the decision was made to change to Lancasters. The first of many operations in Lancasters was flown on 22nd November 1942, when 9 aircraft took off to bomb Stuttgart. P/O David Galt and his crew were the first 460 Sqn Lancaster to fail to return – all the crew survived with 3 evading capture and 4 becoming POWs.

In May 1943, 460 Sqn moved to Binbrook. The Squadron chalked up 6,260 sorties, shot down 7 fighters, damaged another 34 and probably destroyed another 6. It lost 181 aircraft through enemy action and 7 in training accidents. The number of aircrew killed was 1018. Some have unknown graves - their names are among the 20,000 plus at the Runnymede Memorial.

The Squadron was the first of Bomber Command to chalk up 5,000 sorties. The number of aircraft sent on operations in the winter months of 43/44 was a record for Bomber Command and it did it again for the following winter. Credit must be given to the Ground Crew for keeping the Lancasters operational, with most of the work being done in freezing conditions out in the open at the dispersals. It is not



Two slides from the BBMF Lancaster presentation

widely known that each Lancaster needed 35 ground staff in support.

The Lancaster and its crew. The aircraft was an incredible machine of war but it was not built for crew comfort nor for their survival. It was next to impossible to get to the rear escape door with the aircraft out of control.

The Rear Gunner could clip his chute on and turn his turret round and fall out. The Mid Upper Gunner was near to the rear door. The escape hatch for the 5 other members of the crew was in the bomb aimer's section. The pilot's space was cluttered, so he would have great difficulty in getting to the escape hatch. If the aircraft was hit and exploded, the pilot had some chance of surviving, because he sat on his chute, whereas the other members had to get their chutes and clip them on. Almost without exception, records show that the pilot always held their crippled aircraft as steady as possible to give the rest of the crew the chance to escape. As the pilot seat had armour plating, several found themselves blown clear of their aircraft still strapped into their seat. Alex Jenkins was one such Pilot who was saved by the armoured plating at the back of his seat, being the only survivor of his first crew. Of the 1241 460 Sqn aircrew shot down only 201 became POWs, 14 evaded capture, 6 were interned and 2 were rescued from the English Channel. 1018 (82%) were KIA. There were more pilots killed than any other category.

At the start of Bomber Command there was a 2nd pilot. It was soon realised this was a waste of a qualified airmen,

so the 2nd pilot was replaced by a Flight Engineer.

Some members of a crew had multiple qualifications. My Nav. started training as a pilot, but he could not land even a Tiger Moth. Others like, Bomb Aimer Jim Munro, was scrubbed as a pilot trainee after 33 solo flights. He then qualified as an Observer, which meant he was a Navigator, Bomb Aimer and Air Gunner – the Bomb Aimer was also the Lanc's Front Gunner. With the Lancaster crew not having a second pilot, Alex Richards wisely asked Jim Munro to fly their Lanc home from each op so in the event he was injured or killed, the crew still had a chance to get home.

Laurie Woods, who is with us tonight, was also a qualified Navigator - he was awarded an immediate Distinguished Flying Cross for piloting his aircraft home, when the Pilot was severely wounded. Laurie had no pilot training. There were many other examples of crew members taking over other duties to get the aircraft and their mates back.

The Wireless Operator was also a qualified Air Gunner.

The Gunners had 303 machine guns - no match to the Cannons of the German fighters. The Rear Gunner was the most vulnerable to fighters which found the bombers and then attacked them from behind. The Gunner searched the black night. The provision of radar as the war progressed helped him in his searching.

Before I got to the Squadron, the Battle of Berlin had been going for 6 months in 1943/44. It stopped because of the

unsustainable losses. Over the six months the Sqn lost 20 aircraft and in the same time another 20 were lost on other targets. Over 40 Lancs lost in that period. The Sqn went to Berlin 32 times.

Ron Douglas did 10 of these - he was screened after he had done 28 operations instead of the usual 30 – even the high ups agreed that he had done his bit.

In some other raids by Bomber Command the percentage of losses were extremely high. One in particular was to Nuremburg on the 30th March, 1944. 795 aircraft were sent on a bright moon lit night with the course there and back over enemy night fighter bases. 95 bombers were shot down and another 71 damaged – 21% of the aircraft that took off that night. 460 Sqn lost 3 aircraft that night, 19 KIA and only 2 surviving to become POWs. This operation was a major mistake by those directing Bomber Command.

In the life of 460 Sqn the following Awards were given:

1 Conspicuous Gallantry Medal (Danny Rees)
1 Distinguished Conduct Medal (W.C. Read)
9 Distinguished Service Order
14 Bar to Distinguished Flying Cross
228 Distinguished Flying Cross
101 Distinguished Flying Medal and,
8 Mentioned in Despatches.

Don Dyson's was the Rear Gunner in J. McCleery's crew. They did their first operation in "G" for George with the take-off to Leipzig at midnight and back at 7.00 a.m. Subsequently they were shot down on their 16th raid (not in George). Don evaded capture and the rest of the crew survived as POWs. Don spent the rest of the War living and working with the Underground. What a story he had to tell, but he declined as he said it brought back memories which were better forgotten.

Editor's note: Don Dyson died a month after the Dinner with George - his vale is in this bulletin.

Ian Murray's son wearing his dad's medals, including the DFM, joined me in the laying of a wreath for 460 Squadron at a Shrine of Remembrance Service for Bomber Command which was held in Perth just before ANZAC Day. On questioning, he told me his father was a Flight Engineer and he understood the Award had something to do with him throwing incendiaries out of the aircraft. Their aircraft must have been hit by these from another bomber which was above and a little ahead of them on the bombing run. Mid Upper Gunners had to be vigilant to spot an aircraft in that position.

As the bombing of Germany progressed, not only were the aircraft improved, but the assistance of radar meant better bombing

accuracy, plus also in allowing us to set the courses to the target and return. Gee was introduced in early 1942 followed by Y, H2S and Oboe. After D-Day, our fighters could also provide some protection.

The War was still on when the Operation, "Manna", also named "Chowhand" by the Americans took place. 3.5 million Dutch civilians were starving with the Germans still in control of Holland. Very many Dutch people had already died of starvation and thousands more faced certain death unless something was done immediately. Air Commodore Geddes of the RAF was given the task to arrange and plan the drop and to convince the 120,000 Germans to co-operate. Frantic negotiations with the German Commander resulted in an agreement for food supplies to be dropped at special places through a set designated corridor and at a very low altitude. The Germans agreeing to hold fire provided the British and American aircraft stuck to the agreed course and height. Flying at the drop height of 400 feet or less would have meant certain death to all, if any of the guns were fired. The Americans followed on the 1st May. Over 11,000 tons of food was dropped. 460 Sqn was involved in seven different Manna drops.

The War in Europe for Bomber Command and 460 Squadron ended with the raid on Berchtesgaden. As the first raid in the war was symbolic (the attack on Emden) to the Australian Squadron, so was the last – it was flown on ANZAC Day 1945.

With the war in the Pacific still raging, Australian aircrew were asked to volunteer for Tiger Force, which was planned to be the Bomber Command of the Pacific. 460 Sqn was selected to be a Tiger Force squadron and moved to East Kirkby at the end of July 1945. I managed to get back to the Squadron after spending some time as an instructor, and formed up with a new crew ready to be deployed to Asia.

During the War Churchill is quoted as saying, "The

Navy can lose the War, but only Bomber Command can win it". Unfortunately with the approaching politics of peace, Churchill did not mention Bomber Command in his special speech at War's end. After the war the role and importance of Bomber Command was soon forgotten by most, despised by many for Bomber Harris's strategy of continue to bomb Germany out of the war by bombing the cities.

Harris refused a peerage, because his men were denied a campaign medal. There is a statue of Bomber Harris outside the Air Force Church, St. Clement Danes which is in the Strand opposite Australia House. The Church dates back to the Sixteenth Century. It was gutted during the blitz then on October, 1958 it was re-consecrated to become the Central Church of the Royal Air Force. The Australian Air Force donated the Lectern which stands above the 460 Squadron emblem which is inlaid in the floor. It was a privilege for me to read the lesson at the time of the Dedication of Bomber Command Memorial. The Church is worthy of a visit.

I am very grateful to be here tonight. It is an honour to pay tribute to the members of our Squadron who are no longer with us, and to reminisce about the role our Squadron played in Bomber Command and the successful war effort. THANK YOU.

(v) Presentation of the Veterans & Friends Award:

Veterans F/Lt Doug Arrowsmith DFC OAM Ld'H ; F/O Laurie Woods AM DFC Ld'H; WOFF Maurie O'Keefe; and LACW Betty Seery joined WGCDR Cal Harrison to present the 460 Sqn Veterans & Friends Award to LAC Paul Cara

The WWII related dinner group returned by bus to the QT Hotel where many had a night cap or three. The consensus of all attendees was that the night was an overwhelming success.

Thank you to David Tod, the V&F Group bus organiser – with our record number of attendees, David's biggest Dining in Night challenge yet.



L: F/Lt Doug Arrowsmith DFC OAM Ld'H giving the Veterans' Speech (WGCDR Harrison listening closely)
R: LtoR: Laurie Woods AM DFC Ld'H; Maurie O'Keefe; Betty Seery; Doug Arrowsmith DFC OAM Ld'H; WGCDR Cal Harrison and LAC Paul Cara with the 460 Sqn V&F Award

460 Squadron Crash site memorials:

460 RAAF Squadron

Lancaster W4984

After an unsuccessful global search for a photo of F/Sgt Jack Stanley Biffen RAAF by City of Sydney Historical Society Historian Trudy Holdsworth and the team who located the crash site of 460 Sqn Lancaster W4984 near Schoonebeek in The Netherlands and an investigation at Sydney Boys High School where Biffen was a student from 1934 - 1937), Rob Wethly of the crash-site team asks that we post his message in the hope that someone from the worldwide 460 Sqn family may be able to help:

“On 24 May 2017 I posted my message, it was exactly 74 years after the crash of the Lancaster W4984 and I attached the memorial message for you and I hope you can include it in your bulletin. Maybe it will be of help in finding a picture of Jack Stanley Biffen?”

This year 4 May was Remembrance Day in the Netherlands and the services were well visited and with several relatives from the killed air men. In the afternoon, I had the honor to setup a small event for the unveiling of four information panels of our project Lost Wings. We started with a small reception followed with a simple luncheon and after the lunch with visit four crash locations by coach and we did the unveiling. From 3 aircraft, I was able to have some close relatives over for the unveiling. Including for the Lancaster

W4984, the Rowlands and Barrett family did the unveiling of this Lost Wings information panel.

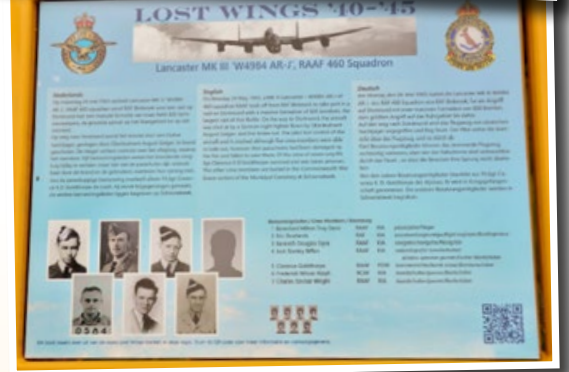
You can see the pictures by using this shared link: https://sharegallery.strato.com/u/hi_79xOb/ikHXilXe

The crew were: F/Sgt B M T Davis RAAF (Pilot); F/Sgt K D Dyce RAAF (Nav); F/Sgt G Goldthorpe RAAF (BA); F/Sgt J S Biffen RAAF (WOp); Sgt E Rowlands RAF (Eng); F/Sgt C S Wright RAAF (MUG) and Sgt F W C Ralph RCAF (RG).

Only Goldthorpe survived becoming a POW, reporting: “the aircraft was attacked by a night fighter. The port engines and wing were on fire. Orders to abandon were given by gestures. The controls appeared damaged. Two baled out at 18,000 feet. I landed near the German Holland border, and was handed over to the Germans. I was told later that all the other six crew members were killed.” Post war it was established that the aircraft crashed near Oud Schoonebeek (Drenthe), 14kms SSE of Emmen Holland.

All six crew members are buried in the Oud Schoonebeek General Cemetery, Holland.

460 Sqn V & F Group is incredibly grateful to Rob Wethly and his team for remembering and honouring the crew



T: The unveiling of memorial to W4984 at the crash site on 4 May 2017, Dutch Remembrance Day

B: The memorial to 460 sqn Lancaster W4984

members of W4984, plus in tracking down their families and locating the photos so that the crew can have a face for those passing by. The editor also thanks Trudy Holdsworth, Terry Lancaster & John Williams for their intensive searches for a photo of Jack Stanley Biffen which will hopefully one day be found and added to the memorial plaque.

460 Sqn Lancaster DV174 update:

Please refer to the article on the 12/9/17 Watsons Bay luncheon.

460 Sqn Lancaster ND586:

V&F Group's good friend, Bernard Feutry advises that the new mayor Mr. Alain Lienard is very passionate about remembering those killed in WWII - he has authorised and begun renovation work on the memorial site to 460 Sqn Lancaster ND586 and crew that crashed in the old village of Mesnil in the north of France on 10 April 1944 whilst on the raid to bomb the railway junction and marshalling yards at near by Aulnoye during the run up to D - Day.

Readers of previous bulletins will be aware that the crew: F/O Arthur Probert RAAF (Pilot); F/O Robert McDougall RAAF (Navigator); Flt Sgt Austin Palfreyman,



RAAF (Bomb Aimer); Sgt Dennis Robbins RAF (Wireless Operator Air); Sgt Basil Wiseman RAF (Flight Engineer); Flt Sgt William Hogg RAAF (Mid Upper Gunner); and F/O Keith Ryan RAAF (Rear Gunner) were all KIA.

Bernard also advised that he has been involved with a memorial to 103 Sqn Lancaster W4787 and her crew – it was



unveiled on 27 August. He is a staunch supporter of WWII Bomber Command

We thank Bernard, his family, his friends & the local mayor and fellow council members for the work on building and unveiling the memorial in April 2013 and its ongoing care and maintenance.

Renovation work to the memorial to ND586 and her crew (photos provided by Bernard Feutry)

Corrections to information in our June Edition:

The following corrections need to be made to information on ANZAC Eve and ANZAC Day articles in our June

edition.

In the ANZAC Eve article, the surname of the Consul General of The Netherlands was spelt incorrectly. It should have read Mr Willem Cosijn. The editor apologises for this oversight.

Several attendees at the ANZAC Day march were not mentioned. Betty Seery & Joy Moffatt marched; Peter Egan marched

with his father John Egan DFC Ld'H; Ritchie Venn assisted in carrying the 460 SQN banner; and Erica Cullen, daughter in law of Dan Cullen DFC Ld'H shadowed the 460 SQN group, with Janenne Moffatt.

The editor apologises for these omissions and anyone else that has still not been included.

460 Sqn V&F Group lunches since the last edition:

'99 on York' (the old NSW Bowlers Club) Sydney 8 August 2017:

Lunch organiser Bob Spence sums up the lunch succinctly: *"a great lunch in good company with delightful conversation but numbers were down this time"*

LtoR: Janenne & Joy Moffatt, Neville Cusick, Barry Anderson and Bob Spence at Zabou Restaurant within '99 on York' (photo provided by Bob Spence)



Watsons Bay 12 September 2017:

A wonderful group of 18 attendees journeyed to the Watsons Bay Boutique Hotel overlooking Sydney Harbour for a special September luncheon. We were honoured to have S/L Gordon Johnstone OAM (Ret'd), ex-President of RAAFA(NSW) and currently the Vice President of Bomber Command Commemorative Day Foundation, join us together with his wife Joan and WGCDR Pete Wooding. It was great to see 460 Sqn Veteran Don Turner (8 ops as Mid Upper Gunner in Laurence Wooten RAAF's crew at war's end, including four Operation Manna food drops) accompanied by his daughters Kathryn & Jacqui. Also attending were our wonderful regulars Betty Seery & Neville Cusick, luncheon organiser & committee member Trish & Ray Berghouse, V&F Gp Treasurer Bob & Olive Spence, Committee member David Tod & his brother Barrie, and the editor. Our special guests were Judy Midgley and her brother Eddie & Sharon Hadley.

The luncheon party enjoyed the Fish & Chip special together with drinks and lots of discussion.

WGCDR Cal Harrison apologised that he couldn't be there and asked the first Commanding Officer of the reformed 460 Squadron RAAF, WGCDR Pete Wooding to (again) represent the squadron on his behalf to

present the plaque in memory of F/O George Hadley to his niece & nephew. WGCDR Wooding drove over seven hours to and from Canberra on the day to attend the luncheon; his dedication and presence was very much appreciated by all.

Prior to introducing WGCDR Wooding to do his presentation, the editor mentioned two previously regular luncheon attendees Veteran Fred Sargeant (see above valedictorian) and good friend Frank Jenkins who died the previous week. All attendees stood to raise a toast to these two plus to our many other absentee Veterans, families and friends.

Richard then gave the background to 460 Sqn Lancaster DV174 and her crew who crashed near Speyer, Germany, with all on board KIA on 23 September 1943 attack on Mannheim. 460 Sqn V&F Gp has been deeply involved since DV174 was discovered about four years ago. Since then, with the passion and dedication of Erik Wieman and his team of IG Heimatforschung Rheinland-Pfalz (Historical Research Community Rhineland-Palatinate), a memorial has been built at the crash-site together with a geocache (walkers by will pick up a signal about the memorial on their mobile phones and iPads and as they get closer will hear the story of the courage and bravery of the crew that night); the memorial was formally unveiled with local dignitaries,

the Luftwaffe and local residents taking part. WGCDR Ruth Elsley represented the RAAF and 460 Squadron at the unveiling ceremony and was presented with a fire extinguisher recovered from the crashed Lancaster, symbolically allowing a part of DV174 to 'Strike & Return'.

Erik Wieman has arranged for parts of DV174, the latter beautifully mounted on a plaque to be presented to all of the crews' families we have located. As the niece (Judy Midgely) and nephew (Eddie Hadley) of DV174 Navigator F/O George Hadley RAAF, couldn't both be at the 30 June 'Dinner with George' in Canberra (refer article in this edition), we arranged that it be formally done at this luncheon.

WGCDR Pete Wooding gave WGCDR Harrison's apologies and expressed his amazement and gratitude to Erik Wieman and his team (and the many other recovery teams still locating lost WWII aircraft) who ensure that the crews are remembered & honoured and bringing closure to their families, as has been done with 460 Sqn Lancaster DV174. He stated the importance of linking the current 460 SQN RAAF with the personnel and incredible exploits of WWII 460 Squadron. He presented the plaque with pieces of F/O George Hadley's actual navigational instruments, together with a small section of the DV174 fuselage, to Judy and Eddie in memory and honour of their uncle.

In their replies, Judy & Eddie both expressed their gratitude and thanks to Erik Wieman & his team, to WGCDR Wooding and to 460 Sqn V&F Group for making this presentation possible.

Richard Munro asked that Judy and Eddie remain standing as he had a surprise for them. As part of the BBMF Project Team, at the weekend Richard was researching the two operations flown by WGCDR Chad Martin DSO DFC (Pete Wooding's WWII predecessor) in Lancaster W5005, the 9/9/43 livery of which was selected by the CO of the BBMF to honour 460 Sqn on the portside of the BBMF Lancaster. The name of his Navigator on both raids jumped out of the page at me: P/O George Hadley RAAF. Judy & Eddie have now joined the growing number of families of Veterans that we have located who were associated with W5005.

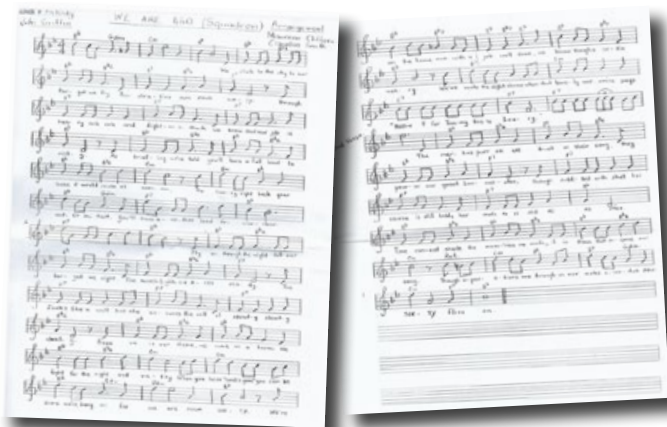
Finally, the editor expresses his appreciation and thanks on behalf of the V&F Group to luncheon organiser Trish Berghouse for arranging what turned out to be a very successful but slightly more complex lunch than normal.



L (LtoR): Neville Cusick, Barrie Tod, Olive Spence, Don Turner & his daughter Jacqui (back to camera)
R (LtoR): Judy Midgely (back to camera), WGCDR Pete Wooding, Betty Seery, Neville Cusick, Barrie Tod, Olive & Bob Spence, Ray Berghouse (taking photo), Kathryn, Don (partially hidden) & Jacqui Turner, Trish Berghouse, Gordon Johnstone OAM (partially hidden) & Joan Johnstone



L: Judy Midgely, Eddie Hadley (with plaque in memory of F/O George Hadley RAAF) and WGCDR Pete Wooding
R: Eddie Hadley responds (Richard Munro standing at rear)
(Photos taken by David Tod, Bob Spence & Ray Berghouse)



"We are 460 (Squadron)" song – an enquiry:

Lyn Scott, daughter of P/O Roy Chopping DFC (Pilot, 33 ops with 460 Sqn, who died in 2015) contacted the editor via Doug Arrowsmith DFC AOM Ld'H with an enquiry on the source of a song that her father kept a copy of the words and melody, called "We are 460 (Squadron) Song".

Lyn understands that her father acquired his copy at a reunion in the early 1990s, and is hopeful that one of our readers can advise the full story on the origin of the song. The song-sheet states:

"Words, Melody: John Griffin (copyright 1992);
Arrangement: Maureen Clifford and Claudia Smith.

A quick check of our records shows that F/O John Michael Griffin RAAF was the Mid Upper Gunner in F/O Archie Campbell DFC RAAF's crew, flying a tour of 30 ops between 21 May 1944 and 28 September 1944.

Here are the words:

WE ARE 460 SQUADRON

*We climb to the sky, to our target we fly, Australia's own
FOUR SIXTY.*

*Through heavy ack-ack and fighter attack, we know that
our job is risky.*

*At briefing we're told "You'll have a full load, to lose it
would cause us sorrow.*

*So hurry right back, your outfit intact, you'll have another
load tomorrow.*

*Fly on through the night till our target we sight, the search
lights are ever ready.*

*The flack's like a wall but she answers the call of 'steady,
steady, steady'.*

*Press on is our theme, we work as a team. We fight for
the right and victory.*

*When you hear 'bomb's gone' you can be sure we're bang
on, for we are FOUR SIXTY.*

*We're on the home run with a job well done, we know,
though a little weary.*

*We've made the right choice when that lovely WAF voice
says "Hello T for Tommy; this is Leary."*

*The Merlins purr on, we trust in their song, they power our
great Lancaster.*

*Though riddled with shell, her course is still held, her
motto is still Ad Astra.*

*Time cannot shade the memories we made, it is these that
inspire our song.*

*Though operations are through, in our mates overdue,
FOUR SIXTY flies on.*

Can any reader shed some more light on the origin of the 'We are 460 Squadron' song?

Doug Arrowsmith DFC AOM Ld'H proposes that at the 8th anniversary of the reformation of 460 SQN RAAF Dinner in Canberra mid next year, we all sing "We are 460 Squadron"

Bomber Command Medallion:

The two photographs are both sides of the Bomber Command medallion that has been struck to commemorate the 75th Anniversary of the commencement of Bomber Command's operations in 1942. Initially, these will be sent to all those Veterans who registered an interest in attending the national commemoration in Canberra on the weekend of 3 & 4 June 2017.



Veterans of Bomber Command, who were unable or chose not to attend the national commemoration of the 75th

Anniversary may claim their medallion by providing their name, service number, and postal address by post or e-mail.

Interested BC Veterans are asked to contact:
Peter W Colliver, National Secretary, Air Force Association,
P.O. Box 1038, Hawthorn BC, Vic 3122
Or email him at natsec@raafa.org.au



Christmas Luncheons;

BCAA – NSW Parliament House:

460 Sqn V&F Group has again accepted the kind invitation from Bomber Command Association in Australia to attend their 2017 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 1 December 2017, starting at 12 Noon. The cost is \$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 Booking Form (plus note 460 Sqn) to
BCAA PO Box 325 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

Any further questions please contact:

Annette Guterres: mobile: 0412 759 912; email: annetteguterres@gmail.com or

Jane Beech-Allen: mobile: 0424 624 852; email: janebeechallen@yahoo.com .

PFF V & F Group - Royal Automobile Club:

Jeff McClenaughan advises:

"Pathfinder Force Association has been wound up, but to continue with social functions we are trialling a Veterans and Friends Group similar to the 460 V&F Group.

All those interested in the Pathfinders are welcome to join us.

To that end we have booked the ISC room at the Royal Automobile Club for a Christmas Lunch. The date is 24th November but at this stage we have no further details as we are yet to choose a menu. When we do we will let you know all the details by way of a newsletter, the important thing at the moment is to get the date out there.

Partners are welcome as are any widows that anyone knows of that may like to attend.

For further information, please contact Jeff McClenaughan by email on PFFNSW@hotmail.com

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.

International Bomber Command Centre

IBCC Opening date for your diary: **12th April 2018**

For readers wanting to attend, please contact Sue Taylor on: sue@internationalbcc.co.uk

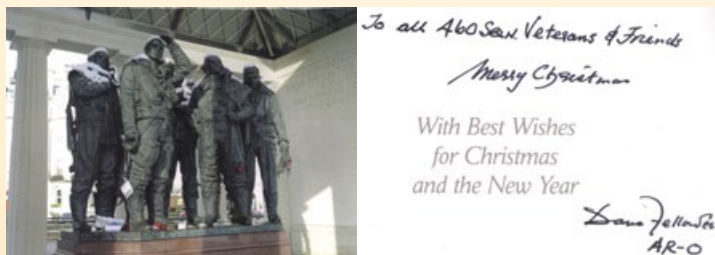
Site update – 28 August 2017 (IBCC September Newsletter)



Merry Christmas and a Happy New Year:

We normally hold off on our end of year greetings to all readers but this year – as our December bulletin will not be able to be published until early January 2018, we are sending an early Christmas and New Year best wishes to all our readers. We hope that 2017 has been kind to you & your families and that 2018 will see peace in the world and good will to all human beings.

As mentioned in Dave Fellowes' valedictory, if it arrived in time I included his annual Christmas card in our December bulletins. Here is his Christmas card from 2013, so in memory of Dave "best wishes for Christmas and the New Year" to all 460 Sqn Veterans & Friends:



Christmas card from Royal Air Force Benevolent Fund

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.

Donation to help 460 Squadron V&F Group

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

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

Enclosed in my donation for A\$ _____

Name: _____

Unit/ St. No.: _____

Suburb: _____

State/ Postcode: _____

Treasurer,
460 Squadron V&F Group,
Bob Spence
20 Japonica Road, Epping
NSW 2121 Australia
Receipts will be issued

Details for your Electronic Fund Transfer:

Bank: St. George Bank

BSB: 112 - 879

Account Name:

460 Squadron Veterans & Friends Group

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.

Cal Younger's sketch book:

This is the eighteenth 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.



"The Commandant's wine cellar – to hell with escape."

"The Commandant's wine cellar – to hell with escape"

460 Squadron V&F Group Events for the balance of 2017:

October 10th (Tuesday) - '99 on York' (previously the City Bowlers Club), 99 York Street Sydney. The fourth of our bi-monthly lunches at the NSW Bowlers Club.

December 1st (Friday) - Christmas luncheon – NSW Parliament House as the guests of Bomber Command Association in Australia
12th (Tuesday) - '99 on York' (previously the City Bowlers Club), 99 York Street Sydney. The fifth of our bi-monthly lunches at the NSW Bowlers Club and our last get together for 2017.

460 Squadron V&F Group Committee contact details:

Name:		tel: + 61 2	mobile: + 61 (delete 0)
Bob Spence	Treasurer	9869 1773	0410 005 199
David Barrington		9807 3179	0419 952 002
Janenne Moffatt	Secretary	9869 2054	0411 203 968
Trish Berghouse		9498 3727	0418 415 868
David Tod		4973 4210	0402 095 814
Richard Munro:	Bulletin Editor	9872 4002	0401 489 235

Postal and email address details:

Richard Munro
460 Sqn V&F Gp Bulletin Editor
PO Box 273,
Beecroft NSW 2119 Australia
richard@munroconsulting.com.au

Robert Spence
460 Sqn V&F Gp Treasurer
20 Japonica Road,
Epping, NSW 2121 Australia
rbspence@westnet.com.au

Tear Here