

460 Squadron Veterans & Friends Group

The G for George Squadron



January - March 2018

As noted in our September 2017 edition, this bulletin is being published in early January. We hope you and your family enjoyed a comfortable and happy Festive Season.

Best wishes from the 460 Squadron Veterans & Friends Group to all Readers for 2018

75th Anniversary of the First Quarter of 1943:

Carrying on from last year's 75th anniversary of the commencement of RAF Bomber Command operations, in this and each of the upcoming bulletins the Editor thought readers may like to see what 460 Squadron was doing 75 years ago.

RAAF Historian Dr Alan Stephens Ph.D. who was a Wing Commander in the RAAF states:

"It is remarkable that three of the greatest battles in which Australians have fought aren't acknowledged.

Those three battles all took place in the skies over Germany during World War II, and were fought by the men of RAF Bomber Command, many of whom were members of the RAAF.

The first was the Battle of the Ruhr from March to July 1943, the second the Battle of Hamburg from 24 July to 3 August 1943, and the third the Battle of Berlin from (initially to be from 23 August 1943, but in September delayed due to excessive losses to) November 1943 to March 1944.

Statistics can never tell a story by themselves, but the figures from those three epic clashes reveal a fearful truth. No Bomber Command aircrew who fought in all three could expect to survive."

Source 'Holidaying on the Continent' by Richard Munro

The Battle of the Ruhr of 1943 was a 5-month campaign of strategic bombing against the Nazi Germany Ruhr Area, which had coke plants, steelworks, and 10 synthetic oil plants. The campaign bombed 26 major Combined Bomber Offensive targets. The targets included the Krupp armament works (Essen), the Nordstern

synthetic-oil plant (Gelsenkirchen), and the Rheinmetal-Borsig plant in Düsseldorf. Although not strictly part of the Ruhr area itself, the Battle of the Ruhr included other cities such as Cologne which were within the Rhine-Ruhr region and considered part of the same "industrial complex". Some targets were not sites of heavy industrial production but part of the production and movement of material.

Before the Battle of the Ruhr ended, Operation Gomorrah began: the "Battle of Hamburg". Even after this switch of focus to Hamburg, there would be further Bomber Command raids on the Ruhr area - in part to keep German defences dispersed, just as there had been raids on areas other than the Ruhr during the battle.

Source: https://en.wikipedia.org/wiki/Battle_of_the_Ruhr

While the selection of targets in Germany is well known, the attacks on the submarine pens are less recognised. Bomber Command was called upon to help ease the U Boat crisis in the Atlantic.

460 Squadron continued to carry out attacks on Italian targets (Turin was bombed once in Nov 1942 & twice in Dec 42). Readers may not be aware that 460 Sqn only flew twelve bombing operations in total to Italy. These raids are uniquely depicted on the Lancaster fuselages by an ice cream. Despite the dangers of the long flight and two trips over the Alps (hence the ice cream symbols) 460 Sqn did not lose an aircraft on any of these raids. By the end of Q1 1943 almost half of the Italian ops had been completed.

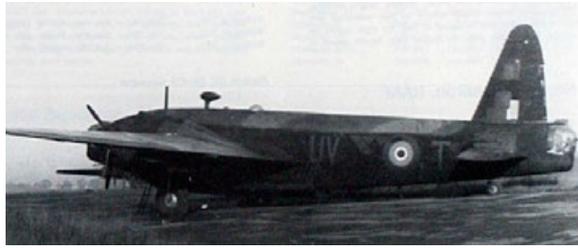
The ten Lancasters lost on operations during the first Quarter of 1943, were

460 Squadron Operational Summary for Q1 1943:

Targets Q1 1943	ops	#aircraft	a/c lost	KIA	POW	
Essen	6	47	1	7	0	18%
Submarine pens	6	49	3	7	0	18% (Lorient & St Nazaire)
Berlin	5	45	3	14	7	15%
Hamburg	3	21	0	0	0	9%
Cologne	2	18	0	0	0	6%
Dusseldorf	2	12	2	9	5	6%
Nuremburg	2	19	0	0	0	6%
Wilhelmshaven	2	16	0	0	0	6%
Bremen	1	9	0	0	0	3%
Duisburg	1	11	1	7	0	3%
Milan	1	8	0	0	0	3%
Munich	1	10	0	0	0	3%
Stuttgart	1	10	0	0	0	3%
Turin	1	4	0	0	0	3%
	34	279	10	44	12	

Source: 460 Sqn Ops database

piloted by Sgt H.G. Brooks; Sgt W. Wendon; S/Ldr R. Osbourne; Sgt H.B. Oliver; P/O R.A. Brittingham; Sgt R.C. Wilson; F/Lt K.H. Grenfell; and F/Sgt D.V. Charlick. Two Lancasters crashed over England on the return from the 22 March 1943 raid on the submarine pens at St. Nazaire – all crew members survived. In the first aircraft, P/O A.M. Marshall & his Wireless Operator Sgt F. Cobley were injured. The second Lancaster piloted by P/O D.E. White crash-landed and burnt after two Ju88 attacks (one Ju88 was damaged) - all this crew survived without injury.



The first 460 Squadron pilots to complete a tour:

L: One of 460 squadron's original aircraft – Vickers Wellington Bomber UV-T for Tommy

R: P/O A Doubleday and P/O W Brill, whose crews were the first to complete a tour of operations on the squadron in 1942. Pilot Officer W.L. Brill (pictured left) was the first member of the squadron to be decorated when he received an immediate award of the DFC, for his courage in the attack on Gennevilliers on the night of 29/30 May 1942. (Source: Strike & Return by Peter Firkins)

Editor's note: SQNLDR Arthur Doubleday DSO DFC survived the war, being with 61 Squadron when discharged on 22 November 1945. GPCAPT William Brill DSO DFC & Bar also defied the odds and survived the war, retiring from the RAAF in 1964

Battle of Britain Memorial Flight Lancaster:

Invitation to attend a 460 Sqn Special Day with the BBMF:

Officer Commanding the BBMF, S/L Andy Millikin RAF invites

460 Squadron Veterans, Widows, families and friends to a:
460 Squadron Day at RAF Coningsby

on

Saturday 5 May 2018 starting at 10am

It is planned that the BBMF Lancaster will be flying that day

This is the earliest possible date after the 12 April 2018 opening of the International Bomber Command Centre in Lincoln. The Editor knows that several non-UK readers have mentioned that they want to attend both functions, so they will need to include some holiday plans to cover the interim period.

Due to the constraints of the facility and the BBMF team who will be looking after us, there is a maximum number of visitors who can be accommodated.

As soon as possible, please contact Richard Munro (contact details on the back of this bulletin) to register your 'ticket' for this 5 May 2018 Special Day.

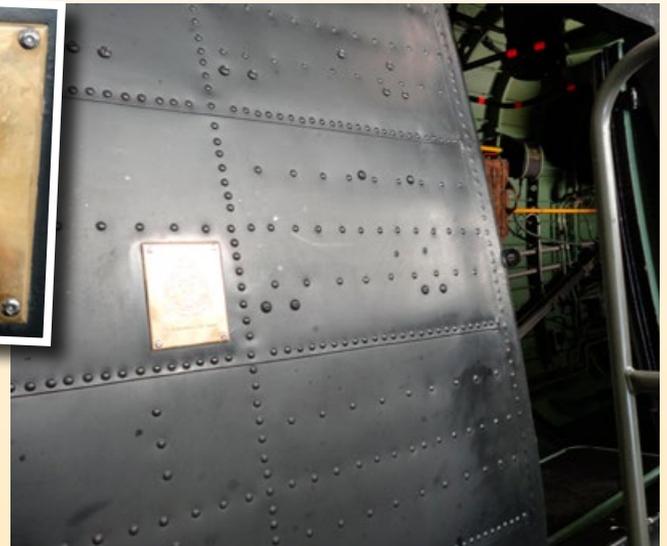
"To Remember the Many":

Everyone knows the famous sentence that formed the basis of British Prime Minister Winston Churchill's speech to the House of Commons on 20 August 1940 addressing Fighter Command in the celebration of victory in the Battle of Britain:

"Never in the field of human conflict was so much owed by so many to so few"

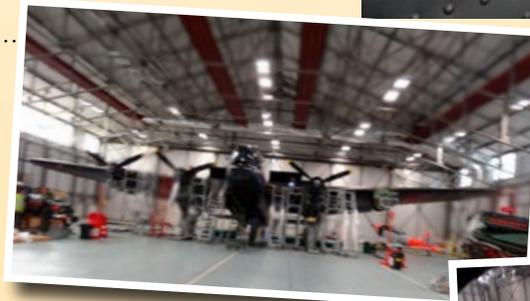
A small brass plaque that is proudly attached to the fuselage on the left hand side of the door of BBMF Lancaster PA474 makes the poignant point, that Churchill never similarly acknowledged the 125,000 aircrew who served in Bomber Command in WWII and especially the 55,573 who were Killed in Action. Every BBMF crew member touches the plaque as they enter the Lancaster – complying with the message that says simply:

"TO REMEMBER THE MANY"



30 October 2017 Editor's visit:

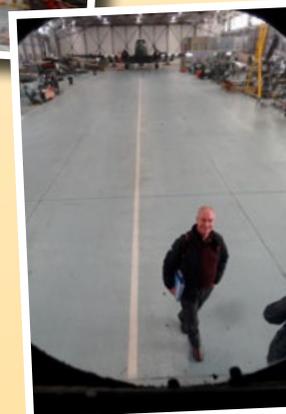
The Editor and his wife Anne were honoured to be invited to RAF Coningsby on 30 October 2017, meeting the OC of the BBMF S/L Andy Millikin RAF and being personally shown the facilities by the ex-OC of BBMF and W5005 BBMF Project Team Leader S/L Clive Rowley MBE RAF (Ret'd). Gary Eason of Eason Media the third member of the W5005 BBMF Project Team drove up from Essex to meet us and join in this memorable day. The BBMF Lancaster was being maintained but Clive allowed me access to the Bomb Aimer's position, my father's 'war office' and then escorted us up into the aircraft itself. Anne summed up the aura of the day in her text message to our two daughters saying "little did I know when I woke up this morning that I would be climbing inside a WWII Lancaster". I was so proud to stand under the nose and look up at 460 Sqn Lancaster W5005's nose art. At our lunch afterwards, including Clive's wife Elaine, we all raised our glasses to the fourth member of the W5005 BBMF Project Team, current 460 SQN RAAF's F/Sgt Darryl Fell.



Left: PA474 at RAF Coningsby 30 October 2017

Below Left: S/L Clive Rowley MBE RAF (Ret'd) from PA474's Bomb Aimer's bubble

Below Right: Richard Munro standing under the W5005 nose art (photo taken by Clive Rowley, other photos taken by Richard Munro)





9 January 2018 Robyn Jackson visit

Robyn Jackson is the daughter of 460 Sqn 'two tour' Veteran F/L Vic Watts DFC & Bar, who painted the original nose art on Lancaster W5005 AR-L Leader. Clive Rowley kindly laid out the red carpet on 9 January 2018 for Robyn and her British friends Ian and Liz Service to show them the BBMF Lancaster honouring 460 Sqn Lancaster W5005 with her father's artwork. The highlight for Robyn was walking inside the BBMF Lancaster and sitting at the Navigator's table in the cockpit, the position where her father sat for his 44 operations. The OC for the BBMF took time out of his busy schedule to meet with them.

The Editor's thanks and appreciation go out to S/L Clive Rowley MBE RAF (Ret'd) for making this a day Robyn will remember for her whole life.

L: Vic Watts painting the original nose art on 460 Sqn Lancaster W5005 at RAF Binbrook in July 1943 (photo provided by Robyn Jackson)

R: Vic Watts' daughter Robyn Jackson standing under the BBMF Lancaster honouring W5005 and its nose art. (photo taken by Clive Rowley MBE).



Vales: This is by far the most number of vales in one edition of the 36 bulletins for which I have been Editor. With the age of our WWII Legends and their wives, this is not unexpected but it is still very sad.

Flying Officer Robert Roxburgh 'Bob' Addison (8 March 1925 - 16 December 2017):



Robert Roxburgh Addison was born in the inner Western Sydney suburb of Burwood. He enlisted in the RAAF on 24 April 1943, and qualified as a Pilot.

He and his crew arrived at Binbrook on 11 April 1945, flying his first 'rookie' bombing operation with Murray Nottle's crew to attack Heligoland, the small German archipelago in the North Sea. Bob's crew was not called upon to participate in the final two raids to Bremen and Berchtesgaden but they did take part in three low altitude Operation Manna operations to drop food on a starving Holland.

Bob was discharged from the RAAF on 10 January 1946, while still attached to 460 Squadron. Bob was a dedicated member of 460 Squadron Association (NSW); being their last Treasurer for 14 years until 2007, attending many functions until his health failed him. He has spent the last three years in Bowden Brae Aged Care Home in Normanhurst.

The editor was honoured to represent 460 Sqn V&F Group at Bob's funeral, being asked to give a brief eulogy and read the Geoff Magee poem 'To Absent Friends of 460 Squadron'. The atmosphere was a true celebration of the life of this wonderful human being. I captured some of the words given to describe Bob Addison: "dignified, generous, quick witted, calming, high integrity, loving, humble, law abiding, methodical, honest, fair, analytical, courageous, ..." I was surprised to see a familiar face in the crowd gathering for the funeral, it was 463 Squadron Association (NSW) President Don Browning. I was even more surprised when he advised that Bob & he had been mates for some 80 years,

attending the same primary school. Don was in the unique position to give a life-long account of Bob in his eulogy.

Bob was destined for a career in his father's legal firm until WWII intervened. Bob met Phyllis in May 1945 while still on 460 Squadron in England and they married & had two children Jacqui & Greg. Bob commenced his Law Degree then swapped to Accountancy and a career in banking. Bob was on the project team responsible for the first Automatic Teller Machine (ATM) in Australia. His son Greg gave a lovely humorous summary of his memories of his father, including his role as Greg's Under 9s West Pymble rugby team, where as their tackling was atrocious, Bob invented what had to have been the world's first tackling machine. In the 1960s Bob decided to get his Commercial Pilot's Licence – after flying Lancasters the practical test was not a problem, but he was worried about the theory exam – he achieved 98%. He didn't brag, in fact he was very disappointed he didn't get full marks.

After Bob & Phyllis were divorced, Bob met and married Joan and had two daughters, Penny & Jess. Joan and his sister Audrey, plus his four children and their families were all there to say a loving goodbye.

Terry James of the Hornsby RSL Sub Branch carried out a very moving Poppy Ceremony, with one minute silence and a trumpet playing the last Post & Reveille. Geoff Usher represented the Air Force Association.



Helen Brennan

(30 December 1925 – 15 October 2017):

At Bob Addison's funeral, Peter Grieve advised the Editor that Helen Brennan passed away last year. Helen was the widow of 460 Squadron Navigator John Brennan, who flew on three of the squadron's last five bombing raids and took part in four Operation Manna and two Operation Exodus ops.

Our condolences go out to Helen and John's children Michael, Jane and Peter, their seven grandchildren and three great-grandchildren.

Greg Parsons DFC Ld'H

(23 August 1920 – 15 December 2017):

Jeff McClenaughan advises: "It is my sad duty to report the passing of Greg Parsons. He died peacefully at the retirement home in Berry where he has been residing for the last few years.

Greg served with Pathfinder Squadrons 97 and 635 as Navigator, completing 57 operations. He was awarded the DFC and recently received the Legion of Honour. He was President of the Pathfinder Force Association between 2007 and 2011."

Gregory Hayles Parsons was born on 23 August 1920 in Nanango, a small town 200km North-West of Brisbane, Queensland. He enlisted in the RAAF on 18 July 1942.

Flight Lieutenant Greg Parsons DFC was discharged from the RAAF 14 December 1945.

Flight Lieutenant Graham Royston Berry

(22 August 1916 – 29 October 2017):

Graham Berry's son Chris and daughter Sandy summed up his long life beautifully in their funeral obituary: *"Dearest Dad, to say you are a legend would be an understatement; to have lived the hard but wonderful life that you did, after going to hell and back never complaining. Celebrating your mile stone 100th birthday and making it to 101 years. With deepest respect, love and fondest memories forever, you will be in our hearts always."* (3/11/17 Adelaide Advertiser)

Graham Royston Berry was born in Adelaide on 22 August 1916 in the middle of "the war to end all wars!" He was working as a truck driver when he enlisted in the RAAF on 17 August 1940, qualifying as a Wireless Operator/Air Gunner. Graham arrived at RAF Brighton on 4 January 1942 to join a fledgling 460 Squadron as Wireless Opr in the Wellington crew of F/O John Keene RAAF. They flew their first raid on 25 March 1942 – the squadron's third operation of WWII. Ahead of their 14th operation on 2 June 1942, Graham was taken ill and his place taken by Sgt W Kendall RAF. Unfortunately, Q-Queenie was shot down that night with only Bomb Aimer/ Front Gunner Sgt Doug Butterworth surviving to become a POW.

Graham flew two ops with other pilots before teaming up with P/O David Galt RAAF and flying five more ops in Wellingtons before the squadron transferred to Heavy Bombers (initially Halifaxes). They were allocated Lancaster W4273 UV-A (Editor's note: as many readers will be aware, Lancaster W4783 AR-G for George in the AWM is the only remaining aircraft from 460 Sqn's initial allocation of Lancasters).

On 22 November 1942, nine aircraft took off from RAF Brighton to attack Stuttgart – it was the squadron's first operation in Lancasters. W4273 failed to return. The aircraft was flying at low level (80 feet) when it was hit by flak, caught fire and crashed. All crew members managed to get out. The Pilot, Bomb Aimer and Flight Engineer all managed to escape back to England, becoming the first of the fourteen 460 Sqn Evaders of WWII. All remaining crew members were captured and sent to POW camps. Graham was captured near Amiens on 23rd November 1942. He spent 7 days at Dulag Luft, 1 year at Stalag Luft 1, 3 weeks at Stalag Luft VI, 1 year and 2 months at Stalag Luft IV and 3 months in hospital at Marlag Miland Nord. (source: National Archives of Australia via Ron Munro)

F/Lt Graham Berry was discharged from the RAAF on 13 February 1946, at No. 5 Medical Rehabilitation Unit, while still recuperating from his time as a POW.

Almost all BC Veterans tell me that surviving one raid is dependent on skill and teamwork, but a hell of a lot of luck. I cannot imagine what went through Graham's mind when he heard that his normal crew were missing on 2 June 1942 and that he had survived only because he became ill. We all know statistically that no aircrew should have survived their first tour. We also know that the Avro Lancaster was built to be the dominant aerial war machine of WWII

but that this was at the expense of crew survival in being shot down. Updated records show that of the 980 crew that were lost on ops in Lancasters, 794 (81%) were KIA and only 166 survived. Graham didn't complete his tour but the whole of his crew defied the odds by surviving being



L: The normal crew of 460 Sqn Wellington Z1394 UV-Q for Queenie; **LtoR:** Sgt Hedley Hawkins, P/O John Keene, Sgt Graham Berry, Sgt Doug Butterworth, Sgt Ron Waldon, Sgt Reg Biglands (photo supplied by Stuart Waldon)

shot down. Graham lived a long and fruitful life, passing his 100 year milestone on 22 August 2016 and although his health was deteriorating, he made 101 years old last August, dying two months later.

At his funeral, 462 SQN RAAF gave Graham a military send-off.

F/SGT Drew Bennett was the Bearer Party Commander, with the Bearer Party made up of:

FSGT Dave Costello; SGT Rob Wall; SGT Rich Stonyer; CPL Chris Brown; CPL James Melville; and LAC Scott Healey.

As no senior Officer was in attendance F/SGT Bennett arranged for FLGOFF Adam Aprahamian to hand the Ensign to Graham's wife, Joyce,

When the family expressed their appreciation for the RAAF effort, F/SGT Bennett advised that it was an honour to be given the opportunity to do this for a WWII Veteran.

As I was in London at the time, the editor thanks Ron Munro (no relation) for taking up my request on the morning of the funeral, to represent me and 460 Sqn V&F Gp at Graham's funeral. The trouble that Ron incurred to be there is very much appreciated.

Ron reported back afterwards:

"The funeral had a great day weather wise and I made myself known to the RAAF Members of the Guard of Honour, who did a great job. Many of the Family of the deceased, 460 SQN Veterans, Family and Friends were represented. Thanks to Richard for his last minute email to me - a task I was proud to carry out".

460 Sqn V&F Group's sincere condolences go out to Joy and Graham's family.

L: At the February 2012 ceremony in Adelaide to hand over the Green Park BC Memorial wreath to the RAAF for safe transport to the UK: **LtoR:** Front row: Graham Berry, Don Williams, Dr Ron Houghton DFC Ld'H (Pres. BCAA) and RAF BC Veteran & designer of the wreath, Colin Dudley. Back row: 460 Sqn's Frank Gubbins and Lloyd Leah with an unknown BC Veteran (photo taken by Richard Munro)

M&R: Graham's RAAF 'WAG' wing and cap & medals, on display at his funeral (photos taken by Ron Munro)



Leslie Montague (Monty) Roche

(21 June 1924 - 26 October 2017):

The editor is very much in debt to Monty's wife Beth and his children, especially Terry & Leizl for providing information for his vale.

Leslie Montague 'Monty' Roche was born and grew up in Brisbane QLD on 21 June 1924. An excellent scholar, he discontinued his university studies to enlist in the RAAF on 15 October 1942, four months after his 18th birthday. He was accepted for Pilot Training. He left Australia for the UK on 8 December 1943 and like many arriving aircrew was not immediately allocated to a unit. He was transferred to the No. 6 Advanced (Pilot) Flying Unit on 25 July 1943 and did not get to 21 Operational Training Unit until 7 November 1943. He was transferred to No. 71 Base Wing Headquarters on 7 March 1945 and then to 460 Squadron on 27 April 1945. Little did anyone know that the squadron had flown its last bombing operation for WWII two days before on ANZAC Day 1945. Preference was given to operational crews for Operations Manna and Exodus.

As Monty flew for some 26 months over the UK, considered as 'hostile skies' with frequent German fighter incursions and aircraft shot down right up to war's end, Monty was awarded the France & Germany Star in addition to the other normal Air Crew medals.

Flying Officer Roche was discharged from the RAAF while still serving on 460 Squadron on 4 July 1946

Monty married and started a family in Clovelly NSW, and was briefly a leader with the Australian Air League. Monty like so many other servicemen came home with war caused demons. In those days there was little understanding of these mental issues, and very few meaningful labels to attach to them. Treatment if sought was very basic by today's standards.

However, Monty was a determined, tenacious man who was driven to achieve despite adversity. He started his family in a small flat in Clovelly and by the time the youngest was born, 15 years later they were living in a very nice two story house overlooking Kogarah Bay in the suburb of Carss Park.

After a short stint in the bank, Monty took up selling Life Assurance, in Sydney and in regional New South Wales. He was very successful, as he had excellent people skills and a natural ability in sales. Monty's honesty in selling people what they genuinely needed elicited trust from his clients. This particularly applied in regional centres, where he



Warrant Officer Monty Roche and five of his 460 Sqn crew



L: Pilot Officer Monty Roche RAAF and **R:** the Monty whom we came to know and love (photos supplied by Beth Roche)

became an unofficial financial advisor to many farmer clients.

Unfortunately, his war based demons were never far below the surface, and they emerged in the early 1960's. Monty became extremely unwell over that decade, and as a result he lost just about everything – multiple doctors didn't expect him to survive. What Monty didn't lose was his will to fight back against adversity. By the early 1970's, he defied the odds and began to take casual labouring jobs, which he was not physically suited to, and very gradually started to build a new life for himself.

Monty's business experience and numeracy eventually opened a door for him as Credit Manager at a major dealership, where he remained until he retired. Monty never forgot the "leg up" he was given at the crucial time and he spent much of retirement giving back to people and groups that were dealing with similar issues to his.

Through mutual friends, Monty met Beth. He was calmer, happier than he had been for decades. It was clear that this marriage was a match made in Heaven.

Life delivered him another cruel blow in the 1980's, having a laryngectomy, with his voice-box taken out to remove a cancer – it was the first of its kind in Australia. Typical of his tenacity and persistence, he chose to teach himself to talk again via the hole in his neck without an electronic aid. His children were able to hear and talk with their dad once more - the speech pathologists were always in awe of what he achieved. Monty and Beth had a daughter Leizl and a grandson Christian - Monty doted on both of them. He had found happiness, and he was finally able to manage his war based demons.

Monty would always march on ANZAC Day, even though he was not well and he always refused to sit in a car or in a wheel chair. In 2016 he marched with 460 Squadron, just after a stint in hospital with pneumonia. Another year he had been hit by a car and still managed to march.

In the years prior to his death, Monty attended each of the 460 Sqn V&F Gp ANZAC Eve wreath laying ceremonies and marched with the squadron in Sydney each ANZAC Day. He always arrived with a smile on his face, a strong handshake and delved into conversation, being eternally patient to explain when the listener was having troubles hearing him. The editor was in awe of Monty Roche.

Brian Torr RAAF

(13 April 1925 – 11 December 2016):

We also missed hearing the news of Brian Torr's death. Val Henson, Brian & Laurel Torrs' next door neighbour, recently wrote to advise that Brian died on 11/12/16 and Laurel predeceased him on 5/7/16 and asked that we stop sending his bulletins.

Val advised that although effectively blind, Brian was quite good in himself, until Laurel was given 8 weeks to live earlier last

year – she died within 6 weeks which was a great shock to him. Brian went down very quickly after that.

Brian was born in the small South Australian country town of Farrell Flat. He enlisted in the RAAF in Adelaide on 19 June 1943, just after his 18th birthday. He qualified as an Observer, becoming the Bomb Aimer in F/O J. L. Rowlands RAAF's crew – arriving at Binbrook 30 April 1945 after the last bombing raid on ANZAC Day. The crew were not called upon to participate in Operations Manna or Exodus. They volunteered for Tiger Force. Warrant Officer Brian Torr was discharged from the RAAF on 15 March 1946.



Enid Cullen
(21 December 1920 – 24 November 2017):

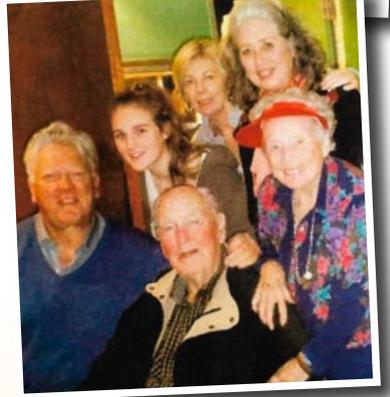
Much has been written about the legendary Dan Cullen DFC Ld'H, 460 Sqn Veteran and world class golfer. Always by his side, with a smile on her face and a sparkle in her eye, was the love of his life, his wife Enid.

In 1939, after winning an exhibition golf game in Perth against Bobby Locke (Sth African professional who won 4 open championships and multiple Sth African Opens, Sth African PGA championships & PGA tour events), Bobby suggested that Dan move to Sydney as that was "where the money is". As his girlfriend Enid's family had already moved to Sydney, Dan followed – they were married in 1940 - a loving union that remained until Dan's death on Australia Day 2016.

They were separated while Dan went to the other side of

the world to fight a war, returning as one of 460 squadron's legends. Enid helped Dan cope with his 'demons' – known today as post-traumatic stress syndrome - that were created by his experiences in Bomber Command and haunted him throughout his life. Dan and Enid were active members of 460 Squadron association (NSW) attending many of their functions. With the transition to 460 Sqn V&F Gp, they continued to be involved, attending functions up until Dan's death. Enid died peacefully in her sleep and is back with her beloved Dan.

Bob & Olive spence represented 460 Sqn V&F Group at Enid's funeral.



R: Dan and Enid, with Dan Jr, his partner Erica, their beloved granddaughter Louisie, and daughter Marrienne.

Kenneth Noel Willis OAM (21 November 1922 – 8 September 2017)
and his wife Joan (17 August 1925 to 27 June 2017):

At Bob Addison's funeral, Peter Grieve, son of R D G 'Mick' Grieve, Ken Willis' Bomb Aimer, gave me the sad news that Ken had died in September, and that less than three months earlier, after 70 years of marriage, his loving wife Joan had also passed away.

Ken was born in the NSW country town of Yass, 60km from the Australian Capital City of Canberra, only two years after the formal foundation stone for the city was laid by the Prince of Wales, the future Edward VIII, on 21 June 1920. Ken enlisted in the RAAF in Sydney on 8 October 1922, qualifying as an Air Gunner. F/O Ken Willis arrived at RAF Binbrook and 460 Sqn on 30 June 1944, three weeks after D-Day. He was assigned to F/O F C Douglass RAAF's crew as his Mid Upper Gunner on their fourth operation, remaining with the crew to complete a full tour of 31 operations. His first raid was on 14 July 1944 and the crew's last was to Hosch-Benzin Oil Refinery (Dortmund) on 11 November (Remembrance Day) 1944. F/Lt Ken Willis was discharged from the RAAF on 11 September 1945.

The following extract has drawn on the eulogies given by Peter and Sue Willis and Anne Haycock at the Celebration of Ken's life on 6 October 2017 (Source: <http://www.tennisseniors.org.au/act/extras/2017/Kenneth%20Noel%20Willis%20OAM-tribute.pdf>):

"In 1946 Ken was invited to play some social tennis at a nearby farm. There he met a beautiful local girl by the name of Joan Shumack. There was a rapid romance and they were married in 1946 and moved to Canberra in 1950 where they both found jobs in the public service.

Ken's tennis life in Canberra began

in 1950 when he became a foundation member at Turner Tennis Club. He joined the committee, became President in 1959 and played social and competition matches winning the doubles title in 1952. He first became involved with the ACT Lawn Tennis Association (ACTLTA) as Grading Secretary in 1953. In 1954 he became Secretary of the Association and held that position until he became President in 1963. From 1956-62, Joan was a member of the very active Social Committee.

In 1954, Ken opened his first sports and toys store, with Joan was his hard working partner. As further stores opened and his staff grew, Joan was able to take on her life-long dream of playing golf. In 1962, she joined Royal Canberra Golf Club. She enjoyed many golf tournaments away 'with the girls'. Joan contributed to the Club as Associates Treasurer for a number of years plus held the position of Treasurer of the Central Southern Golf Association.

Ken negotiated with ACT Squash to join the ACTLTA, so the National Tennis and Squash Club was formed in 1970, with Ken the Chairman of the Board of Management.

Also in 1970 Ken was very involved in developing Seniors Tennis nationally. In 1977, Ken resigned as President of the ACTLTA and was made an honorary life member of the Association. In 1978, he received an OAM for his contribution to



Far Left Ken Willis OAM; Left: Joan Willis Above: Ken the tennis player

tennis. In 1979, he became Secretary of the Veterans (now Seniors) Tennis Association of Australia, significantly contributing to the initial regulations for the conduct of the Australian Seniors Teams Championships and how they are conducted today. In 1981, Ken was awarded the Frank Thornton Memorial Award for the ACT Veteran of the Year. In 1983, he was awarded the Australian Veteran of the Year.

In 1986, Indoor Cricket was added and the name of the Club changed to the National Sports Club (NSC). In 1990, the club lounge at the NSC was named after Ken.

From 1992-98, Ken was the Patron of the Association. 1998 saw the 75th Anniversary of the Tennis Association celebrated at a dinner. Ken received the award for the most outstanding services by a volunteer to the Association over its 75 years. In 2000, he received the Australian Sports Medal. In 2016, Tennis ACT introduced a Walk of Fame to honour contributions to tennis. Ken was one of the first three inductees.

He gave up playing tennis at 90!! 460 Squadron Veterans & Friends Group send their condolences to Susan, Peter and their families for the loss of both their wonderful parents so close to each other.



L: Murray Maxton and his crew
M: Murray & Eric Maxton at the 2012 unveiling of the BC Memorial in Green Park, London
R: Murray in his "office" – in the cockpit of G for George, Canberra, June 2017. His wife Pat and daughter Lorraine accompanied Murray on this memorable visit to Canberra
 Sources of photos: ABC Great Southern news article (crew photo); Terry Beckwith (2012 photo) and the AWM photographer (G-George photo).

Murray Maxton Ld'H RAAF (4 November 1920 – 7 December 2017):

A remarkable chapter in WWII Bomber Command and 460 Squadron history came to a close on 7 December with the death of Murray Maxton.

Here is an extract from the 15 December obituary published by Mark Bennett of the Western Australian ABC Great Southern:

Murray Maxton, World War II veteran bomber pilot remembered

"Mr Maxton, and his late brother Eric were the only two brothers to fly World War II bombing operations in the same aircraft.

Murray Maxton was just 24 when he was put in command of a 460 Squadron Lancaster bomber in 1944, flying 30 operations during one of the most dangerous periods of the war. He was the last surviving airman in a crew of Australians.

Murray Maxton was born a war service farmer's son. He grew up in the horse and buggy era, and while still just a teenager he enlisted to fly with the RAAF in England during World War II, even before he knew how to drive.

A chance meeting with his brother Eric in a London cafe in 1943 led to the pair flying together in the same Lancaster heavy bomber over Nazi-occupied Europe.

The two farm boys from the Kalgan River district on the south coast of Western Australia became the only Australian brothers allowed to fly together after their Group Captain Hughie Edwards VC bent the rules which forbade family members flying in the same aircraft. They were told not to tell their parents until after the war.

Together they survived 30 operations over war-ravaged

Europe during which 55,000 aircrew were lost in Bomber Command, one of the highest casualty rates in World War. Eric Maxton was the Wireless Operator, and Murray the Pilot.

Last year Murray Maxton spoke with ABC in Albany about their shared experience and how on more than one occasion 'Lady Luck' played a part in their survival.

"It was a bit of a responsibility to take your brother into war, there were seven of us in the Lancaster crew and it was a bit of a responsibility to try to get them home safe, it was a lot of training involved and a lot of good luck as well," Mr Maxton said.

"When you are 21 you feel invincible. You've got no fear and to be the captain of a Lancaster bomber at that age with 7,000 horsepower was unreal and there was a lot of adrenaline flowing through your veins all the time.

"I think that's what life's all about, to enjoy your company and enjoy what you're doing and enjoy the peace that we all fought for and endeavour to keep it like this for years to come for our grandchildren and children, so they can appreciate the good things Australia's got to offer."

The two Maxton brothers returned to farming after the war and remained inseparable throughout their lives.

Murray Maxton's daughter Lorraine Marshall said it was only in the last 20 years the two brothers began to talk about the war and its horrors.

In 2014, the two brothers were awarded the French Legion of Honour for their role in liberating France from the occupying German forces.

For further information on the remarkable Maxton brothers, please read Eric's vale in our June 2015 edition and the summary of Murray's visit to Canberra for this year's Bomber Command Commemorative Day functions in our June 2017 bulletin

Doug Creeper DFC (7 January 1923 - 17 December 2017) and Marie Creeper (– September 2017):

In late September 2017, Doug Arrowsmith DFC OAM Ld'H advised me that Doug Creeper DFC (Pilot, 30 ops with 460 Sqn)'s wife, Marie had died. - she had been in a nursing home for some years. Doug Arrowsmith was sad that he was unable to attend her funeral and sent Doug a condolence card but was surprised that he didn't hear back from him. Doug Arrowsmith finally understood why and contacted me again to advise that Doug Creeper DFC passed away on the 17 December, only weeks after Marie. Doug kept in touch with Doug Creeper and fellow Veteran Bill Utting DFC Ld'H, always inviting them to the annual RSL sub-branch luncheon that he organises.

Doug Creeper enlisted in the RAAF on the 6 October 1942, qualifying as a pilot. He and his crew arrived at RAF Binbrook in December 1944 and completed a tour of 30 ops. He flew his last bombing raid on 18 April 1945 to Heligoland and was on crew leave when 460 Sqn flew the final two raids of the war. He participated in one Operation Exodus to repatriate POWs and three Operation Manna ops - he was awarded the DFC. F/O Douglas Creeper DFC was discharged from the RAAF on 20



Doug Creeper and his crew (photo from John Currie 460 Sqn Personnel database)

February 1946.

Doug Arrowsmith knows that Doug & Marie were grandparents of nine and had 10 great-grandchildren.

Anthony James Longmore 'Tony' Worth CVO

(23 February 1940 – 10 November 2017):

Tony Worth was an English farmer who became the Lord Lieutenant of Lincolnshire and yet never lost his humble beginnings. His RAF links started with his mother Janet, the daughter of Air Chief Marshal Sir Arthur Longmore.

Having worked as a farm labourer in Iowa, a waiter and a London tour guide, Tony spent three years as a farm management consultant in Victoria (Australia) before returning to England in 1968 to manage his family's farming company in Holbeach Marsh.

Tony Worth was appointed High Sheriff of Lincolnshire in 1990 and Lord Lieutenant of Lincolnshire on 30 October 2008. In 2005 he received an honorary degree from the University of Lincoln and was appointed Commander of the Royal Victorian Order (CVO) in the 2015 New Year Honours.

The editor was very privileged to 'chaperone' Tony as Chairman of the IBCC and IBCC Director Nicky Barr in their brief visit to Australia in 2015. Many readers will have met them in the week leading up to the 2015 Bomber Command Commemorative Day events in Canberra. A true sign of the man, Tony invited my wife, Anne & I to stay at his house during our brief trip to Lincolnshire in October 2017. We were so saddened when we arrived at the IBCC, Nicky advised that Tony had rung from hospital to apologise that he couldn't make it to help show us around his 'IBCC dream and vision'. On the day after we arrived home, we



were devastated to receive Nicky's email advising that he had died peacefully in his sleep that morning with his family at his side.

His IBCC colleagues summarise:

"Tony was the creator and driving force behind the International Bomber Command Centre project which is being built to ensure that the story of Bomber Command can be preserved and told for future generations, and that the service and sacrifice of those who lost their lives can be honoured. Closely bound with this concept was his desire to tell of Lincolnshire's contribution to the outcome of the Second World War."

Tony had a passion for (Lincolnshire) county and spent much of his life serving the people and institutions based here. From working on various boards looking at protecting the area from flooding, to chairing the Cathedral Chapter, being a Governor of the University of Lincoln to serving as County President of the Royal British Legion. He also served as the Lord Lieutenant of Lincolnshire for nearly a decade having previously been the High Sheriff and Deputy Lieutenant which led to him being awarded the personal honour from Her Majesty the Queen.

He was recently awarded a Lifetime Achievement Award by Lincolnshire Business in recognition of the enormous contribution he has made to the county.

He will be sorely missed by the many people whose lives he has touched. The team at the IBCC are more determined than ever to ensure that the project creates a lasting and fitting legacy and that Tony's traits of determination, energy, passion and enthusiasm, sprinkled with great humour, live on in all they do"

Top: Lord Lieutenant Tony Worth CVO

Far Left: Tony with his wife Jenny at the IBCC Spire - Lincoln Cathedral in the background

Left: Tony Worth CVO at the opening of the IBCC Spire and Phase I of the Honour Wall, 2 October 2015

Wallace Henry 'Wal' McCulloch RAAF

(26 January 1925 – 21 September 2017):

President of 460 Squadron (R.A.A.F.) Association (Victoria) Laurie Williams DFC, passed on the sad news and below is the vale in their Association's November Newsletter:

"Wal McCulloch passed away on September 21st, after an illness lasting nearly a year. He was born on Australia Day; January 26, 1925 which made him 92 years of age, in Altona and his first job was with an engineering company. Although this was a reserved occupation in war-time 1943, Wal asked his boss to release him so he could join RAAF aircrew. He trained as an Air Observer in Australia and was posted to Britain where he was re-classified as Bomb Aimer. After joining a crew and further training, they arrived on 460 Squadron just too late to fly on operations over Germany. Wally changed crews to join 'Tiger Force' which was being formed to come out to the Pacific to continue the war against Japan, but the Japanese surrender in August 1945 brought an end to hostilities before these plans were required to be implemented..

Wal returned to Australia and studied Electrical Engineering

under the Rehabilitation Training Scheme for ex-service personnel. He worked with a company for a time and then started his own electrical engineering company, which prospered through hard work and sound practice. Wally then trained as a pilot and bought his own single-engine plane, and later upgraded to a twin-engine one. He and Elaine were married in the early 1950's and their family arrived soon after. He used to fly them to many places in Australia on holidays.

He also had more time to take a more active role in other activities; one of these was many years of service in the Rotary Club of Footscray. He also took over the printing and mailing of our (460 Sqn Assn (Vic)) squadron newsletter at his own expense. He and Elaine attended our Australia-wide functions, all our local lunches and the Anzac Day march, etc.

They lived for many years in St. Kilda Road until recent ill health caused problems for both of them.

There was a large attendance at Wal's funeral at Altona Memorial Park. 460 Squadron was represented by Colin Fraser, Laurie Williams and June Black, widow of ex-member John Black.

Wally will be greatly missed from our committee and our reunions and lunches."

James Cowie RAAF (– 6 March 2016):

We unfortunately missed picking up this sad news last year. A letter was received from Mark Cowie to say that his father James Cowie passed away on 6 March 2016.

Jim flew a tour of 35 operations with 15 Squadron. He became a member of 460 Squadron Association in the 1950s and remained a member until his death.



Earle Robert Keillor RAAF

(10 October 1920 – 2 November 2017):

Another Veteran's death that was not picked up until after his funeral.

The notice from the newspaper reads:

"Earle Robert Keillor, late of Bondall, formerly Caboolture Passed away 2nd November 2017, aged 97 years Loving husband to Jean. Father to Llyn (deceased), Paul and

Shelley.

Much adored Grandfather and Great Grandfather" Unfortunately, 460 Squadron V&F Group was not able to arrange a representative at Earle's funeral.

Our condolences go out to Jean and Earle's family at this sad time.

Earle joined the RAAF on 31 December 1941 in Norman Park, a suburb of Brisbane where he was born and grew up. He served on Ground Staff and was discharged from the RAAF as a Corporal on 4 March 1946.

CO's Corner:

In mid-December, WGCDR Cal Harrison sent me his summary of the past three months of squadron activities:

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

As we approach the festive season and wrap up what has been a very busy year, the men and women of 460SQN have begun to depart for some very well deserved leave. It is most important that they rest, spend time with family and friends, and recharge their batteries over the Christmas period. In particular, in this holiday season I would like to acknowledge the sacrifice and support of our families, without which our members could not possibly have served with the success and distinction they have demonstrated.

2017 has been a year of high tempo, capability and organisational transition challenges and a huge emphasis on support to current operations. The year has been a great success by any measure, overwhelmingly due to the hard work of our great people, but also because of positive leadership from our junior members, and great support from our Air Force leadership in the Air Warfare Centre, and our partners in the Australian Geospatial-Intelligence Organisation.

Our hard work continued right up until the end of the last day of the year for most of our members as they undertook some important training on a new capability which will sit at the heart of how we do business in 2018. I am very excited about this and the other opportunities the New Year will bring. We will welcome many new people and enjoy greater numbers in our organisation; take responsibility for a new and different capability as we integrate a flight from our sister squadron, Number 87 (460 SQN and 87SQN are both in Information Warfare Directorate in the Air Warfare Centre. 87SQN is primarily responsible for the mission intelligence support that enables Air Force units to fly and fight); and the nature of our support to current operations is likely to change in ways that will challenge our workforce and demand the development of new and interesting approaches and skillsets. A very exciting year to look forward to.

As we concluded the year and farewelled our departing team members I was also very honoured to receive a gift to the squadron from LAC Tim Hides and his family. Tim donated a wonderful painting depicting a Lancaster aircraft in flight, painted for his grandfather, Ralph Ward, who was an RAF Lancaster mechanic from 1942 until 1947. The artist is Ralph's son Christopher Ward. It is a wonderful painting which will hold pride of place in our squadron area. I extend my sincere thanks to Tim and his family for this wonderful gift.

One particular highlight during the last few weeks of 2017 was an event attended by the Chief of the Defence Force (CDF), the Chief of Joint Operations, and the Deputy Chief of Air Force, to celebrate the support provided to our operations in the Middle East by elements here in Australia, including 460SQN. The event was attended by all members of 460SQN and the recognition from CDF for our sustained and determined effort was very much appreciated by all.



WGCDR Cal Harrison, Commanding Officer
No. 460 Squadron RAAF

I would also like to acknowledge a great achievement by a former Commanding Officer of 460SQN, Rob Elliot. Rob was recently promoted to Group Captain and will take up an appointment in Headquarters Joint Operations Command in January 2018 which is directly relevant to 460SQN tasking and operations. I congratulate Rob on his very well deserved promotion and look forward to working closely with him next year.

Finally, 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 460SQN team. We were all very saddened to hear of the recent passing of a number of our distinguished veterans. Their numbers continue to diminish but their inspirational legacy is keenly and proudly upheld by the current generation of 460SQN members.

We have had a great year and 2018 promises to be even better. To all I wish a merry Christmas and a safe and happy New Year.

Strike and Return

WGCDR Cal Harrison
Commanding Officer

Number 460 Squadron - *Strike and Return*
"The Air Force's target intelligence squadron"

A Poem:

The Lancaster and her Crew

Written by Harry Verhees of Vught-Holland in 2004

As a boy so many times, I heard you flying over at night
And saw your dark shadow in the silvery moonlight.
The sound of your engines was so determined and strong.
Your heavy lethal load scared me often so much
But you were my friends, I knew that for sure.

Fighting for our freedom so high in the sky
The dangerous missions that you had to fly.
So many brave airmen sadly lost their lives
To give us the freedom we live in today.
No words can express or simply explain
My great admiration for the crew of the Lancaster plane.

Source: <http://www.bomber-command.info/harrylanc.htm>

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

'99 on York' Sydney 10 October 2017:

Bob Spence reports:

"There were 10 people who attended the October lunch and all had a great day. All enjoyed the good food and each other's great company as was evidenced by the conversation which ensued.

None could believe just how quickly the year was passing."

Left to Right around the table: Betty Seery (out of frame), Joy Moffatt, Olive Spence, Janenne Moffatt, David Tod, Fay Gonzales, Fran Dewhurst, Marilyn Jenner and Barry Anderson.



Bomber Command Association in Australia Christmas Luncheon at NSW Parliament House:

A great roll up of twenty three 460 Squadron related people attend this year's Bomber Command Association in Australia's Christmas Luncheon at NSW Parliament House. The MC was again Julie McCrossin, daughter of F/Lt Robert McCrossin who flew 16 ops with 460 Sqn before being transferred to Path Finder Force, who used a wonderful mix of seriousness and humour to create the right atmosphere. BCAA Patron Air Chief Marshal Sir Angus Huston AK AFC (Ret'd) was the Guest of Honour and went out of his way to meet with and talk to as many attendees as possible.

The Parade of Banners was (as always) an incredibly emotional and awe inspiring event – seeing several WWII Bomber Command Squadron banners file passed, together with 37 Sqn RAAF's special banner. V&F Group Committee Member David Barrington proudly carried the 460 Squadron small banner.

WGCDR Matt Cooper introduced three

of his 37 Squadron team to talk on "The RAAF at Work", in both combat and humanitarian roles across the globe. F/Lt Russell Withers and F/Lt Nina Carpenter shared their year's experiences as pilots and Sgt Matthew Parr gave a very entertaining talk on his role of Loadmaster.

CO of 460 SQN RAAF WGCDR Cal Harrison was unable to make it to Sydney that day so he sent a contingent of his team to represent the squadron: WOFF Bruce MacLucas, LAC Tim Hides and LAC David Horrell. All three gentlemen acquitted themselves very well in the many people they got into conversation with.

The other 460 Sqn related attendees not already noted were: Ray & Trish Berghouse; Joy & Janenne Moffatt; Bob & Olive Spence; Anna & Garry Connery (Anna is daughter of 460 Sqn Bomb Aimer F/L Phillip Ward DFC who flew 30 ops with 460 Sqn, several in G for George including the first ever G-George operation on 6 December 1942. Anna only made

contact with us on the Tuesday, so it was great to see them at the lunch three days later); Anne Lewarne; Meredith & Robert McFadden; David Tod; Elizabeth Uren; Robyn Williams; and Richard Munro.

460 Sqn V&F Group thanks Dr Ron Houghton DFC Ld'H, Annette Guterres, the BCAA Luncheon Organising Committee and Julie McCrossin for arranging and carrying out this wonderful afternoon.

L: Jeff McClenaughan leading the Parade of Banners with the Path Finder Force banner, Betty Seery & Neville Cusick in the foreground

M: David Barrington carrying the 460 Sqn banner. MC Julie McCrossin is in the background; with Neville Cusick & his daughter Prof Anne Cusick in the foreground.

R: Frank Dell BC Veteran with 692 Sqn and author of 'Mosquito Down', giving one of the most entertaining 'Loyal Toasts' that I have ever heard – Julie McCrossin offering him a choice of drinks for his toast and Dr Ron Houghton DFC Ld'H, President of BCAA in the foreground. (photos by Bob Spence and David Tod)



'99 on York' Sydney 12 December 2017:

Due to the myriad of pre-Christmas activities, most of the regulars couldn't make the final lunch for the year. Regular attendees Barry Anderson and Betty Seery held up the V&F Group 'flame' as the only ones partaking. With these two lovely people, the conversation would have been boisterous and fun.

Barry was kind enough to shout Betty her meal.

Readers please note – due to the busy time leading up to Christmas and the proximity of this '99 on York' lunch to the BCAA Christmas luncheon at Parliament House, the committee has decided to cancel this December lunch for next year.



Barry Anderson and Betty Seery, with the optimistic 'table reservation for 10' sign (the Editor thanks Barry for arranging the photo)

Cal Younger's sketch book:



"I was an old Etonian meinself"

This is the nineteenth 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.

Another Amazing 460 Squadron Veteran —

Sgt John James 'Jack' Farnsworth RAAF

Doug Arrowsmith DFC OAM Ld'H and I have often discussed the unsung heroes of 460 Squadron, the members of **Ground Staff**, without whose skills and dedication 460 Sqn would not have been awarded so many of the Bomber Command honours and awards.

Doug put me in contact with Kathleen Low, from nearby Scarborough WA, whose father was John James 'Jack' Farnsworth, 460 Sqn Ground crew. I thank Kath for providing me so much information and photos on her amazing father — here is his story:

John James 'Jack' Farnsworth was born on 23 December 1902 at Point Nepean, in the coastal town of Portsea, Victoria, situated on the Eastern side of the narrow opening between the Heads of Port Phillip Bay. Today it is a resort town but back then it was effectively just bush.

Coincidentally, as I write this article (on 17 December 2017), one of the headline news items is that today is the 50th anniversary of Australian Prime Minister Harold Holt, while swimming alone at Cheviot Beach (see the bottom of the right hand map) went missing and his body was never found.

Jack's great, great grandfather James Sandle Ford, a pardoned convict, settled on the peninsula in 1840 and named the area Portsea after his home town in England. Jack's father, John Nepean Farnsworth used horse drawn carriages to transport passengers and goods mainly to the Nepean Hotel. He died after a fall from his horse, when Jack was only seven years old. Jack left school at 14 and self-educated himself from then on through odd jobs that he picked up during the Depression years and his early adulthood.

Jack was married to Irene on 5 October 1939, a month after WWII had commenced — he was 36 and she 25. Nine months later, Jack enlisted in the RAAF on 24 June 1940, embarking from Sydney for the UK a year later on 13 June 1941. He arrived in Scotland on 31 August 1941, via Freemantle, Durban, Cape Town and Freetown (the capital of Sierra Leone).

John James 'Jack' Farnsworth was



transferred to RAF Brighton in 1942, but based on records only officially became part of 460 Squadron on 15 May 1943, the day after the squadron moved from RAF Brighton to RAF Binbrook. He was stationed there for the next 16 months through some of the most torrid period of the squadron's short history.

Jack was an avid letter writer, writing very descriptively of his wartime experiences, home to Irene, his sister Kathleen and other folk. What comes through in his letters is his admiration for his fellow servicemen and women, plus his optimism in all situations he was confronted with both on and off the base.

Extracts from some of Jack's letters to Irene:

14 September 1941: "I am writing this seated in the Pilot's seat of a large bomber of which at the moment I am in charge as the sergeant is on leave"

15 October 1941: "I'm getting on alright with the engines and am slowly picking up the good gen on their intricacies."

8 January 1942: "I am very sorry that you missed hearing me on the radio. You should have written to the A.B.C. to ask them to repeat the broadcast."

21 February 1942: "We are seeing some of the newest types of planes here now and believe me, they are the goods. We overhaul the engines, about which I am gradually learning a little. I wouldn't fancy working on an aircraft out in the open, in weather like this, which is what we would have to do in an operating squadron." Jack's prophecy was to come true

L: Jack Farnsworth in uniform, taken on 24 June 1940

M: Sgt Jack Farnsworth 'running up the engines' on a 460 Sqn Lancaster

R: With colleagues outside a Nissan hut, Jack is on the left

maintaining 460 Sqn Lancasters on the wind swept, snow laden plateau of RAF Binbrook through one of the worst winters in recorded history

9 January 1944: "Fit Lieut. Eric Greenacre and his crew did their 30th op in AR-A for ANZAC just before the New Year. At present they are on leave but as soon as they come back there is going to be a big celebration for all concerned. **This is the third crew who have got through their tour of ops in my Kites** so I am lucky in many ways." F/L Greenacre was awarded the DFC.

Editor's note: Greenacre's 30th op was the 29 December 1943 raid on Berlin. Eric Greenacre DFC returned to 460 Squadron for his 2nd tour, with his old Engineer Sgt George Cairns RAF and a new crew, in late September 1944, only days after his faithful Ground crew leader Sgt 'Jack' Farnsworth had left Binbrook. Without Jack's 'luck' Greenacre and his crew were shot down on their 5th op of their 2nd tour, the 7 October 1944 raid on Emerich. All the crew survived to become POWs.

After completing his service with 460 Squadron on 16 September 1944, Jack sailed for Australia, arriving in Melbourne on 8 December 1944, and returning to his loving family at Point Nepean. Sgt J J Farnsworth was discharged from the RAAF on 11 September 1945, three months before his 43rd birthday.

Post war Jack Farnsworth played a significant role in the regions' development and is recognised for stimulating the transport industry on the peninsula. He operated the Red Bus Service between

L: "The gang and I on the outer starboard engine RAF Brighton, Jan 1943"

M: "A cosy evening by the fire in Hut 17" Jack is the middle background.

R: James Park Woods VC (photo from National Archives Of Australia)



Sorrento & Portsea, Anchor Garage and built and operated the Sorrento Aquarium. With his brother Harry, in 1953 he set up and operated the ferry service from Sorrento and Portsea to Queenscliff – the four and a half miles across ‘The Rip’ by sea, a far more efficient alternative to the 125 mile journey around Port Phillip Bay by land. Jack skippered his ferries until 1979, when he retired at the venerable age of 75.

With the growing tourism and holiday makers, Jack & Harry laid out several walking tracks and built the chairlift at the Portsea Back Beach. On 17 April 1988 the Farnsworth Track was officially opened by the Director of National Parks & Wildlife.

Irene died in April 1984. Sadly, John James ‘Jack’ Farnsworth died shortly afterwards, on 8 August 1984 after a short illness. He was honoured a few months later by the new owners with the launching of the largest ferry yet in the fleet, the 88 foot ‘J J Farnsworth’. Jack Farnsworth is buried beside the graves of his family in the Sorrento cemetery.

From his amazing life, Jack’s true legacy



L: Jack skippering a ferry across to Queenscliff

M: The new ferry ‘J. J. Farnsworth’ named in honour of the late Jack Farnsworth

R: Jack’s daughter Kathleen with her daughter Sonya and her children James & Rachel at the Farnsworth Track September 2011 (all but one of the photos supplied by Kathleen Farnsworth).

is his family; his daughters Kathleen, Mary and Nancy - sadly their son Jimmy died way too young, predeceasing him & Irene. He is father in law of Sam, Paul and Michael and grandfather of Sonya, Georgina, Elizabeth, Alexander and Jennifer. Jack and Irene now have six great grandchildren.

Note: Sonya’s grandfather in law is

James Park Woods VC. James was awarded the highest bravery award on the western Front on 18 September 1918. His citation reads: “with a weak patrol, Woods attacked and captured a very formidable enemy post, and subsequently, with two comrades, held the same against heavy enemy counterattacks. Although exposed to heavy fire of all descriptions, he fearlessly jumped on the parapet and opened fire on the attacking enemy, inflicting severe casualties. He kept up his fire and held up the enemy until help arrived, and throughout the operations displayed a splendid example of valour, determination and initiative.”

Remembrance Day

Sydney:

Veterans, Widows and members of Bomber Command Association in Australia came together on Sunday 12 November at All Saints’ Air Force Memorial Church in the Sydney suburb of Lindfield to honour service men and women of the RAAF and WAAAF who have served in all wars, especially the Bomber Campaign in Europe. The Guest Speaker was Chaplain Armen Nalbandian.

Binbrook:

Mike Kaynes reports: “Remembrance Day is still a very important event in Binbrook and on 10 November this year we saw the largest turnout I have seen in the village since moving here.

We started out on the coldest day of the year in Binbrook market place with a blessing of a new WWI Memorial before marching to the Church for the village service and where wreaths were laid at the war memorial. We lastly paraded to the 460 Sqn Memorial where our Cubs, Parish

Council, Buffs, and other private individuals laid wreath, with our young Beavers laying small crosses that they had made themselves.

Over the past few weeks we have been talking to our Beavers, Cubs and Scouts about 460 Squadron crews and the role they all played during WWII. On Remembrance Day 2017, they were all remembered.

460 Squadron holds a special place in the hearts of Binbrook people and a new young generation are embracing their memory. They understand the huge losses and the immense bravery of those who served on the squadron. They will now be the generation to pass on the Remembrance Day tradition long after our generation have gone.”

Brookenby:

As in past years, the Curator of the RAAF Binbrook Heritage Centre, Ray Whiteley held a Remembrance Day Service at the old airfield, with wreaths and crosses being laid at the 460 Sqn Ident Square memorial.

Holland:

On 11 November, Rob Wethly and his son Yannic put a Poppy Cross on the war graves of all the Bomber Command aircrew buried in the Schoonebeek cemetery. This included the six headstones of the crew pf 460 Sqn Lancaster W4984 (only the Bomb



Top: Rob Wethly putting a Poppy Cross on the war graves.

Above: The Poppy Cross on the grave of 460 Sqn Lancaster W4984 pilot F/Sgt Beresford Davis RAAF. Note the photo.

Aimer F/Sgt Clarrie Goldthorpe survived to become a POW).

As Rob said: “a Poppy Cross to keep the remembrance alive of what these brave men did for our freedom and to bring a little bit of Remembrance Day to Schoonebeek.”

Lincoln:

On 10 November 300 local school children with their teachers and some parents joined the International Bomber Command Centre team for a special Service of Remembrance. They were joined by veteran Bomb Aimer, Les Rutherford and his wife Coral who spent time talking to the children about their war time experience.

A poem from the archives of St Faith and St Martin Primary written by former pupil, J Shillaker was read by current pupil. After the laying of wreaths, the children were given biographies of some of the men named on the walls and placed poppies in their honour.

Following that the final Open Day was held on the 12th November incorporating a Remembrance Service.

Remembrance Day ceremony at the 460 Sqn Memorial in the Binbrook Village (photo supplied by Mike Kaynes)



460 Squadron Crash site memorials:

https://sharegallery.strato.com/u/hi_79xOb/QOXi47aT

Happy holidays and with kind regards from Schoonebeek,”

460 RAAF Squadron Lancaster W4984

Rob Wethly reports:
 “Together with my family, Claudia, Ymke, Yannic, Yde and friends we traditionally like other years on Christmas Eve light a candle at each war grave in Schoonebeek.

Also traditional the hard wind was troubling us again and with great effort we managed to keep all the candles burning and take some photos, some in not the best quality.

You can watch and if you like to download the photos of Christmas Eve in Schoonebeek and our effort to keep the candles burning by using this shared link:

Below: The memorial plaque to 460 sqn Lancaster W4984



460 Sqn Lancaster ND586:

In the last edition, we wrote about the renovation of the memorial to the crew of 460 sqn Lancaster ND586 which crashed near the the old village of Mesnil in the north of France on 10 April 1944 whilst on the operation to bomb the railway junction and marshalling yards at near by Aulnoye during the run up to D - Day.

Long term good friend of 460 Sqn V&F Gp, Bernard Feutry sent us photos of the finished memorial

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.

We continue to thank Bernard, his family, his friends & the local mayor and fellow council members for their dedication to honouring th memory of the crew of ND586.



Top: Original memorial – unveiled in April 2013 (refer June 2013 bulletin)

Middle & Above: The newly renovated memorial to Lancaster ND586 and her crew (photos provided by Bernard Feutry)

Bomber Command Memorial:

While in London in late October, my wife Anne and I again visited the Bomber Command Memorial in Green Park. As always there is an incredible aura that surrounds this place and the mood is certainly picked up by those visiting. On a visit a couple of years ago, 460 Sqn V&F Group Treasurer Bob Spence assisted a tour group in understanding what they were seeing as there were no explanation noticeboards available to explain what the BC Memorial was about. I was happy to feedback that his request for better advice notices has been acted upon - Visitors now know what they are looking at – thanks Bob.

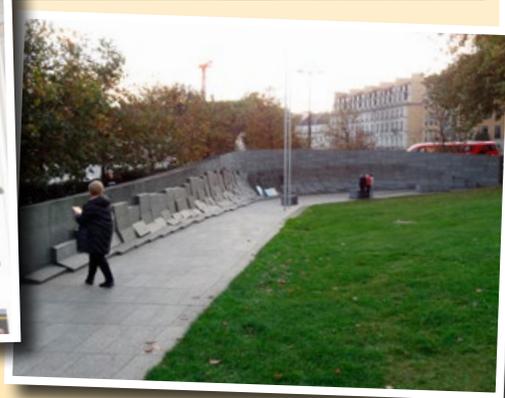
For readers planning a visit to London, I strongly recommend that you include in your itinerary, the BC Memorial and the nearby (very short walk) spectacular Australian War Memorial.

L: The impressive larger than life statues of a Heavy Bomber crew - the centrepiece of the BC Memorial.

R: The impressive Australian War Memorial at the bottom end of Green Park (the 3 photos by Richard Munro)



The BC Memorial explanation plaque



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.

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.

460 Squadron V&F Group Events for 2018:

Here is a list of the events where 460 Veteran, Families & Friends can come together in **2018** – please note them in your diary for the coming year.

- February 13th (Tuesday)** – '99 on York' Club, 99 on York Street Sydney.
The first of our lunches at '99 on York' the old NSW Bowlers Club. Noon for 12.30.
- March 13th (Tuesday)** Watsons Bay Hotel lunch.
The first of our two annual lunches at this beautiful harbour side location. Noon for 12.30.
- April 24th (Tuesday)** Wreath Laying at The Cenotaph, Martin Place followed by a light lunch.
- 25th (Wednesday)** Anzac Day march and the post-march lunch with Path Finder Force.
- June 2nd (Saturday)** Bomber Command Commemorative Day – pre-function cocktail party, Canberra
- 3rd (Sunday)** Bomber Command Commemoration Day in Canberra.
- Note:** For the dates of the BCCD events in the Capital Cities, please contact BCCDF or BCAA committee members.
- June or July - either:**
30th June (Friday) or 6th July (Friday) - Eighth anniversary Dining in Function in Canberra to celebrate the Reformation of 460 Squadron RAAF (Date to be confirmed)
- August 14th (Tuesday)** - '99 on York' Club, 99 on York Street Sydney.
The second of our lunches at '99 on York' the old NSW Bowlers Club. Noon for 12.30.
- September 11th (Tuesday)** Watsons Bay Hotel lunch
The second of our two annual lunches at this beautiful harbour side location. Noon for 12.30.
- October 9th (Tuesday)** - '99 on York' Club, 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. Date to be confirmed

International Bomber Command Centre

The IBCC is hoping to be open to the General Public by the end of January 2018.

IBCC Official Opening: 12th April 2018

30 October 2017 Visit:

S/L Clive Rowley MBE (Ret'd), his wife Elaine and fellow member of the 460 Sqn W5005 BBMF Lancaster Project team Gary Eason of Eason Media, joined my wife Anne and I on a VIP visit of the IBCC site. IBCC Chairman Tony Worth CVO had sent a message apologising for not being able to join us as he was in hospital (see Vale section). IBCC Director Nicky Barr showed us around the site, explaining each and every section in the rapidly advanced construction phase of the project. Anne & I hadn't been there for two years, since the Phase I formal opening and the progress is amazing. The goal is for the IBCC to be open to the General Public by the end of January, with the official opening confirmed as 12 April 2018.

Wanting to attend the 12 April 2018 IBCC Opening?

Any Australian reader wanting to attend the formal unveiling, please contact IBCC Coordinator Annette Guterres (email: annetteguterres@gmail.com or mobile: 0412 759 912). Annette is well on the way to arranging about 20 BC Veterans to journey to Lincoln for this historic day.

For UK, European and US readers, please contact Sue Taylor (email: sue@internationalbcc.co.uk or mobile: 01778 421420)



L: The approach to the Roy Chadwick Centre – at landscaping stage

M: The side of the Roy Chadwick Centre facing the Spire

R: The Ribbons of Remembrance stones are starting to be laid each side of the path leading to the Spire and the circular Honour Walls (all three photos taken by Richard Munro on 30 October 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
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Enclosed in my donation for A\$ _____

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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.