

BOMBER COMMAND ASSOCIATION IN AUSTRALIA Inc.

BCAA 68 Summer 2018



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Squad Ldr David Leicester's Lancaster coming home in Daylight

President's Report

Once again we head towards the busiest and most magical time of the year, and I wish the very best of Season's Greetings to our extended Bomber Command community.



Another busy year draws to a close with the highlight being the trip to Lincolnshire UK for the opening of

the International Bomber Command Centre. We have also enjoyed other wonderful events such as lunches at the Abbotsford Rowing Club and Doyles at Watsons Bay. We still have our Gala Christmas function to come at NSW Parliament House on 7th December 2018! Book immediately if going!

It is also a sad time of the year when we reflect on the passing of so many of our fellow veterans and I assure family and friends that their contribution to our Association is remembered and appreciated.

We have had a few changes to our Committee this year and I wish to thank outgoing members and incoming members for their active participation. Particularly, I thank Annette Guterres and her 'faithful assistant' Tony for their secretarial and liaison efforts.

I look forward to seeing as many of you as possible at our Christmas lunch. In the meantime I would like to leave you with this simple rhyming verse, offered by my daughter Lynley for the festive season.

*To the members of Bomber Command
I wish a Christmas most grand.
Amidst the hullabaloo
May your wishes come true
And a glass of wine comes to hand!*

Best Wishes for 2019

Ron Houghton

President BCAA

Painting with thanks to Barryspicer.com Adelaide
signed prints by David Leicester are available

VALE – Alan Vial, DFC, OAM – 3rd November, 2018 – Alan achieved and contributed much over his life, most notably 64 operational sorties with No. 35 Squadron RAF, Path Finder Force as a Bombaimer and Radar Navigator. He was one of the few PFF Navigators who held a dual endorsement as 'Primary Blind Marker' and 'Primary Visual Marker' in a Master Bomber Crew.

WELCOME TO NEW MEMBERS – Our Memberships Officer Jeff McClenaughan has been on tour in UK, so new members, you'll get your newsletters this quarter and a Welcome next edition.

MEMBERSHIPS

Memberships fall due 1st January, and is \$20 pa (plus an initial Joining fee of \$5 if applicable) Bomber Command Widows are gratis. Those who have paid ahead, will have that noted. Membership forms are available by email from the Editor by email or mail from the Secretary (Details Page 1). Cheques/Money Orders should be sent to our Treasurer Anthony (Also on Page 1) please Direct Deposit to BCAA – BSB **633-000** Account no.**125530550**, being Bendigo & Adelaide Bank Ltd, Please put your name on the deposit reference. For convenience, you can pay, membership \$20, and if paying for a RAAF Assoc subscription membership and **Wings Magazine** add \$15 ie \$35 [ED].

ARE YOU MOVING HOUSE OR GOING INTO CARE? Please mail or email our Secretary annette.guterres@gmail.com to keep our lists up to date so your newsletter can follow you.

COMING EVENTS – For numbers, Please advise Annette – 02 9743 5794 or 0412 759 912 or email **467-463 Squadrons Queensland Associations' Day** Memorial Service, Sunday, 25th November, 2018 at ANZAC Square – Brisbane Sunday followed by Christmas Lunch.

BCAA Christmas Lunch – NSW Parliament House 7th December 12 noon \$78 pp BC Widows \$58

Aspley Cross Walk Tasmania 22 January 2019 - this walk is to commemorate the loss of Jack



Mitchell and his crew lost on the night of 22/23 January 1944. On his last leave home, Jack Mitchell climbed to the top of *Sugarloaf* with some friends and jammed a stick between rocks on the peak. As he did so, he declared, "I wonder if this will be here when I come home?" His Lancaster, from 467 Squadron RAAF, was the only bomber not to return from the Magdeburg raid. On hearing the news, Jack's father, Cliff, climbed to where his son had placed his stick and erected a wooden cross. However it is on private land and the present owners, Kate Ackland and her husband are very concerned with liability and insurance with people visiting.

Working with the Bothwell Historical Society, Kate has agreed there would be one last service at the Cross on the 75th anniversary of the crew's loss – 22 January 2019. This is being organised by Wing Commander Alan Robertson Retd.

BCAA General Meeting and AGM Tuesday 19 February 2019 10am Royal Auto Club – Sydney.

Thirteenth OP – Kiel (Town & Harbour) Night – From the diary of P/O Michael Wilson 466 Squadron



Briefed at 7pm, we took "D -Dog" once more and took off at 9.40pm in rather adverse weather. Crossed most of the North Sea at 2,000', climbed to 18,000' to cross the coast. Quite a bit of flak seen going in but none very close. We were, unlike most from here, in Wave 2, got a little late and had to go in on a different heading. Even with 8/10th cloud underneath us, bright and well illuminated by T.I.s [target indicators]. Dropped our load on red T.I.s (had two incendiary hangups [incendiary bombs failed to release] and

got out of the area without much flak opposition. Gradually descended across the sea, about third home, landed at 2.30am, bath and into bed by 4.15 am.

courtesy of his Nephew Daryl Martin of Corowa Operation No 13 16/8/1944

IBCC (International Bomber Command Centre)



To join the IBCC and receive a membership pack please email members@internationalbcc.co.uk We are very pleased to now be able to share the link for the International Bomber Command Centre's Digital Archive, which was officially launched early this morning our time. Adam Purcell has just advised that IBCC have loaded about 5,000 items including 24 of his veteran interviews. More material is

being loaded daily. The link is <https://ibccdigitalarchive.lincoln.ac.uk/omeka/>

Editor's Notes

I have found myself for the first time using the IBCC to research an article in this case Adam Purcell's interview with David Leicester. It is easy listening, playing in the background as I work, picking up on small details. The link in this case was:

<https://ibccdigitalarchive.lincoln.ac.uk/omeka/collections/document/3445>

COASTAL CORNER



[A part of Rollo Kingsford Smith's vision for BCAA was to provide a meeting place for families of orphaned Units whose links have closed and the Odd Bods.

Australia contributed thousands of airmen to Britain right to the last day of the War, when Flight Sergeant Harry White of 455 Squadron got to sit in his first operational Beaufighter in Scotland after more than 18 months induction and training. He never got to make the flight, the War in Europe, had been won. Short articles are welcome especially from families with relatives who served in Australian or RAF Coastal Command Squadrons.]

REPORT OF TRIP TO LINCOLN – APRIL 2018 – By Geoffrey Adams

The bravery and the sacrifice of the men and women of Bomber Command were not properly acknowledged at the conclusion of World War 2. There was no campaign medal, there was no public memorial and they were not mentioned in Churchill's victory speech. In recent years some of these failings have been addressed. A memorial in Green Park, London was unveiled by the Queen in 2012, a Bomber Command clasp was issued and recently and on the 12th April this year, the International Bomber Command Centre in Lincoln was officially opened.



Ron Houghton welcoming us to the RAF Club

Sixteen Veterans from Australia, of Bomber Command travelled to Lincoln for the opening. Each was supported by a companion/carer. The carers were mostly sons or daughters of the veteran. I travelled as carer for my father Tony Adams and my daughter, Naomi, travelled from Canada to join us in England. Importantly the Australian contingent also included four RAAF medical support personnel and four young Air Cadets with their supervising officer, as well as several others with an interest in or had an association with Bomber Command. In the latter group were widows, sons, daughters, grandchildren and nieces of veterans killed in action or since deceased. These wanted to pay their respects to their relatives as well as to find out more about the experience the Veterans

would have had during their time in service. I heard several say at times during the trip *"My Dad did not talk much about his time during the war"*.

What were the veterans like? They ranged in age from 93 to 97 and had travelled from different parts of Australia: – NSW, Victoria, South Australia and Western Australia. Most had been pilots, one had been a Navigator/Bomb Aimer, one was an Observer, and there were a couple of Wireless Operators. There were two ladies among the veterans, one had been a Watchkeeper on RAF bases, married an Australian pilot and came to Australia as a war bride. The other was also a war bride – she was the sister of a Navigator and married his

Pilot. They are still married after more than 70 years. Two of the veterans served time as Prisoners of War after being shot down and parachuting to the ground.

The Sydney contingent departed on Thursday 5th June and linked up with those from other states in Singapore or London. Friday and Saturday were days to recover from the flight and for a bit of sightseeing.

The tour proper began on Sunday with a wreath laying ceremony at the Bomber Command Memorial in Green Park. Although I was at the unveiling of the memorial in 2012 and have seen it a couple of times since it never fails to impress with its larger than life depiction of an exhausted bomber crew returned from a raid. At the lunch that followed, in the RAF club across the road, several veterans had a chance to introduce themselves to the group.

For the veterans it was apparent that they were very keen to share their experiences of their years in Bomber Command. For most, the Air Force was their introduction to flying and their first trip overseas. It was a great adventure but the news of horrific losses must have tempered their enthusiasm before their first operational flights.

An afternoon visit to St Clement-Danes, the RAF church, was an opportunity to reflect on the scale of the losses. The church, which was designed by Sir Christopher Wren, was substantially demolished during the London *Blitz*. It was rebuilt after the war by the RAF as a memorial to those who had lost their lives in the service of the RAF.

The crest of every RAF and Commonwealth Squadron is etched into the floor on Welsh slate. Around the walls are the books of remembrance for the airmen lost, one book for the period prior to 1939, 2 books for the period since 1945 and at least 9 or 10 books for 1939-45!

On Monday we boarded the bus that was to transport us to Cambridge for a couple of nights and then on to Lincoln. We spent the next week visiting tourist sites, RAF bases, war museums, Bletchley Park, historical pubs and of course the International Bomber Command Centre. There were many highlights during the trip and this varied for each individual.

For Bob Wade, the only Pathfinder in our group, the visit to the Pathfinder Museum at RAF Wyton was a particularly moving and emotional experience. The Duxford branch of the Imperial War Museum contains many iconic aircraft such as Spitfires, a Lancaster and the supersonic Concorde. This no doubt fired the imagination of the Air Cadets.

RAF Coningsby is the home of the Battle of Britain Memorial Flight, which operates several WW2 era aircraft – Spitfires, Hurricanes and one of only two airworthy Lancaster Bombers in the world. Our group was given a tour of the hangar and of course we gravitated to the Lancaster.

Veterans were invited to go on board. They rushed at the opportunity. Like a miracle, some stood up out of their wheelchairs and clambered up the stairs to board the aircraft.

The main spar was an obstacle that some managed to get over so that they could sit again where they had been nearly 75 years ago – in the wireless operators seat, at the navigators desk or in the pilot's seat.

During WW2 RAF Waddington was home to RAAF Squadrons 467 and 463. We toured their Heritage Centre. The biggest exhibit there is part of the fuselage of a Lancaster that crashed on a non- operational flight in Scotland in August 1944, killing all aboard. This exhibit was particularly poignant for one of our veterans, Bill Purdy, who had piloted that very aircraft a few times, not long before its ill-fated last flight to Scotland.

RAF Scampton is home to the world famous Royal Air Force Aerobatic Team (The Red Arrows). For some it was a great thrill to sit in the pilot's seat of a decommissioned Red Arrows Hawk. Here we were joined by near-blind RAF veteran, Jim Wright who has fought long and hard for so many years to win a **Bomber Command Medal** for all Air and Groundcrew. During WW2 Scampton was the base for RAF 617 squadron at the time of Operation *Chastise*, the famous Dambusters raid. One of the *Upkeep* bouncing bombs developed for that raid was on display as well as Squadron Leader and VC winner, Guy Gibson's office.

At the Lincolnshire Aviation Heritage Centre at East Kirkby our group was able to see its resident Lancaster "*Just Jane*" and witness its engines running. The hope is that *Just Jane* will eventually be returned to flying condition.

For the Australians in Bomber Command, relief from the stress of operational sorties could be found in the traditional English pub. To relive these happy memories for the veterans our group had dinner at the *Eagle* in Cambridge and the *Blue Bell* in Lincolnshire and afternoon tea at the *Petwood Hotel* at Woodhall Spa in Lincolnshire. All these establishments had strong ties to the Bomber Command boys and contain evidence and memorabilia from those days. The pubs continue to trade on this connection serving beers such as *Spitfire Lager* and *Bomber County Ale* - both highly recommended.

Some veterans dipped in and out of the group during the week as they visited friends from long ago or visited the areas where they had been based.

My father, Naomi, his granddaughter and I had a day away from the group and visited Methwold, the small village in Norfolk where Tony and his friend and crew-mate Jim Bateman were stationed during the war. Tony was attached to 149 Squadron RAF, as a wireless operator, flying Stirlings and then Lancasters. He has been in contact for a number of years with the chairman of the Methwold Historical Society who was our tour guide for the day. The reception Tony received from the locals was amazing.

We were welcomed at a coffee morning at the church with the church bells ringing. The Brits are still so grateful for the support our Fathers and Uncles gave them in WW2. It was a grand performance by eight bell ringers, lasting for half an hour! Inside the church is the 149 Squadron Roll of Honour as well as many other mementos of the war years. The locals were very interested to hear Tony's recollections of his time in their village. We also visited the village hall where the historical society was displaying their many records of the Bomber Command years.

Tony was presented with a 149 Squadron tie and a framed photograph of "C" Charlie the Lancaster Bomber he crewed in. Tony has often expressed his thoughts about the impact the influx of more than 2000 military personnel must have had on a small village like Methwold. Naomi and I tried to imagine this as we stood on the remaining remnant of runway, surrounded now by farmland as it had been before the RAF arrived.



Tony with Naomi -with 149 Sqn tie

Lincoln Cathedral sits atop a hill dominating the city and is very visible as you approach by car or aircraft. For many of the aircrews operating out of Lincolnshire when they saw the Cathedral on their return flight they knew they had made it home and sadly for many it was their last sight of Britain proceeding out on an Op.

Fittingly the International Bomber Command Centre is also on a hill about 3km south of the Cathedral, it has great views back to the city and the Cathedral. Lincolnshire had 27 airfields in WW2, one third of all UK airfields. It was and still is known as the *Bomber County*.

On Thursday 12th April, the day of the opening of the International Bomber Command Centre, the weather was damp, foggy and bitterly cold. It was a reminder that the Aussie boys in Bomber Command would have experienced similar weather, most unlike what they were used to at home. They would have struggled to stay warm in their Nissen Huts with primitive heating. Unfortunately due to poor visibility the planned flypast of past and present military aircraft, including the Battle of Britain Memorial Flight Lancaster, could not take place.

Despite this, the opening was a moving event. There was entertainment by choirs and an RAF Pipe Band, speeches and a blessing by the Bishop of Lincoln.

In the lead up to the day I had wondered which important, perhaps Royal, person would cut the ribbon to open the centre. In fact it was the most important people of all, the 300 plus veterans, who cut the ribbon!



Serving RAF personnel and volunteers did a remarkable job on the day escorting the veterans to their seats and handing out blankets (donated by locals after a public appeal) to the shivering crowd. Most of us were able to return to the IBCC on the following weekend and in the sunshine for a closer look at the memorial spire, the memorial walls and the exhibits in the Chadwick Centre. This time we could clearly see Lincoln Cathedral, through the cutout in the base of the spire. The spire is 102 feet high, the same as the wingspan of the Avro Lancaster.

We took time to search out names on the walls, to remember and place poppies for those we knew who did not return. There are 23 walls arranged around the base of the spire. The names, almost 58,000 of them, have been laser cut into the steel panels.

Wherever we went there was great respect for the veterans and interest in the stories they had to tell, this was particularly so from the current RAF personnel and the volunteers at the RAF museums. The veterans were thanked on a number of occasions for the role they played in defeating the Nazis, and now for the effort they had made to travel to Lincoln for the opening.

I remember one volunteer at the Waddington museum saying how important it was that the Commonwealth sent so many airmen. "You really got us over the hump" he said.

Our trip was very successful, particularly considering the challenges in accommodating and transporting the veterans.

Photos in this edition – Courtesy Geoff Adams and Geoff Friend

It was reassuring to have the RAAF medical team with us at all times. Fortunately they mostly had only minor medical issues to attend to. They were extremely patient and kind to the veterans, but also enjoyed listening to their stories and no doubt learned from and enjoyed the experience.

The group of four Air Cadets, aged from 15-18 and from different states of Australia, were a great help, particularly in organising and pushing wheelchairs. They are impressive young people, with a strong interest in the Air Force and most see that as a future career.

This trip would not have gone ahead without the extraordinary efforts of Annette Guterres, ably assisted by her husband Tony and travel agent Kim. I can't imagine how many hours Annette must have spent – creating a relevant and interesting itinerary, juggling the travel and accommodation needs of veterans from all over Australia, seeking media exposure and support, pressuring the Department of Veterans affairs, raising additional finance and administering it. Amazing – thank you so very much Annette.

Thanks must also go to the private individuals and companies that contributed generously to the fund raising campaign and finally to the Department of Veterans Affairs who reversed an earlier decision and who made it possible for so many Australian Veterans to attend an event that was very important to them.

FROM FLIGHT SERGEANT TO SQUADRON LEADER IN SIX WEEKS AT – NINETEEN!



David Leicester from Mitcham, South Australia enlisted in late 1940 and was posted to No. 1 EFTS (Elementary Flying Training School) at Parafield to train on Tiger Moths.

After moving on to Wirraways at Point Cook, was disappointed to be put onto twin-engined Airspeed Oxfords. The 18 year old was destined to be a Bomber pilot. With more training at Honeybourne on Oxfords and Whitleys, he experienced his first major incident when he had an engine fire on take-off on his first night solo. This required a wheels-up forced landing of his Whitley bomber, which earned him a "green entry" in his log book: "14/1/1943. *Commended for coolness and calmness in emergency.*" AOC 91 group

Before leaving OTU he completed his first operation against the enemy with a leaflet raid over France. After OTU, he was posted to No. 1658 HCU (Heavy Bomber Conversion Unit) to convert to the Halifax bomber and to pick a crew, all RAF sergeants.

Before finishing HCU, David had to fly as a second *Dickie* pilot with a raid on Stettin on 20 April 1943 and on Duisburg on the 25th. He and his crew were posted to 158 Sqn RAF at Lissett in Yorkshire in No. 4 Group flying Halifax B Mk II aircraft, powered by two Merlin XXs and assigned to 'C' Flight, commanded by Squadron Leader Smylie DFC.

Quickly in action,. their first operation was to Duisburg On 11 May 1943, followed by 26 more through to December flying Merlin-powered Halifax IIs to targets including Bochum, Dortmund, Düsseldorf, Essen (twice), Wuppertal (twice), Krefeld, Mannheim, Gelsenkirchen (twice), Cologne, Hamburg, Nuremberg, Leverkusen (twice), Berlin, Modane, Kassell and Stuttgart. David in his monograph somewhat laconically related that "...we got through the raids relatively unscathed although we had to withstand ack-ack fire, nightfighters and searchlights etc." He went on to say: "A few very bad moments when we thought a bail out was necessary and an occasion when the bomb aimer was injured – but not seriously. A return to base with a badly holed aircraft – through shrapnel – and/or on three engines was not an uncommon experience."

It was while still at Lissett that David, then a 20 year old Flight Sergeant, was commissioned and promoted to 'C' Flight Commander. This unlikely circumstance – he had only been a Flight Sergeant for six weeks - was a result of the 158 Sqn Commanding Officer, WGCDR Hope DFC, deciding, against regulations, to take a crew on an operation. He selected as his crew the 'C' Flight Commander, Sqd Ldr Smylie, as navigation leader and all the various bombing, gunnery, wireless, engineer leaders, plus a gunner from another crew. They were shot down near the target, survived to become prisoners of war, but left the squadron and 'C' Flight completely leaderless. David, in spite of his youth, was the most experienced pilot left on the squadron. A new CO, Jock Calder, was appointed in August 1943

and David, with no replacement flight commander available, became the youngest Squadron Leader in the RAF – and in all the allied air forces - as Flight Commander 'C' Flight.

During this period, on 14 January 1944, David was awarded his first DFC. The award was flagged on 31 December 1943 in a telegram to him from the Commander in Chief, Bomber Command. David has said that No.4 Group gallantry awards were not for individual acts but for sustained exposure to extreme danger through completion of multiple missions. An undated press clipping in his book reads he "...has been awarded the DFC for bravery while attacking heavily defended targets in Germany, including Berlin, Hamburg and Cologne."

The WCDR Hope debacle resulted in the AOC 4 Group issuing instructions that squadron COs were not permitted to fly on operations and flight commanders were allowed only one a month. David's crew were ready to be rested by then, but it is a tribute to his leadership that they all agreed to continue, and to assist with the training of new crews assigned to his Flight. In late 1943 a new squadron was formed at Leconfield in Yorkshire, less than 20km south-west of Lissett. David's 158 Sqn 'C' Flight was to be the *nucleus* of the new squadron, No. 640, and David was made its acting CO and 'A' Flight commander until a new CO was appointed,. He moved to Leconfield on 7 January 1944 to take up his new duties. He had previously flown the Merlin-powered Halifax IIs from Lissett, but the new squadron was equipped with Bristol Hercules XVI radial-engined Halifax IIIs.

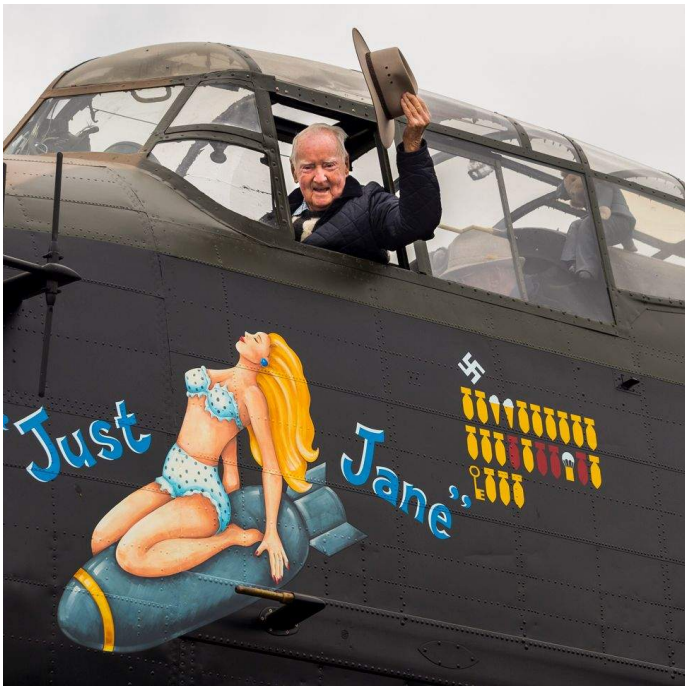
His time with 640 Sqn was short but he did undertake another four operations (from Lissett) to Stuttgart, Trappes (in France), Essen and Nuremberg. The last, David's 31st Operation, was on 30/31 March 1944 and was the worst night in RAF history. David and his crew were included on the mission to Nuremberg, although his 30-mission tour of operations was already complete, because the size of the operation called for squadrons to '*make maximum effort*' to contribute aircraft to it. Of the 779 bombers taking part, 96 were lost and another 10 written off after landing back in England and 545 crewmen were lost. Little was gained – due to adverse weather conditions, Nuremberg was only lightly damaged. David's aircraft was attacked by a German night fighter over the target and suffered severe damage including loss of one engine and the nose perspex at the bomb - aimer's position being shot out. Fortunately his bomb aimer was only lightly wounded but this damage made for a difficult and hazardous flight home and landing. After this David and his crew, understandably, felt they had done enough and requested a rest from Ops and appointment to non-combat duties. Those appointments went ahead and the crew went their separate ways and never flew together again. All had been commissioned and some decorated while on the squadron. David was posted to the RAF College at Cranwell to attend a course for junior commanders. He did well in spite of his lack of interest in the subjects, and especially well in Air Force Law. This resulted in his appointment to assist with the conduct of Courts of Enquiry in aircraft accidents in training programs, a job he hated.

He asked for a posting back to flying only to be told that his only course back into operational flying was to volunteer for the Pathfinder Force (PFF). This he managed through his acquaintance with the 4 Group AOC's secretary, who he was visiting, when a phone call came in to her saying 35 (PFF) Sqn needed an experienced SGLDR-Pilot to replace a pilot wounded the night before on a raid. Being in the right place at the right time and knowing the right people resulted in David being a quick appointment to 35 Sqn. When he reported to 35 Sqn, however, he learned that the wounded pilot was expected to be recovered by the time his crew came back from leave. David's next best option was to report to the Pathfinder Navigation Training Unit (PNTU) at Warboys, complete the PFF navigation training course, form a new crew and start a new tour of operations with the Pathfinders. This he did with his new crew all being RAF officers who had completed a full tour of operations. In July 1944 they were posted back to 35 Sqn at Gravelly. The first Op was to Kiel, then Stuttgart then Hamburg – then 34 more to make up a total of 68 including his 31 trips with 158 and 640 squadrons.

There were normally 20 to 30 Pathfinder aircraft included on an operation performing various functions of increasing hazard. As crews gained experience they progressed from '*Supporters*', who were spread throughout the bomber stream; to '*Illuminators*', who were first at the target to illuminate it with flares when weather conditions were suitable to enable more accurate marking; to '*visual or blind markers*', who dropped colour-coded flares to mark the aiming point for the bomber stream, either visually or by instrument flight calculation depending on the weather; and ultimately to '*Master*

*Bombers' and re-mark the aiming point with different coloured flares to counter any decoy flares placed by the Germans. All these roles were extremely hazardous, both because their arrival at the target ahead of the bombing stream resulted in the *loitering* over the target for extended periods exposing them to sustained attacks. David performed all of these roles during his 37 Pathfinder operations. Pathfinders suffered the highest casualty rate of any branch of the armed services. David received a Bar to his DFC on 16 January 1945 when his tour with 35 Sqn finished he and seven others were ordered to an investiture at Buckingham Palace, where his DFC and Bar were presented by the King. With the citation: "Since the award of the DFC, S/L Leicester has continued to operate with undiminished efficiency, determination and enthusiasm. Under his fine captaincy his crew has achieved many successes and has set an example to all the Squadron. This officer's attention to every detail, combined with his cool courage in the face of the heaviest opposition is worthy of high praise." In 2007 David was awarded the Medal of the Order of Australia (OAM), "For service to the community through ex-Service, heritage and local government organisations". David also received the Legion d'Honneur for his role in the liberation of France. David lives with Joan in Adelaide.*

With thanks to Mike Milln, History Group Member - South Australian Aviation Museum Inc



Below - Harry Brabin checking out the Battle of Britain Flight Lancaster



Left – "Hi-Ho Silver! Ron Houghton on the controls at East Kirkby

HM The Queen with David Leicester (nearest) Norman Deedy and others at the Bomber Command Memorial opening



Bob Wade