

# BOMBER COMMAND ASSOCIATION IN AUSTRALIA Inc.

BCAA 73 Autumn 2020



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462 SQUADRON RAAF HALIFAX OUTBOUND ON A "TRIP"

By UK Artist Terry Farrimond – with thanks

## President's Report

Twenty three years ago, Rollo Kingsford-Smith and others began to worry about declining numbers of Veterans at Anzac Days and what to do.

The answer was to recruit in another generation to fill our ranks.

We have a strong Committee and it was a great pleasure to see our Secretary Annette Guterres honoured this year with an OAM for all her charitable works.

I am honoured to have been voted in again as your President. The Bomber Command Association in Australia is doing what we hoped it would, it is bringing together our children to remember their Parent's service in War and Peace and giving them great honour. The men I served with would be proud that their memory is kept so bright.

On Friday 31st March there will be a wreath laying ceremony at 11:00am at the Martin Place Cenotaph to mark the 99th Birthday of the RAAF. I will attend on behalf of the BCAA, but all members are also welcome to attend.

ANZAC Day is already almost upon us. Bomber Command will of course be marching, followed by our traditional luncheon at the Royal Automobile Club. I look forward to seeing you all there and please look out for the notices and information regarding times and bookings.

On 31st May we unfortunately have a clash of events. The RAAFA have organised our NSW Bomber Command Commemorative ceremony at the Martin Place Cenotaph; and the Australian War Memorial is also organising the Bomber Command Annual Wreathlaying Ceremony in Canberra on the same day. Regrettably both ceremonies are locked into the same date and neither can be changed this year. We will work with these organisations and ensure this does not occur again in future years as many folk wish to attend both ceremonies.

Best wishes,

*Ron Houghton*

**VALE** – Ian Innes 21<sup>st</sup> December, Don Southwell 30<sup>th</sup> December, Kevin Smith 8<sup>th</sup> January 2020, Don Browning 10<sup>th</sup> January 2020

**NEW MEMBERS** – Ian Campbell, Peter Bitmead, Geoff Black, Jocelyn Browning, Matt Cleland, E Derrick, B.G. Godwin, Peter Knox, Heather Little, John Lyall, Elizabeth Masters, Robert McFadden, Rosie Pidgeon, Jan Smith, Robyn Stransky, W.R. Wade, David Tod – Welcome all, to our Family

### **MEMBERSHIPS – Renewals fell due 1/1/2020**

**A MESSAGE FROM OUR TREASURER :** Subscriptions are now due for 2020, *please*. Thank you to those who have paid already (or even further in advance!). I would encourage Members (other than BCAA widows) to contribute \$20 per year to defray the cost of printing the quarterly Newsletters, postage and Secretarial out-of-pockets. Unfortunately, only some 100 of our nearly 400-strong membership sent their sub's last year. Let's make an effort to remedy this in 2020! An optional RAAFA subscription is \$15 which entitles you to 'Wings' Magazine and a RAAFA lapel badge. [AT]

[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) or please Direct Deposit to BCAA – BSB 633000 Account no.125530550, being Bendigo & Adelaide Bank Ltd. Please put your name on the deposit reference. [ED]. For convenience, you can pay, **Membership \$20**, and **if paying for a RAAFA subscription membership** and the new excellent **Wings Magazine** add \$15 ie **\$35** for both. ED]

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

**SEVENTEENTH OP – DAYLIGHT – LA POURCHINTE (Flying Bomb site)–** [The Germans were launching V1 Flying Bombs towards London in retaliation and distraction. Ed]



Wakened at 4am, off in a hurry at about [5am] in "D", down England in clear lovely visibility, just 5 minutes over the French Coast. It was a little cloudy over the target, so the Master Bomber made us orbit. Came up well the second time and bombed a little off the target indicators. The target seemed to be well pranged, although the strong wind evidently upset the bombing a little. Hardly any flak seen and had, all in all, a very quiet enjoyable trip. On the way out we saw the balloon barrage for Flying Bombs, a lot of little black spots, about 30 miles square.

from the diary of P/O Michael Wilson 466 Sqn. - courtesy of his Nephew Daryl Martin of Corowra -



### **IBCC (International Bomber Command Centre)**

To join the IBCC and receive a membership pack please email [members@internationalbcc.co.uk](mailto:members@internationalbcc.co.uk) To conduct research follow this link:- <https://internationalbcc.co.uk/history-archive/digital-archive/>  
A Further Article On The DIGITAL ARCHIVE IS AVAILABLE ON THE "Something very Big" Site"

<https://somethingverybig.com/2018/09/06/the-ibccs-digital-archive-is-now-live/>

Nearly two years have passed since the International Bomber Command Centre was opened. Whilst it continues to serve as a Memorial to all the lives lost in Bomber Command, the real work in preserving the history of Bomber Command is an ongoing task with the interviewing of surviving veterans and the scanning of all relevant documentation. The interviews etc. will be added to the Digital Archive that, along with the Walls of Remembrance and the Education Centre make up the IBCC. The surviving veterans include **all**...not just aircrew. Here in Australia we continue to interview veterans with the assistance of our volunteers and the RAAF Heritage and History Branch.

Please contact us if you know of any airman, WAAF or Groundcrew we may have missed.

If you have any log books, photos, letters etc please contact us. The RAAF Heritage and History Branch is also assisting in this task.

Please let me know if you intend to visit the IBCC in Lincoln. We can put your photos on Facebook especially those taken at the Memorial walls if you are placing a poppy next to a name of a lost loved one.

We all have a role in Remembrance.

**Annette Guterres OAM - Australian Co-ordinator of the IBCC.**

## 464 SQUADRON RAAF [With thanks to Wikipedia]

Four-Six-Four was another of Bomber Command's Article XV Squadrons under the Empire Air Training Scheme, unusual in that it was formed in the UK with only 30% Australians, including groundstaff (in 1944 they got to almost 50%). Its first CO on 1<sup>st</sup> September 1942 was South African, Wing Commander Ronald Young.

The only modern bombers available to them were Lockheed Venturas flown from the US via W/C Don Bennett's *Atlantic Ferry*. Bennett had proved the feasibility of using civilian aircrew to fly aircraft from the US factories, navigating via Gander, Iceland and Northern Ireland and ferrying the crews back to the US in a Liberator to complete the cycle. No. 464's first operations from RAF Methwold in April 1943 were to draw out the Luftwaffe into attacking the day formations over France, hoping the strong escort could take care of the fighters. This materially hindered the German ability to have fresh aircraft and crews available to challenge Bomber Command heavy bombers at night. On 6<sup>th</sup> December 1943 they took part in Operation *Oyster*; an attack on the Philips radio valve factory at Eindhoven, in the Netherlands. The squadron lost three aircraft to anti-aircraft fire during the attack, but inflicted significant damage on the target, hindering the German production of radios.



**Anzac Mosquitoes over Amiens prison during Operation Jericho.**

walls of the Gestapo prison at Amiens, France on 18 February 1944 allowing members of the French Resistance awaiting execution, to escape.

The squadron's activities were intensified from April as part of the preparations for the Allied invasion of Europe. It struck railway infrastructure, bridges, road transport and convoys. In contrast with its previous operations, these sorties were often conducted during daylight.

No. 464 continued to attack transport and communications targets from June 1944 to support the invasion; in this role it was a prominent part of the Australian contribution to the Battle of Normandy. This was one of its busiest periods during the war and in the first week after D-Day, the squadron's aircraft flew 75 sorties; over the course of the whole month it lost five aircraft. For the next two months, the squadron's operations intensified further. Throughout July it flew more than 350 sorties. Perhaps the most noteworthy of these came on 14/15 July 1944, when four aircraft from the squadron attacked the Gestapo barracks at Bonneuil-Matours in a night-time attack. In August, No. 464 Squadron flew 400 sorties, concentrating mainly upon carrying out night-time attacks on German transports and infrastructure in France. Three aircraft were lost during this time.

Later, on 31 October, another precision low-level attack was made, this time on the Gestapo complex at the Aarhus University in Aarhus, Denmark. No. 464 Squadron moved from England to France in February 1945 and, based out of Rosières-en-Santerre, continued day and night bombing missions. The following month, on 21 March, six of the squadron's Mosquitos attacked Gestapo headquarters at the Shellhaus in Copenhagen, Denmark, heavily damaging the building while losing

Their Venturas were no match for the Luftwaffe as day bombers and as Mosquitos became available, they were re-trained and re-equipped with these wonderful aircraft. The squadron was transferred out of Bomber Command into the newly formed *Second Tactical Airforce* and were based at Sculthorpe. 2nd. TAF were being developed to provide close support for the Armies following D-Day, being on-call to take out strong points.

Following Operation *Oyster*, the squadron carried out attack operations during the day and "intruder" operations during the night, destroying several German aircraft in the air. In December 1943, the squadron moved to RAF Hunsdon, where they formed part of No. 140 Wing along with No. 21 Squadron RAF and No. 487 Squadron RNZAF. In early 1944, still based out of Hunsdon, No. 464 Squadron concentrated on attacking V-1 flying bomb launch sites and gained a reputation for highly accurate bombing. This reputation led it to be selected for Operation *Jericho*, which was the first of a number of precision attacks that the squadron made on Gestapo targets in occupied Europe. In this mission, aircraft from the squadron formed part of the force which breached the



**Bombing up a 464 Squadron Mosquito Fighter Bomber Mk VI at RAF Hunsdon**





two aircraft. The squadron moved to a base at Melsbroekin, Belgium on 17 April 1945. It then continued to carry out regular operations. Its final operation of the war came on 2 May 1945.

Following the German surrender a No. 464 Squadron aircraft carried German Colonel General Alfred Jodl and a number of other prominent officials to Berlin. No. 464 Squadron RAAF was disbanded at Melsbroek on 25 September 1945.

The squadron is credited with having attacked 2,353 separate targets during the war. The RAAF Historical Section has written that its aircraft *flew 3,067 sorties, 7,967 operational hours and 1,835,008 miles*. In so doing it lost

102 personnel killed in action, 33 of whom were Australian. Its members were awarded a number of decorations. Those that were bestowed upon Australians include: 14 Distinguished Flying Crosses with one bar and three Distinguished Flying Medals.

### LOOKING FOR A LOST UNCLE

I am looking to make contact with the family of my Uncle Kenneth Brown. During WW2 he served on Wellingtons and after WW2, emigrated to Australia from UK during the 1950s with his wife and children, to work as a miner. I am fairly sure he settled in, or close to Adelaide. As a veteran himself, I believe he had some involvement in the production of a regular newsletter or magazine aimed at WW2 aircrew - possibly with emphasis on Wellingtons. Kenneth was born 5<sup>th</sup> Oct 1922.

Kenneth had two brothers and a sister, Reginald, (my stepfather) Maurice and Jan. Sadly all have now passed away, as I believe, has Kenneth. I am not sure if his wife is still alive but there is a good chance that his children are. The family grew up in Hogsthorpe, a small village in Lincolnshire where I too went to school. A school chum of mine is researching the history of Hogsthorpe from 1900 and we know that Maurice recorded a great deal of video footage featuring local characters who are now long gone! We have managed to locate most of these archives but there are gaps and we believe that Maurice sent a full set of the video recordings to Kenneth in Australia. The problem is that we have no line of communication with Kenneth's surviving family.

It would be enough if they were to see this note and decide for themselves whether they wanted to help our research. For the record my name is Johan (John) Ystenes, my Mother was Joan and at the time of Ken's emigration we lived at 3 Finsbury Square, Hogsthorpe, Skegness Lincs. My address now is Grassendale, Market Road, Thrapston Kettering Northamptonshire, NN14 4 JU.

[If you can assist, please pass this along ED]

### HALIFAX -MZ717, CANADIANS AND ME

*[I have included this because virtually all Flight Engineers were RAF and inserted along with a mid-upper gunner into an existing Heavy Bomber crew – who had typically trained on Wellingtons. ED]*

"After finishing my training at RAF St. Athan, I was posted to the HCU (Heavy Conversion Unit) at Dishforth. On arrival I was sent to a hangar, along with about twenty other Flight Engineers and sufficient personnel to crew twenty Wellington bombers. Here, we were told in no uncertain terms to 'Get crewed up'. I was approached by a 6 feet 2 inch Canadian WOP/AG (Wireless Operator/Air Gunner) named John Yakimchuck, who asked me if I would like to join him and his (all Canadian) crew. After some discussion, I joined him and the rest of the crew led by Flight Lieutenant George Ward. That night we all cycled down to the pub. When asked what I was drinking, I said, "Orange juice". There followed a deadly silence and many looks passed between the crew. It was assumed that because I had a fresh complexion and ginger hair that I was a drinking man - and to their dismay I wasn't. From that night on, I was known as 'Red' and I am still called 'Red' by what is left of the crew and their families.

We did our conversion onto Halifax I's and II's, how we were so lucky to have survived that episode of flying is hard to understand - I think it was down to the quality of George Ward's flying abilities and strength. Now came the postings to squadrons and after all the banter and remarks we found that we had been posted to 192 (Special Duties) Squadron, No. 100 (Bomber Support) Group. None of us had even heard of 192 Squadron. We did later, when we arrived at RAF Foulsham in Norfolk and found that it had Halifax III's, Wellingtons, Mosquitos and a Lockheed Lightning on its strength.



**An unrelated unknown crew in a Halifax**

After a short conversion on to the Hali' III's we were allocated MZ717, a new aircraft built by English Electric - in my view they were the best built aircraft in WWII. Our aircraft was duly named the 'RICH(D)ALE EXPRESS', after a brewery in Sheffield, where the crew used to spend their leave and were looked after by a Mr 'Dad' Morris who was the brewmaster. MZ717 was adorned with a large beer barrel, with the name 'RICH(D)ALE EXPRESS' above it, and pint pots below it as indicators of how many trips we made. Our work at 192 Squadron was all hush-hush and cameras were strictly forbidden, but!!

Although we flew with Bomber Command (BC) most times we also 'visited places' on our own, sometimes before BC or even after they had done their work. The objective of No.100 (Bomber Support) Group and its squadrons was to support the main bombing force during a raid, electronically jamming enemy radar with high-power radar jamming equipment such as 'Mandrel'. Additionally, German VHF telephony and direction finding centimetric signals were recorded.

Two examples of our work involved keeping a 24-hour watch over the Bay of

Biscay, and a trip along the Norwegian coast. The Bay of Biscay task was necessary in order to monitor the beams sent out over the Atlantic by the Germans to enable their submarines to home in on their concrete pens in the French ports. Because our authorities also made use of these beams it was vital to know the moment that there were any changes.

Regarding the Norwegian coast trip, we and three other aircraft were sent to Lossiemouth in Scotland. From there we embarked on a trip of over nine hours which involved flying under 1000 feet to a certain point, then up to 5000 feet, by then we were well up the Norwegian coast and a German capital ship put on its radar. Unknown to them we had special equipment and a Special Operator (that's what he was called) and he would map the weak points and gaps in that radar screen so that (hopefully) our Lancasters could make an undetected approach to the German ship and sink it with 'Tallboy' 12,000lb bombs. That ship was the *Tirpitz*.

We soon finished our tour of 30 trips and we had flown when other squadrons were not flying. One No.100 Group station commander would say, "We fly, gentlemen, when the sparrows are walking", that sums it up really. All those trips that were flown with, or without BC were by directions from Air Intelligence or the "Y" Service.

On our last leave together we all went to Sheffield and visited the brewery, where 'Dad' Morris had put aside in the cellar two small barrels of a special brew to celebrate the completion of our tour. After sampling the special brew we were invited to dinner at Mr Morris's home. What a very kind and generous man he was.

Our pilot and our navigator were each awarded the Distinguished Flying Cross, the pilot for his flying abilities and the navigator for his accuracy in relation to the Special Operators findings. After this we all went our separate ways, the Canadians going back home.

Now I move to the year 1982. Over the years 1946-1982 I had sent many cards to Canada but never received a reply. Then, in 1982 I received a telephone call from Bert Taylor, our navigator, who was in London doing a UK tour. He had received a card that I had sent to Nova Scotia that was subsequently forwarded to Vancouver by a postman who had been drafted in to help with the Christmas mail! How lucky can you get!



That same weekend I was going to be in London for a Bomber Command reunion, so I arranged to meet Bert at the Ritz for tea, along with my daughter and some friends. At this meeting we arranged to meet up again during his tour, this time at Bristol, a one and a half hours drive from where I live in Port Talbot, so that my wife could



**Lancaster Flight Engineer**

also meet Bert and his wife. Bert then contacted the rest of the crew and arranged a meeting in Eckville, Alberta, for all the crew (except the WOP/AG who had shot himself when he could no longer cope with life). We had a wonderful reunion with the crew members and their wives. One of my outstanding memories of this occasion is of the time at breakfast, with about 18 sitting around a kitchen table with two huge dishes, one loaded with eggs and the other with crispy bacon. What a feed we had and what a time we had! That was the last time that we all met together.

My wife and I have visited Canada nine times since the reunion and each visit has been truly wonderful. Sadly, in June 2004, there are now only three members of the crew remaining.

'Our' Special Operator, Al Burgess [Eighth member of a normal crew]

This is a separate story. After finding my crew in Canada I decided to try and find our SO. [Special Operators were usually German speaking Jews liable to summary execution if captured ED]. I advertised in various RAF-associated magazines and even went to RAF Innsworth - no joy. After many months I wrote to the 'Daily Mirror' and received a very prompt reply consisting of 4 pages of suggestions on how to proceed. Although I had already tried most of them, one suggestion was that I should write a letter addressed to Al and send it to Innsworth, so I did. Later, my letter was returned - with the address, the postmark and all the other bits crossed through with black marker pen. I thought that this must surely be the end of my quest.

I was sitting by my window when, lo and behold, I noticed that under the black lines on the envelope, I could just decipher an address in Ipswich. I sent a letter to the address and was subsequently informed that the Burgess's had moved to Newmarket. A telephone call later told me that the current occupiers at Newmarket had recently had a problem with a wasps nest in the attic over the garage. During this period they had found Al's log book - I just couldn't believe this coincidence. Now I had Al's telephone number. I telephoned him, explained who I was and told him about his log book and how it was found. He was completely taken aback. Later, the people who had found the log book very kindly delivered it in person to Al. Very soon after this, I too went to see him. Al told me that his log book must have been at the top of a box of odds and ends and when they moved, it must have fallen off and lodged itself between the rafters. Here it had remained for many years until the wasps nest episode.

Sadly, Al has since passed away. SO's were a special breed who never really mixed with the crews, they just kept themselves to themselves. This was understandable really, considering the nature of their work. There are a few books around telling of No. 100 Group and its squadrons and the work they did, but some of it is still undercover. **Postscript** - MZ717 never let us down, we only ever turned back once from a trip when the autopilot went unserviceable. Some time after we left it, the aircraft was crash-landed at Manston and never saw service again. It was struck off charge on 25 November 1946. The crew that flew MZ717 when it crash-landed at Manston later went on to fly another aircraft that crashed in Poland and their SO, named Scotty Young,

wrote a book entitled 'Descent into Danger', what a story! In February 2003 I was awarded the MBE for my work with ex-RAF chaps for over 50 years and my 40 years with the Air Cadets. by P.A.E. James RAF





## The Good Guts (Part 1) By George Aylmore

*[I first met George at a Fly-in at Cunderdin WA in 2003 and was fascinated with the speed quadrant on the strut of his Gipsy Moth. He left quite a collection of his training experiences which I will continue in future editions ED]* It was a real lottery where one finished up in WW2. Of the 50 bods on 25 course RAAF who were inducted on 1 March 1942, only 5 went to the UK; I was one of them. The remaining 45 spent the rest of the war in Australia or the Pacific Islands, and of these, one wireless operator (w/op) returned to Clontarf to paddle out morse for new recruits. Initially, we went to RAAF Pearce for 2 weeks before 5 ITS (Initial Training School) was transferred to Clontarf in Manning.

When we arrived at Pearce confusion reigned: Japan had entered the war three months earlier; Darwin had just been bombed and a Japanese invasion was a distinct possibility. There was a large group of trainees who had been selected for pilot training, but because of the perceived threat, the authorities were not prepared to have fit young men leaving our shores - in one instance, a draft was removed from a ship just before it sailed. Eventually, overseas training resumed and RAAF squadrons in the UK and the Middle East continued to receive reinforcement; in fact aircrew in the pipeline were still arriving in the UK after VE day.



**A Gipsy Moth being serviced at Maylands WA Circa 1937**  
emergency.

Aircrew trainees in Australia were selected for training as pilots, navigators and wireless operator/air gunners (w/ags). In 25 course 49 wanted to be pilots and one chose to be a w/ag. I got my second choice of being a w/ag, and graduated in early 1943. After some time at Mt Gambier SA and Nhill in Victoria flying as a wireless operator (w/op) on Ansons with trainee navigators, I was put on a draft for the UK. On the 4-engined heavies of the RAF the turrets were manned by full-time gunners, so we became w/ops -however we would be expected to take over a turret in an

The first posting in the UK for the w/ops in my draft was to 2 RS (Radio School) at Yatesbury in Wiltshire, to familiarise us with RAF gear and give us some operating practice; we did a few hours in Proctors and Dominies. The next step was to 3(O)AFU (Observers Advanced Flying Unit) at Halfpenny Green in the Midlands. The primary object was to familiarise navigators who had previously trained in the broad expanses of Australia, Canada or Rhodesia, with the very different conditions in the UK - mainly in regard to map reading - and to give w/ops practice with RAF radio gear and systems. I did 22 hours flying at AFU.

From AFU we moved to 30 OTU (Operational Training Unit) at Sighford which was the satellite of RAF Hixon in Staffordshire. ("**Here we give you the good guts!**" we were told). Pilots, navigators, bombardiers, w/ops and gunners were brought together and left to sort themselves into crews. The pilots and w/ops in our draft were all Australians, including West Australian pilot brothers Jack and Reg Franklin, w/ops Alex Robinson (of cricketing fame), Matt Gillespie from Collie and Bob Chester.

Pilots going to a Bomber Command OTU would have been trained on Avro Ansons or Airspeed Oxfords, so the first 15 hours were devoted to day circuits for pilot conversion onto Wellingtons; half dual and half solo. During this time, of the other crew members, only the w/op could gain any practice at his trade. The crew was then sent on daylight cross-countries of about 5 hours. The next step was night circuits dual and solo, and then night cross-countries. Without doubt the most important crew member in a Bomber Command aircraft was the navigator; if you did not stay on track your career on BC would be very short, so OTU was almost entirely devoted to navigation practice. The w/op was fairly well occupied obtaining a quota of QDMs<sup>1</sup>, loop bearings and radio fixes. [To be continued over the next few newsletters]



**Airspeed Oxford – crew trainer**

<sup>1</sup> QDM – Morse Code – Give me a Magnetic Bearing to steer toward you (I may be lost!)



Veterans at the Christmas Luncheon were supported by retired and serving members of the RAAF  
**COMING EVENTS – For numbers**, Please advise Gwen Stead on 02 9630 1083 or  
 0411 554 359 (or email [gwenstead@optusnet.com.au](mailto:gwenstead@optusnet.com.au))

**RAAF 99th Birthday Celebration and Wreath Laying NSW – Cancelled by RAAFA due COVID19**

**Sydney -Anzac Day Royal Automobile Club Macquarie St – ISC Room opens 10.00**

**Dining Room opens 12.30 pm. Lunch is \$75 ph and BC Widows \$60 – If the MARCH is cancelled we will go ahead with the lunch at the Royal Automobile Club as planned**

**Sydney BC Commemorative Day Service Cenotaph Martin Place: Sunday 31st May arranged by RAAFA and afterwards at the Fullerton (Westin) Hotel, Plate Restaurant Sydney**

BCAA Winter Luncheon - Doyles Watsons Bay: Friday 10<sup>th</sup> July 12 Noon Pay on the day

BCAA Spring Luncheon Abbotsford Rowing Club lunch: Thursday 15<sup>th</sup> October. **Pay on the day**

BCAA Christmas Lunch NSW Parliament House Macquarie St December 2020

### **Report - Bomber Command – Christmas Luncheon – 2019**

Held in the Strangers' Dining Room of NSW Parliament House 2019, there were 170 in attendance. Our veterans were joined by family, friends and serving RAAF personnel. Our President Dr Ron Houghton welcomed folk and our Patron Sir Angus Houston gave the Welcome Address. A parade of Squadron banners preceded the meal. Pathfinders, 460, 466/463, 467/463 squadrons all had tables of descendants present.

After the meal Our Guest Speaker Louise Williams, author of the 'A True Story of The Great Escape' gave the audience an insight in to her journey in bringing the story of her uncle a POW in Stalag 111 to print.

Veterans Max Barry and Peter Watson were responsible for the Absent Friends and Loyal Toasts.....both done with their special style. As always the success of the function was largely due to the brilliance of our MC Julie McCrossin whose parents both served in RAF Bomber Command.

For more about Bomber Command information, stories and photos please see our websites and Facebook.



**A panorama of the BCAA Christmas Luncheon at NSW Parliament house with banners – Adam Purcell**