

The Crew of Lancaster ME663 of 460 Squadron

Pilot F/Sgt Peter Alan 'Bing' Crosby DFC RAAF (416656)

Peter was born on 7th June 1923 Brighton, Australia. He was a Baptist and on enlistment 16/8/41, a bank clerk in the National Bank of Australia. His next of kin was his father, Wilfred Alan Crosby, his mother was Vera Maud Crosby 35 Waratah St, Seacliffe, South Australia. He was six foot one and a half inches and 161lbs with blue eyes and fair hair. He had a scar on his inner right leg.

Peter was promoted to Lac 8/11/41, Sgt (T) 28/5/42, F/Sgt (T) 28/11/42 whilst in 27 OTU, Acting W/O 23/10/43, Pilot Officer 21/7/43, Flying Officer 21/1/44 and was awarded the DFC 8/4/44. He had his Flying Badge 31/3/42. Up to March 1942 he had flown Tiger Moth, W??? and an Oxford.

Peter embarked at Sydney on the 24th August 1942 and arrived in the UK 18th November 1942. He was transferred in the UK from 27 OTU to 1667 CU 30/7/43 then to 460 Squadron.

On the 9th April 1944 he flew on an air operation to mine Danzig Bay. Missing, believed killed, presumed dead on 10/4/44.

DFC Citation: -

Flying Officer Crosby has completed numerous operations as pilot. On one occasion while attacking Brunswick, owing to unexpected cloud, he was forced to repeat his bombing run in the face of intensive opposition. On the same sortie he was attacked by a Messerschmitt 210 and the Rear Gunner was wounded, but by skilful manoeuvring, Flying Officer Crosby was able to avoid his assailant. Flying Officer Crosby's exceptional coolness and fearlessness have been an inspiration to his crew on all occasions.

The Advertiser 15 Jan 1946

AWARDS FOR SOUTH AUSTRALIANS

Alderman and Mrs W.A. Crosby of Waratah St, Seacliffe, have been informed that the Distinguished Flying Cross has been awarded to their late son Flt/Lt Peter Alan Crosby. Flt/Lt Crosby was educated at Brighton and Unley High School and was on the staff of the National Bank, Adelaide. He enlisted in August 1941 when 18 and left for overseas in September 1942. While in England he was attached to 460 Squadron and had nearly completed his tour of operations, when his plane was shot down over Denmark, when returning from a mine laying task in Danzig Bay on April 9th, 1944. Mr & Mrs Crosby's second son, David is in the Royal Australian Navy.

Barrier Miner 15th August 1950

THEY HONOUR OUR DEAD IN DENMARK

On what would have been the 21st birthday of their eldest son, Flt/Lt Peter Crosby DFC - June 7th 1944 - Mr & Mrs Alan Crosby of Waratah St, Seacliffe were informed by the Air Board that he had died when his Lancaster was shot down by a nest of German fighters over Denmark.

They never really knew what happened to their son until the coming of a letter 15 months later from a Danish woman who said:- "*Many airmen are buried in Denmark and you must tell again and again*

that every grave is taken care of - so much that I can't tell you." The Danish woman had *"given a survivor of the Lancaster's crew a meal after the crash, learnt from him that he was an Australian and that his name was Stanley Hodge"*.

She had written to Hodge in Bundaberg, Queensland as soon as the Air Ministry, through the BBC, had supplied his address. Stan Hodge had then written to Mrs Crosby in S Australia about this letter from Mrs Emilie Henriksen, of Rask Molle, Denmark, who said *" Every grave is taken care of - so much that I can't tell you"*

That tenuous thread has grown to a great bond between the Crosby's of Seacliffe, South Australia and the scene of the crash but the Germans had taken them to a new burial place at Esbjerg, 50 miles away, because they were jealous of the care bestowed on the graves by the Danes in the locality of the crash. But even so, the Henriksen's had travelled the 50 miles to Esbjerg and put fresh flowers on the graves there and were able to assure her the graves were being well cared for there too. Since the war ended the Danes have erected a memorial - a huge rough-hewn stone 6ft high and 3 to 4 ft square at the base, at the site of the crash. An inscription on the stone reads:

"Here fell on the 10th day of April 1944 six Allied airmen in the common fight for freedom and right"

On the sides of the stone the names of the boys and the dates of their birthdays are inscribed and then:

"With the going down of the sun, we will remember them"

The names are Peter Alan Crosby DFC Seacliffe S.A., Laurence Robb, Yarraville Victoria, Edward Suffren DFC, Ballarat, Victoria, Milton Bender DFC Golders Green, England, Clive Billett, Brisbane, Queensland and Leslie Chapman, Stawell, Victoria.

Since this monument was erected on May 4th, 1947, three flagpoles have been set up beside it. On the birthdays of each of the boys the flags of Australia, Denmark and England fly there, side by side and fresh flowers are laid on the memorial. And on the anniversary of their death a service is held there. At the service there this year, Pastor Tage Hanson said *"These 6 fought for us. They gave their lives. It means we are in debt to the young Australians and the Englishman - a debt we can never pay - but we can honour and bless their memory"* Then three young girls in long white gowns unfurled the three flags to the strains of "God Save The King" and the Danish national anthem.

All those things were told the Crosby's by the Henriksen's in letters, newspaper cuttings and translations, and in photographs. Then a senior executive of the firm which employs Mr Crosby made a business trip to Europe, and was provided by the firm, with facilities to make a special trip to Denmark to see the Henriksen's and the

He told the Crosby's: - *"Mrs Henriksen has a beaming face, is a fair, no longer very young, bright, delightful, comfortable soul. One wanted to hug her on the spot. You know how very occasionally one meets someone who has something more than just human kindness! She has a radiation of friendliness and welcome which is irresistible. She talked of the boys as if they were her own children. These people knew your Peter, knew him as a gallant, carefree young man who gave his life to deliver them from an unspeakable foe. The other boys too, are vital beings to whom they all feel a very deep sense of gratitude. Such transparent, fervent friendliness is not easy to describe. I left Mrs*

Henriksen very sadly but refreshed to know that in real life there are such people as I have tried to describe. Of Esbjerg Cemetery where the boys are buried, he wrote: The cemetery is surrounded by thick trees and the drive is lined with tall shrubs. Each portion is separated from its neighbours by trees, which are very green and beautiful. There were the familiar, neat white crosses. There had been flowers on Peter's grave - whose I do not know. Peter and his mates lie in a very quiet, sheltered spot, the main road and traffic well away. There are birds, flowers, trees and green turf; there is a simple dignity which sadly we have come to learn is the way men who die for their country are buried. Peter, though he lies a long way from you, is in the midst of a grateful people who, having suffered, can properly understand.

That is the story of Mrs Emilie Henriksen of Rask Molle, Denmark. It is a story which every mother of every Australian serviceman buried in Europe should know...

Peter Crosby's father Wilfred was an accountant. He was born 2nd Dec 1898 in Kadina. He died 29th July 1987 Resthaven, Marion. Wilfred married Vera Maud Vardon 4th Feb 1923. Vera was born 2nd March 1900 and died 17th Sept 1982. Their other son Ronald David Crosby was born in Adelaide 16th Aug 1927. Ronald went on to marry Shirley Jean Robinson in 1949. Ronald died in 2010. He had enlisted as an Ordinary Seaman II 16/7/1945. Service No. PA5532. He was a Clerk on enlistment, 6ft tall with fair hair and hazel eyes. In 1941 he had been a Cadet Midshipman. He was demobbed 15/5/1947. Peter's mother Vera was the daughter of Alfred Vardon (1874-1933) and Lillian Johns (1874-1901) - they were married in 1899.

Wilfred Crosby's parents were Henry Burgess Crosby (born 1870 Thebarton, S.Australia and died 1949 Hyde Park S.A.) and Gertrude Hooper who was born in Glenelg in 1871 and died in 1946. They were married in Glenelg in 1897. Wilfred served in WW1. He enlisted aged 19yrs and 5 months. He was a Clerk. He was 5ft 7" and 135lb. He had blue eyes and light brown hair. He was a Baptist. Wilfred had 4 injection marks on his left arm and a scar under his chin and another between his shoulders and on his left knees. His Service No. 62522 and his Rank was 'Private' in A Coy Base Infantry Mitcham. His next of kin was his father Henry Burgess Crosby (who was a YMCA Rep. during WW1) living at 40 Austral Terrace, Malvern, S.A. Whilst in the army he was admitted to hospital in 1918 for almost a month suffering from a hernia. Wilfred made a military will 29/7/1918 leaving everything to his mother Gertrude. Henry Burgess Crosby was an Australian politician representing South Australia.

Peter is buried in Esbjerg (Fourfelt) Cemetery in Denmark in Grave A 7 7 Inscription: Loved Son of Alan & Vera Crosby, brother of David, Seacliff, Sth Australia. It was published in the newspaper Kristeligt Dagblad 17th July 1953 that on Peter's 30th birthday his parents stood deeply moved at their son's grave.

W/Op Air/Gnr F/Sgt Leslie Harold 'Les' Chapman RAAF (410641)

Leslie was the son of Harold Henry and Mary Chapman of Stawell, Victoria. He is buried in Esbjerg Cemetery in plot A 710. He was 20. Inscription: - *"Greater Love Hath No Man"*

His father Harold had enlisted in WW1 2/8/1915 when he was 18yrs and 6 months. He was a Protestant. His next of kin was his father, William Chapman of Napier Street, Stawell. His mother was called Jane. Harold was 5ft 5" and 146lbs, with blue eyes and auburn hair. Service No. 2598. He embarked 27/10/1915. Embarked to join the B.E.F. 17/6/1916 at Alexandria via HT Transylvania and disembarked at Marseilles 25/6/1916. Awarded Victory Medal whilst in 24th Bn served in 57th Bn 8/9/1917 and 27th Bn 18/9/1917. He suffered from Trench Foot several times in 1917.

F/Eng Sgt Milton Harold 'Mick' Bender DFC RAF (1800537)

See separate notes.

B/Aimer F/Sgt Clive Billett RAAF (414191)

Buried in Esbjerg Cemetery Grave A 79. He was 25. Clive was born in Darwin 27th July 1918 the son of John Charles and Mary Kate Elizabeth May Billett of Brisbane, Queensland, Australia. Inscription: - *"His Duty Fearlessly and Nobly Done. Ever Remembered"*

Clive originally enlisted in the army aged 21yr 6 months. He was a labourer. A Roman Catholic by religion. Service No. 404304. He had brown hair and grey/brown eyes and was 5ft six- and three-quarter inches and nine stone in weight. He was enlisted into 9/49th Bn. On later enlistment papers he states he is a hairdresser. His next of kin is his father Charles Billett living at 137, Wharf St, Brisbane. Clive was discharged from 9th Bn to RAAF reserve 16th August 1941 and included in aircrew intake.

The Telegraph Brisbane 2nd May 1944

F/Sgt Clive Billett only son of Mr & Mrs J C Billett of Brisbane is reported missing in air operations over Germany on April 9 as a member of the crew of a Lancaster Bomber.

Nav. F/Sgt Charles Edward 'Ted' Suffren RAAF (409280)

Charles Edward Suffren was born 22nd Jan 1922 in Ballarat. His parents were Charles Edward Suffren (a salesman) and Euphemia Mabel née Loudon. On enlistment his next of kin was his sister Roma Suffren, 118 Frank St, Ballarat. He was eighteen years and ten months, height five foot seven inches, weight 149lbs. He had medium hair and hazel eyes and had a mole mid thoracic and mid dorsal, a burn scar on his left wrist and a horizontal scar across his right, middle finger. His sibling were Beryl Lorraine born 10th March 1915 Service No in the Army Medical Corps VX117199, Roma whose married name was Pearson died in 2014 in Ballarat (She had four sons), younger sister Joan and brother John Raymond Suffren born 6th December 1912 who served in the Royal Australian Navy. He was a Midshipman 1/11/1929, a Sub Lt 1/3/1934 and a Lt 13/6/1938. He left the navy 12/4/1949.

Ted died 16th Feb 1945 in German Military Hospital whilst prisoner of war of wounds sustained in the crash 9th April 1944. He was buried in Durnbach War Cemetery Plot 2 H22. Inscription *His Duty Nobly Done. Forever We Will Remember*. He is remembered on the Memorial Board in St Peter's Anglican Church in Sturt St, Ballarat.

Ted's father Charlie Suffren born in 1877, a champion harrier in his younger years, has a cross country event named after him.

After enlisting in the RAAF, he was made LAC 11/10/41, Sgt (T) 23/7/42, F/Sgt 23//1/43. Ted was awarded his Air Observer's Badge 29/6/42 and became an Air Observer/Navigator 23/7/42. He was made Pilot Officer wef 16/11/43. Awarded the DFC 8/4/44 and made Flying Officer wef 16/5/44. He was awarded 1939-45 Star.

His religion was Church of England and was a bank clerk living at Brock Street, Euroa when he enlisted 20th July 1941 aged 19. He made a will 10/7/42. He embarked in Sydney 24/8/42 and disembarked in the UK 18/11/42. He was posted to 27 OTU 11/5/43, 1667 CU on 30/7/43 and finally 460 Squadron 16/9/43.

Remarks on his conduct: -

An enthusiastic type of young officer who would have developed into a valuable asset to the service had he remained with the squadron. A conscientious officer with a pleasant personality.

Weekly Times 31st May 1944

BALLARAT OARSMAN IN AIR DRAMA OVER DENMARK

After one of the most remarkable experience that could befall any man, 22yr old, former Ballarat oarsman, P/O Charles Edward Suffren seems to be alive and well, according to the cable which came about by a roundabout way from Denmark last week.

Ted Suffren, most promising of Ballarat's younger generation of oarsmen and member of Ballarat Grammar School's winning Head of the Lake Crew, is the only son of the late Charlie Suffren, Victorian interstate oarsman and one of the finest cross-country runners, Victoria has ever known.

Ted was navigator of a Lancaster bomber which crashed in Denmark after attacking a target at Danzig Bay on April 9 and his three younger sisters were notified officially that he was missing.

In the meantime there trickled out from the underground in Denmark, a remarkable story about a dying Australian airman, whose craft had crashed, being operated on by 2 Danish doctors at a Danish town nearby when in came an arresting party of Hun officers who seized the unconscious man off the operating table and took him away to a German military hospital.

A report that the airman had died was subsequently denied and it was revealed that he was an Australian, now alive, and of the name Suffren. Ted Suffren's sisters are now convinced that this unknown Australian victim of the bomber crash is their brother. Oddly enough, a letter from him reached them last week in which Ted spoke of the earlier raid on Leipzig in which he took part.

"On the way home from Leipzig, we were about 36 miles inside the enemy coast when Stan's (F/Sgt Stan Hodge of Childers, Queensland) helmet went unserviceable. Les (Les Chapman of Stawell) got his oxygen bottle and took a spare helmet to Stan in the rear turret and came back. After calling Stan on the intercom and getting no answer Les went back again. As we were flying 20,000ft plus, we thought he may have gone out to it. We didn't get an answer from either of them, so Robby (F/O Robb of Ivanhoe, Victoria) got out of his turret to investigate. He switched the light on just in time to see Les keel over. His oxygen bottle had run out. Then Robby's oxygen ran out but he managed to plug himself in. As soon as Les went out to it we told Bing (P/O Peter Crosby of Seacliffe, S.A.) to go down. As there was silence from the other end of the plane, I took the last oxygen bottle down, got hold of Les and plugged him in. He came good and scooted back to his wireless. It turned out that Stan was OK but his intercom had failed."

Ted's eldest sister Beryl, is AIF nurse and his younger sisters Roma and Joan are members of the A.C.F. Hostess Club at Ballarat

The Argus 21st August 1944

AWARD OF DFC TO WAR PRISONER

The DFC has been awarded to P/O Charles Edward Suffren 23, of Ballarat, now a prisoner in a German military hospital at Aarhus. The citation details of which have been communicated to his sisters, Misses R and J Suffren, Frank St, Ballarat says that he had completed many operational sorties during which he displayed, courage, fortitude and devotion to duty. Educated at Ballarat Grammar School, he was a member of the Head of The Lake Crew in 1937, and later rowed with Ballarat Rowing Club. His father, the late Mr C M Suffren was a former interstate oarsman and Australian champion cross country runner.

The Argus Melbourne 26th August 1944

AWARDS DFC

P/O Charles Edward Suffren of Ballarat who has since been reported POW.

The Argus 21st March 1945

P/O Charles Edward Suffren DFC 23y of Ballarat, died as a result of wounds suffered when his aircraft was brought down during operations over Europe early last year. P/O Suffren was captured by the Germans while receiving treatment in hospital in Denmark. Educated at Ballarat Grammar School, he later joined the staff of the National Bank.

Horsens Folkeblad 8th April 1969 (Translation - Danish Newspaper)

25 YEARS AGO

An Australian abducted from hospital by the Germans had been on board RAF bomber which crashed near Ale, Denmark on 10th April 1944. In a few days it will be 25 years ago that an extraordinary event took place in Horsens, Denmark. An Australian Navigator, Charles Edward Suffren, whose plane was hit by anti-aircraft fire (in reality 3 Messerschmitts) and crashed near Ale on 10th April 1944 was abducted from the municipal hospital by the Germans. Of the crew of seven, five were killed in the crash, Suffren was so badly hurt that he died later, while another one, Stanley Hodge, survived and returned to Australia after the war.

Suffren was found 3 to 4 hours after the crash in a critical state. He was treated by a doctor who ordered him to be sent to the municipal hospital in Horsens. At the examination it was found that Suffren had incurred a fracture of the vertebral column together with other serious injuries. The doctors struggled to save his life and in fact they believed it could be done.

But 2 to 3 days after he had been admitted to the hospital the Germans demanded Suffren to be surrendered. The doctors refused to do so because the young Australian could not be moved without endangering his life. When the Germans maintained their demand Suffren turned his head towards the doctor and said: -

"This is the war. They don't know what they are doing these idiots"

When Suffren was taken away the doctors and nurses formed a lane in honour of this brave soldier, and they gave him chocolate and flowers.

The German abduction of Suffren was soon known in Denmark and it aroused a storm of indignation. This caused the Germans to insert a picture in the local papers and from the accompanying caption it appeared that Suffren was not dead but received a proper treatment!

Suffren's name is together with the rest of the crew engraved on a monument, which was later erected near Ale, and which is kept decorated with flowers.

Suffren died on 16/2/1945 as a POW in a hospital near Frankfurt Am Main. A British RAF officer who was also a POW and who had met Suffren, wrote a letter to Suffren's brother which said among other things: -

" I was at once attracted by his fine morale and his philosophical attitude towards his injuries and slow recovery. A large piece of shrapnel had hit him in the back and given him several injuries. If he had survived, he would probably have been paralyzed from the hips down for the rest of his life. The German doctors and nurses fought hard for him, just as they would have done for one of their own boys.

His morale was the finest to his last minute and everyone who came in contact with him, Germans, Americans, Englishmen had the highest respect for his courage and his rare struggle for life. He will be buried tomorrow with full military honours in a beautiful cemetery in Overursel about 5 miles from here.

Your brother was a fine chap and a great example of the best Australian. May the Lord be with his soul. Please accept our deepest sympathy with your great loss"

The surviving Stanley Hodge lived for a while in Rask Forest. The people there knew about his presence and brought him food, and one day a young girl took him to her grandfather's house. They tried to find ways to bring him in safety. The Australian was of good heart and he entertained his hosts by singing for them. But one day, he bid them farewell and went out into the German occupied country. What happened to him there is not known, but nevertheless he managed to get through the war and returned to his country.

Those who helped him have heard from him and he has expressed his gratitude. He is the only one of the seven who came through the war alive. They were among those who fought to enable us to go on living. Let them never be forgotten. Let the 25th year commemoration day remind us that it claims many victims to fight for freedom.

When Ted Suffren was originally found by the Danish search party after the crash, they found he had written the following on his water bag "*03:40h attacked by nightfighter. Thrown out of aircraft. Back broken. Greet my family. Ted. 05:10h pain unbearable"*

Air/Gnr P/O Laurence William 'Robbie' Robb RAAF (418879)

Robbie was 33 years old and the son of William George and Elizabeth Anne Robb and husband of Irene Beatrice Robb of Ivanhoe, Victoria.

He is buried in Esbjerg (Fourfelt) Cemetery, Denmark in grave A 7 8 Inscription on his grave:- *His Duty Fearlessly and Nobly Done, Loved By All*

Brother - George Victor Robb was born 22/7/1919 Alexandra, Victoria. RAAF Service No 10942.

Brother - Charles Thomas Robb was born 31/8/1909. When he enlisted in the army 31/8/1933 he was 24y and working as an Engineer's Clerk. His address was 1 Schild St, Yarraville. He was five foot nine inches and weighed 152lbs. Service No 45434. Charles later married Phyllis as later on, she is his next of kin.

Alexandra & Yea Standard 5th May 1944

AIRMAN MISSING

Flying Officer Laurence Robb second son of Mr & Mrs W.G. Robb, 1 Schildt St; Yarraville (and formerly of Thornton) is reported missing on bombing operations over Danzig Bay on Easter Sunday. The day after receiving this report Mr & Mrs Robb had an airgraph from their son saying that he would soon complete his operational duties and be grounded for 6 months. F/O Robb who was an air gunner in a RAAF Lancaster squadron left Australia early last year and prior to enlisting played with Lennox St Methodist CC and was a member of the Orpheans Orchestra.

Mr & Mrs Robb have 2 other sons in the services - Lt Charles Robb AIF who has been returned ill from New Guinea and F/Sgt George Robb RAAF.

The Herald, Melbourne 5th Sept 1945

Nora Mary, second daughter of Mrs Groom, Penguin, Tasmania and the late Mr LW Groom to George Victor Robb RAAF, youngest son Mr & Mrs WG Robb of Yarraville

The Age, Melbourne 10th April 1947

ROBB - Treasured memories of F/O Laurance William Robb who lost his life over Danzig Bay April 10 1944. Loving Daddy of Alan. God Bless you in his keeping - we have you in our hearts.

Rear/Gnr Sgt Stanley Frederick 'Stan' Hodge RAAF (426100) sole survivor and POW

Stan was born 3/4/1923 in Melbourne, Victoria. His next of kin was his father George Hodge living at The Isis Central Mill, Childers, Isis Burnett Heads, Queensland. His religion was Church of England. On enlistment 3/4/1942 he was 19y and working as an apprentice fitter & turner. He embarked in Brisbane 20/4/43 and disembarked in the UK 3/6/43.

Air Gunner 4/4/1943, posted to 27 OTU 22/6/43, 1667 CU 30/7/1943 and 460 Squadron 16/9/43

He was 5' 8" and 152lbs with blue eyes and dark brown hair. His religion was Church of England. He had small scars about the knees and right and left thighs. Stan attended Isis North State School and Childers State School.

Stan was injured in air operations near the coastguard's station Aldborough UK - fracture left ankle 25/9/43

Citation DFM: -

This airman has taken part in sorties against some of the most heavily defended targets in Germany, including Berlin, Essen, Cologne and Leipzig. Throughout his tour he has exhibited a fine fighting spirit which combined with his devotion to duty and vigilance have inspired the members of his crew with confidence. On one occasion when detailed for an attack on Brunswick, his aircraft was attacked by a Messerschmitt 210. Flight Sgt Hodge returned the fire, at the same time giving his captain prompt and clear evasive directions. After the first burst the guns jammed and the crew undoubtedly owe their lives to this airman's vigilance and skills.

When captured Stan was held in Stalag Luft 3 (Great Escape Camp) Lager A and his POW No 3518.

21/5/1945 Previously reported POW now repatriated and arrived in the UK.

Stanley Hodge was interviewed once in Britain after being held as a prisoner of war. He described what happened to ME663: -

"The aircraft was badly shot about and set on fire by three enemy aircraft at 23,000ft. At about 18,000ft the Captain ordered abandon aircraft and all the crew acknowledged. The plane lurched and at 6000ft straightened out the Captain said "Hurry!" and "Abandon!" The aircraft started to dive again. I left by way of the rear turret. The aircraft was burning in both wings and the flames were coming back both sides. The starboard side was the worst. The aircraft was shot up in the vicinity of Arrhus and Horsens. I did not see the aircraft crash. I was met by Danes and taken for a meal. The Germans turned up. I have no information re: the other crew members. I did not see any 'chutes.

I was released by British troops after I had left the marching column.

I had done 22 air operations.

Circumstance of Capture: -

11th April 1944 - Place Vetle, Denmark

I was at first met by Danes and taken for a meal. Gestapo turned up just afterwards.

A) Vetle 1 day 11/4/44 to 12/4/44

B) Dulag Luft 6 days 14/4/44 to 20/4/44

C) Luft 6 - 93 Days 24/4/44 to 16/7/44

D) Stalag 357 Thon 21 days 18/7/44 to 8/8/44

E) Stalag 357 Fallingbostel 239 days 10/8/44 to 6/4/45

Accommodation: -

A) Small cell, wooden bed, good lighting, not crowded

B) Hut, slept on floor, no heating, lighting, overcrowded

C) Tent - large communal beds, no lighting, no heating, overcrowded

D) Hut - double decker bed, good conditions

E) Hut - double decker bed, very poor conditions, no lights, no heating, overcrowded.

Rations: -

A) Good

B) Poor - little, mostly Red Cross food, very poor

C) 1 Red Cross Parcel per week

D) 1 Red Cross Parcel per week

E) 1 Red Cross Parcel per week until October 1944, then only German rations, very little and very poor.

British Red Cross Parcels contained: -

Tea 4oz

Tin of Cocoa Powder

Bar of milk or plain chocolate, often Cadbury Dairy Milk Fruit & Nut

Tinned pudding

Tin of meat roll

Tin of processed cheese

Tin of condensed milk (Klim)

Tin of dried eggs

Tin of sardines or herrings

Tin of preserve (jam)

Tin of margarine

Tin of sugar

Tin of vegetables

Tin of biscuits

Bar of soap

Tin of 50 cigarettes or tobacco (usually Player's)

Due to the shortage of parcels, two or even four prisoners would share the contents. If an American parcel was received it also included a generous 12oz can of salmon or tuna, 1lb tin of Spam, 1lb tin of Liver pâté, 7 vitamin C tablets, 12oz of concentrated vegetable soup. Much of the American Red Cross parcel was turned over to the camp cook and combined with the German POW rations

My clothing lasted out as it was new just prior to being taken prisoner.

Bathing/Washing Facilities: -

A) OK

B) Very Poor

C) Fairly Good

D) Good

E) Poor

Clothing Parcel - NIL

Mail - Fair

"A/c was shot up between Arrhus and Horsens. I think I was first to leave a/c. I believe all the members of my crew were still in the a/c at 6000ft when I baled out."

Operational Flying Details: -

460 Squadron - Bomber - Binbrook, England - Lancaster R3 - Hrs 151.35 - Sorties 23

Stanley left England 29/6/1945 and reached Sydney 29/7/1945

His Mother was Marie Hodge.

Stanley played the following sports: - football, rifle shooting, horse riding.

Stan Hodge was to make an application to the Prisoners of War Trust Fund, which seems to indicate he was struggling (perhaps mentally) long after the end of the war.

Stanley Hodge extract of a letter to Mrs Henriksen in Denmark (courtesy:-

<https://www.airmen.dk/o888119.htm>)

18th Sept 1945

"I cannot thank you enough for writing to me, and for giving me food, when I had the bad luck to be shot down by the Germans. It did not take long till the Germans caught me and put me in prison. I was sent down to Frankfurt Am Main. Then I was sent to East Prussia and to a camp at Heydekrug near Memel. Then I was sent to Poland to the city of Thorn. I was then taken back to Germany and was sent to a camp near Hannover. I had to walk out of that camp and after many days of wandering I was liberated by British soldiers."

Stanley Hodge was never well enough to return to the crash site, but his wife and daughter visited.

Maryborough Chronicle 17th Aug 1945

CHILDERS WELCOMES W/O S. HODGE DFM

Childers August 15. A memorable function took place in the exhibition hall Childers last Friday night, when a district welcome home was tendered to Warrant Officer Stan Hodge DFM, who had served with the RAAF in England for two and a half years and was a prisoner of war for over 12 months after taking part in 23 bombing raids over Germany.

The function was arranged by the Apple Treek Creek Patriotic Sub-Committee and there was an attendance of 400 people. Later in the evening the function became an epoch-making one as the news filtered through that the Japs had offered to surrender. After an announcement made from the stage at 11:30pm led to intense excitement. The National Anthem was sung, and the ordinary dance programme gave way to unbounded revelry as the big crowd clustered in groups around the hall and danced, sang and cheered with wild enthusiasm. One young woman, the wife of a serviceman in Borneo, was overcome by the good news and fainted. Others wept with joy. The enthusiasm of the gathering was heightened by the presence of 20 members of the Royal Navy, including Royal Marines, who were being entertained at the function. W/O Hodge was the only

member of a Lancaster crew of 7 to survive when the machine was shot down by enemy fighters over Denmark. Stan's brother, Able Seaman Jack Hodge was also there as he was home on leave.

On the 12 May 1945, Stan's father George received the news that his son was back in England.

Stan's brother Jack Gerald Hodge was born 11th Jan 1924 in Childers. His Naval service number was 35590.

Mayborough Chronicle 5th Feb 1949

OBITUARY

The death of Mr George Hodge a former resident of Isis Central Mill, Childer occurred in the Bundabeg General Hospital January 22. The late Mr Hodge was born in Deptford, England, was married in Chatham and arrived in Queensland 27 years ago. During WW1 he served in the British Navy. He leaves a wife and 4 sons - Sydney, Stanley, Jack and Thomas and 2 daughters Mrs C Clark and Miss Eileen Hodge.

The Courier Mail, Brisbane 10th April 1947

In proud memory of my crew mate's F/O Peter Crosby, F/Sgt Clive Billett, P/O Mick Bender, P/O Ted Suffren, P/O Laurance Robb, F/Sgt Les Chapman who lost their lives on operations over Danzig Bay 9-10th April 1944 RIP

Stan's father George was born in Deptford, London, England in 1896. In WW1 he served in the Royal Navy.

Extract from John Harrington-Air War Over Europe 1944-45

Lancaster ME663 took off from Binbrook 21:20h 9th April 1944 to carry out a mining operation in the Danzig Bay area of the Baltic. Nothing heard of the aircraft. Post war it was established that it had crashed at Sknaale, 10km west of Horsens, Denmark. This was a 9-hour trip of 11 Lancasters of 460 Squadron, each carrying 5 mines. Three were shot down and 3 damaged, but Danzig Bay was closed to enemy traffic for 15 days.

LANCASTER IM525 Lost 22/23rd April 1944

****F/Sgt Russell Allen A5182** 460 Squadron aged 26 was killed on 23rd April 1944. He was the son of Walter Aquilla and Elsie Mabel Allen, husband of Jean Alma Allen 57 Maure St, West Brunswick Victoria. Russell was originally buried in Sythen Civil Cemetery, but his grave was lost. He is remembered on a Kipling Memorial in the Reichswald Forest War Cemetery and a Special Memorial No 8 in Sythen Civic Cemetery "Their Glory shall not be blotted out"

Russell was on an operation to Dusseldorf in Lancaster IM525 22/23rd April 1944. His service file records **5th July 1951** *It is understood that his name will be commemorated in the Reichswald Forest Cemetery, Germany, by the erection of a Kipling Memorial.*

He was originally buried in Grave No 28 in Sythen Cemetery.

Letter to Russell's brother 12th October 1944

Flying Officer WM Orr RAAF navigator of your brother's crew and is now a POW has supplied the following statement regarding your brother. "*On the night of 22/23rd April 1944 our aircraft was attacked by night fighters near Dusseldorf. The Captain, F/Sgt Allen remained in the aircraft and tried to land.*" F/Sgt Collett another member of the crew who is at Stalag Luft III states that he identified the body of F/Sgt Allen and that he is buried at Haltern, Holland.

(Allen was the only one killed out of 7 crew members, the rest were taken prisoner)

Letter to Russell's brother, Mr G Allen, 18 Butler St, West Preston, Australia.

As you have been already informed your brother was buried by the Germans in the Sythen Civil Cemetery at Haltern, Germany. After the end of hostilities, his body was removed by the American Graves Service, apparently under the mistaken belief that the grave was that of an American. I regret, that despite prolonged investigation it has been impossible to ascertain the place of reburial

Letter 5th April 1950

In this case the German record of F/Sgt Allen's burial at Sythen-Haltern is confirmed by F/Sgt Collett's statement that he saw and identified the body at Haltern. It is therefore considered beyond doubt that F/Sgt Allen was buried in Sythen Cemetery and this would appear to be another case where the American Graves Service have taken away bodies which were not American.

Lancaster ND394 24/2/1944

Sgt WJ (William James) (Bill) Martin (424319) 460 Squadron (MUG) was later to be a prisoner of war and held in Stalag Luft VI in Heydekrug, Memelland in Lithuania (the most northern camp in the Reich) his POW number was 3414. As the Russians advanced the POWs of this camp were forced on one of the "Long Marches". Many men were bayoneted en route. Lancaster ND394 Target Schweinfurt Germany 24th February 1944 (3 days after he was on the Op to Stuttgart with Pilot Crosby's crew)

William enlisted 19th August 1942. His date of birth 16th March 1912 and he was a Catholic and his occupation was Textile Knitter. He became an Air Gunner 7/9/1943 and was the Mid Upper Gunner on the 24th Feb.

Crew member Baxter reported that their aircraft ND394 was attacked by night fighter at 22,000ft at about 09:45pm on the 24th Feb 1944, approximately 15 miles south west of Metz. The aircraft was on fire and out of control and losing height. Crew instructed abandon. Bomb aimer jettisoned bombs and baled out at 15,000ft. Aircraft then turned on its back and the pilot was thrown through the perspex. This occurred at about 10,000ft. He saw one RAF crew member Sgt Mallon, bale out.

Crew: - **F/O David Wright Baxter** 410033 safe in a neutral country. **F/Sgt Clifford Berger Hopgood** 414505 Missing. **F/Sgt Ronald Cedric Ferguson** 414996 Missing. **W.J. Martin** POW and **F/O Anthony D'Arcy** 422445 Safe in a neutral country. RAF members of the crew were **Sgt F.E. Mallon** 1566862 and **Sgt A.G. Dunlop** 1822043.

F/O D'Arcy reported that they were attacked by a fighter on approaching the target. The starboard inner engine caught fire, aircraft out of control, turned on its back. The MUG, Navigator and Aitbomber left the aircraft at 20,000ft. MUG abandoned from rear exit. D'Arcy was the first to bale out.

William gave the following statement about the night his Lancaster came under attack: - *Attacked by enemy fighter near Franco/German border. Both starboard motors set on fire. Pilot feathered both engines and dived a/c in an attempt to put out fire. Unsuccessful, levelled a/c, fire got worse. Captain gave orders to bale out. I heard only the Bomb Aimer acknowledge. I was at the back trying to release the rear gunner, didn't see other members bale out. I baled out at about 500ft. A/C was on fire and completely out of control. The aircraft crashed near the village of Villeurs sous Preney.*

William's response to the question 'probable fate of other members of crew': -

Received letters from Pilot W/O D Baxter RAAF and Bomb Aimer F/O D'Arcy RAAF from Switzerland which they had reached safely. German officer told me that the 'chute of the W/Op F/Sgt Ferguson RAAF had caught on the plane and he was killed. He said the Navigator F/Sgt Hopgood RAAF was lying in a recumbent position in a field without a mark on him. Further examination found a broken neck (his 'chute had opened). He also informed me that the rear gunner Sgt Dunlop RAF had been killed. I know nothing about the Engineer Sgt Mallon RAF. I know no details of burial. (was crossed out in his statement) Some Indians in the hospital I was in (Nancy) showed me a photo of 3 coffins and said they were my compatriots. I believe they were buried in the vicinity of Nancy.

William's response about becoming a POW: -

After reaching the ground I was picked up by French patriots. They were forced to hand me over to the Germans, in order to get proper treatment for my wounds. I was identified by them via my identity discs and my battle dress. I had done 10 operations on my first tour.

I was semi-conscious wandering around dazed and then met the Frenchmen from above the village. I had a gash across left side of my head above the forehead. A split nose and vertical cut backward of right eye. Also, a wound over right ear.

The Pilot and Bombardier apparently dropped into hands of organisation and made it to Switzerland.

I was given a quarter of a Red Cross Food Parcel per week.

On the behaviour of his captors in the camps: - *Officers vindictive, overbearing types, very loud mouthed. Other Ranks - Some prepared to be friendly, others just the opposite.*

William said that the Rear Gunner J Dunlop RAF was caught (trapped?) in turret and was killed.

William was released by Allied Armies from his final camp Stalag 357 and by 25/4/45 he was safe in the UK.

William's wife Anne Patricia was living at 232 Doncaster Ave. Kensington, Sydney, NSW.

Translation of a letter sent by the Schuller 21st Oct 1945 from the British Ambassador in Paris

His Excellency the British Ambassador, Paris,

I am sending you this letter, together with the attached photographs, in order to bring your attention, the following facts concerning the four engine Lancaster bomber, which was shot down at Viller Sous Preny on 24th February 1944. The precise facts are known to yourself and your airman William Martin, harboured by myself, but unfortunately the serious nature of his wounds forced us to hand him over to the Germans. However, a short time after the accident, two more of his colleagues came to my house and were hidden; my husband had been a member of the FFI for four years, and he provided them with false tickets, road maps etc..

The details were as follows: -

At 10:25pm the RAF were passing overhead in considerable numbers; unfortunately, the Luftwaffe were very active, and hit your bomber in full flight, as stated by the wounded man when interrogated in our house after a dressing had been applied by a French doctor. We wanted to keep him, but the serious nature of his wounds made this impossible, as he requested surgical treatment, and the risk would have been too great. We hoped to keep him, however, as we were true Alsatians and Gaullistes, and you were our Allies. Because of all this we tried our best, but the doctor was very firm on this point. The Mayor therefore notified the Germans, who came at all speed, and to keep them happy we gave them a drink of brandy. I cannot tell you what a time we had that night, I was afraid for the life of our wounded man as we had "inoculated" him with brandy to enable the doctor to attend to his wounds. Then the Germans went up to see the wounded man. There was an interpreter, and as my husband can speak German, he understood everything the Germans said to each other. However, your airman did not betray us, the Germans searched in vain, but they never understood how he got there. The poor boy escaped death only because he landed in a hedge, as his aircraft exploded in mid air. The crew were all thrown several yards from the aircraft. Our men rushed to the scene of the accident, and, having picked up the wounded man, did not know what to do with him. My husband met them and told them to bring him to our house. The crew fell at some distance from each other.

The following four airmen are buried in our little cemetery: Hopgood, Dunlop, Mallon and Ferguson. I tell you straight away that they were killed instantaneously. The Mayor told us to pick up the dead - four young men cut off in the prime of life by the bloody war. But they had a funeral worthy of your glorious soldiers, as was proved by the long procession of mourners who attended the ceremony - there was more than 6,000 people taking part in the funeral, as can be seen from the photographs taken by us, and for which the Germans searched in vain. Tell their mothers that although there is only one grave, each man had his own coffin. They lie in our little village, and their grave is decorated with flowers and wreaths, and always has been in spite of the Germans. My husband identified them by means of the names on their parachutes. Tell their mothers also that we French fully realise what this loss must mean to them. I was an orphan myself at six months; my mother was killed by the Germans, my father missing and never found, but they will have the consolation of having their bodies. I imagine the Germans sent any personal belongings which they may have had on them to their families. They died bravely - they dropped their last bomb, and the explosion which took place was the result. It took a long time to trace these things.....

Gestapo reports, interviews and condemnations followed, as you can imagine how furious the Germans were when they realised what had happened. These included my husband, who had brought the flowers and wreaths for the ceremony. The Mayor was fined 3,000 for having allowed

the ceremony to take place in his district, and they threatened to take hostages. D-Day finally came, and then the liberation - to-day we can talk, but my health as well as that of my husband has suffered - a neighbouring village was burned, but not ours, which was a miracle, considering the fury of the Germans.

In my husband's group in the FFI 27 men are missing - but thank you for liberating us; you gave us back our honour through the bravery of your soldiers; and we are very grateful.

Could you put me in touch with the wounded man, we have no news of him. I suppose he has been liberated from the Germans by now, and that he is back with his mother. I also had a son, who now lies side by side with his comrades, and the worries and difficulties we have to endure have been terrible. Tell him also that we and his comrades anxiously wait his return. Bonds have been formed which can never be broken. My elder brother fought side by side with you. Parachuted in 1943, he is still serving in your country at the present time, where he is on a mission. I saw him for a few days in December, when I was hoping to become a mother, but unfortunately, I lost my child. Since then long months have passed, and I have been meaning to write to you ever since. Each one did his duty.

Well these are the facts of the case. As for the two living men, the French Zeme Bureau assures me they are well and safe

M and Mme Enoene Schuller, Baker & Grocer at Villers Sous Preny, Meurthe et Moselle

Description of the crash by French witnesses' courtesy of francecrashes39-45.net/page_fiche_av.php?id=975

22:45 a giant ball of fire crossed south of the village following the attack by a night fighter, from the base at Frescaly. The Lancaster jettisoned its bombs before crashing between Vilcey Sur Trey and Viller Sous Preny. The burial was Sunday 27th Feb 1944. The huge funeral cortege of resistants left from Maison Sophron at the north end of the village and was led by a guard of honour of Senegalese prisoners of war impeccably dressed in uniform. Photographs were taken, the negatives were hidden under a beehive in Mr Schuller's garden.

Written by Philippe Germain, Pierre Vander Veldan

Flt Sgt Ronald Cedric Ferguson

The Courier Mail Brisbane 3rd March 1945

Flt Sgt Ronald Cedric Ferguson, husband of Sister DM Ferguson (Doris), of the District Hospital, Stanthorpe and son of Mr & Mrs CH Ferguson South Kolan, via Bundaberg, previously missing over Germany, now presumed dead.

F/Sgt Clifford Berger Hopgood

The Telegraph Brisbane 27th May 1939

Hopgood - Newlands Wedding

A sprig of heather worn by the bride and sprigs of heather prominent in the church decorations, lend a Scottish note to the marriage of Mr Clifford Berger Hopwood and Miss Margaret Warren

Newlands, which is being celebrated this afternoon at the Ann St Presbyterian Church. The bride, who is the youngest daughter of Mr Newlands and the late Mrs JC Newlands, is wearing a white satin model which, with its sunray front and rolled collar, is allied with a long trained skirt. Her veil in triple tier effect has the top tier attached with diamante and is caught by a sprig of heather. Cactus Dahlias, narcissi, gladioli have been chosen to fashion the brides bouquet. The bridegroom who is the son of Mr & Mrs FW Hopgood is attended by Messrs D Newlands as Best Man and CV Hopgood as groomsman. Reception in All Saints Hall. Honeymoon at Southpoint and the bride will don a French blue model showing a navy relief and allied with navy accessories.

Army News Darwin 5th March 1945

F/sgt **Clifford B Hopgood** husband of Mrs CB Hopgood, Milne St, City, formerly of Ashgrove and son of Mr & Mrs FW Hopgood lost his life as the result of air operations over Germany on Feb 24th, 1944. He was buried at Villers Sous Preny, Metz, France

The Telegraph 24th Feb 1947

Hopgood Clifford Flt Sgt - In proud memory of my loving husband and Robert's Daddy, who gave his life 24/2/44. Ever remembering his pals laid to rest with him in France. His life a beautiful memory. His passing a silent grief. Margaret & Robert.

Hopgood - In proud and loving memory of our brother-in-law, also uncle Flt Sgt Clifford Hopgood who lost his life on air operations over Germany on the night of Feb 24, 1944. Not just today but every day in silence we remember. Inserted by Mary, Arthur & Family

Hopgood Flight Sergeant. In proud and loving memory of Cliff presumed to have lost his life in air raid over Germany, night of Feb 24th, 1944. Though death divides sweet memories cling. Inserted by Newlands family.

Cliffords family continued to remember him with these notices in the newspapers.

Courier Mail Brisbane 24th Feb 1954

Hopgood Clifford Berger - In proud and loving remembrance of a devoted husband, a father, who gave his life 24/2/44. Sweet are the memories silently kept. Sadly, missed by Margaret and Robert.

Hopgood - In loving memory of our beloved son Flt Sgt Clifford Hopgood killed in air operations over France 24 Feb 1944, buried Villers Sous Preny. Lovingly remembered always. Inserted by his loving Father and Mother.

Hopgood - In proud and loving memory of our dear brother and uncle F/Sgt Clifford Berger Hopgood, killed whilst on air operation over Europe 24 Feb 1944. He died that we might live. Inserted by Colin, Ethel, Dell, Lynn & Jennifer.

***F/O Bruce Prout a Navigator**

Bruce was a shop assistant when he enlisted 26/4/42. His father was James Henry Prout of 95, 1st Avenue, Mt Lawly, Perth and his wife was Monica Emily Prout 17 Kennedy St, Maylands WA. He became a Navigator 7/1/1943 and joined 460 Squadron 9/11/43 to 22/5/44 when he joined 27 OTU

He was awarded the 1939-45 Star, Aircrew Europe Star, Defence Medal and was eligible for Returned from Active Service Badge. Bruce had survived the war and he was demobilised on 10/10/45.

Lancaster JB657 16/12/1943

*** F/Sgt Charles Gordon Howie (414938) killed 16th December 1943** aged 21y. Son of Charles Gordon and Agnes May Howie, of Ipswich, Queensland, Australia; husband of Jean Dulcie Mavis Howie, of Mt Crosby, Queensland. Lancaster III JB657 - AR. Charles is buried in Cambridge City Cemetery Grave 13916A. He was an Air Gunner. His Lancaster had been on a successful raid to Berlin 16/17th December 1943, but on the return journey found Binbrook airfield shrouded in fog and clipped a tree and crashed into a wood at Market Stainton 12 miles SW of Louth on the Lincolnshire Wolds.

On its return at 23:12h they radioed to say the Lancaster had clipped a tree at 23:48h, after spending 45 minutes trying to land at Binbrook a further message stated the crew were firing Verey cartridges. JB657 had been damaged by flak over Berlin.

Charles Howie's wife received the following letter from W/Cdr Arthur of 460 Squadron dated 24/12/1943

Dear Mrs Howie, It is with deep regret that I have to confirm the sad news that your husband, AUS 414938 F/Sgt C G Howie was killed when the aircraft in which he was flying, crashed on return from Berlin on the night of 16th December 1943.

Your husband's funeral took place at the Cambridge Regional Cemetery, on Thursday, 23rd December 1943, the service being conducted by the Padre and full service honours were accorded.

We lost one of our best crews when this aircraft crashed and your husband was particularly popular with the squadron. He is greatly missed in the Sergeants mess, and his loss is regretted by all.

Your husband's personal effects have been collected and placed in safe keeping with the R.A.F. Central Depository, Colnbrook, Slough, Bucks.

May I now express the great sympathy which all of us feel with you in your sad loss

Other members of the crew killed with Charles :- [F/O Francis Archibald Randall \(413896\) DFC RAAF](#), [Sgt J McKenzie RAF](#), [F/Sgt W.K. Halstead RAAF](#), [F/O H.G.D. Dedman RAAF](#), [Sgt H.H. Petersen RAAF](#), [Sgt R.A. Moynagh RAAF](#).

[Sgt Harry Harcourt Petersen \(413890\)](#)

Date of birth 5 Feb 1920 Marrickville NSW. Next of kin Emma Martin who continued to insert memorial announcements for many years after Harry's death.

Mother Catherine St John Thearle (died 1933) - Father John Petersen

Maternal grandparents James Thearle born 1847 - 1900 and Emily Elizabeth Mills born 1848 Kent, England - died 1932 Australia.

James Thearles parents :- Charles Thearle and Eliza F.S. St. John

Charles was born 1807 Shorwell, Isle of Wight and Eliza in Newport, Isle of Wight.

The Forbes Advocate 24 Dec 1943

LOST LIFE IN AIR CRASH

F/Sgt Harry Petersen's Death in England

The Australian and Returned Soldiers' League flags flying at half-mast from the Town Hall on Tuesday morning signalled the passing of another Forbes serviceman. This was Flight Sergeant Harry Harcourt Petersen W.A.G. a member of the RAAF who enlisted at Forbes in August 1941, and sailed from Australia in October 1942 for England, travelling via America. He arrived in Great Britain shortly before last Christmas.

Word of his death was received by Mrs E Martin of Queen St, Forbes, by whom the deceased had been reared for the last 10 years. Both the parents of this Forbes boy, who was 23 years of age, are dead, his mother, the late Mrs Katherine Petersen, having passed away a decade ago. Prior to his enlistment the deceased was employed with Mr Norman Coles building contractor.

It was only the previous evening that Mrs Martin had received a cable from F/Sgt Petersen, wishing her a Merry Christmas and a Happy New Year. That cable was sent on December 16, the night on which, according to the advice from the Air Board, young Petersen met his death. The known facts are that F/Sgt Petersen was a member of the crew of a Lancaster bomber which crashed near Stainton, United Kingdom, after returning from operations against the enemy. The Minister joined with the Air Board in expressing the deepest regret at the loss sustained by Mrs Martin, who looked upon the deceased as her own son.

The Forbes Advocate 26 Aug 1932

Mrs K Petersen of Queen Street, Forbes sustained a bereavement on tuesday when her mother, Mrs Emily Elizabeth Thearle aged 87, died at her home at Forest Lodge. Mrs Petersen received an urgent summons to her bedside but was unable to leave Forbes until wednesday afternoon. The remains were interred on Wednesday in Rookwood cemetery.

The Forbes Advocate 18 May 1934

PETERSEN - In loving memory of our dear sister and aunt, Kate who passed away May 19 1933. Inserted by her sorrowing sister Lily and niece Rita.

The Forbes Advocate NSW 18th Jan 1944

RETURN THANKS

I wish to thank all kind friends for cards and expressions of sympathy in my sad trouble in the loss of my adopted son H.H. Petersen, who lost his life on active service.

The Forbes Advocate 13 Dec 1946

ROLL OF HONOUR

PETERSEN - In fond remembrance of Harry Petersen who was killed on active service in England on the 16th Dec 1943. "At the going down of the sun, and in the morning, We will remember him" Sadly missed by Jim and Mary Mylecbarane.

The Forbes Advocate 16th Dec 1947

ACTIVE SERVICE

PETERSEN - In loving memory of my foster son F/Sgt H H Petersen who was killed on 16th Dec 1943, fighting in England. Inserted by his loving foster mother. E Martin " He died that we might live"

[Sgt Reginald Albert Moynagh \(4077391\)](#)

Reginald was born 25th Sept 1915 in Adelaide S Australia. His next of kin on enlistment 14/9/1940 from 27th Btn was his wife, Valerie June Moynagh and her address was, Flat 2 "St Helens" 67 Addison Rd, Manly NSW. They were married in Manly 25/8/1941. His occupations were clerk and porter. He was a Roman Catholic.

Reg was 5ft 11" with a fair complexion, fair hair and blue eyes

Embarked at Melbourne on 22/10/1940 for Singapore

Disembarked at Sydney on 12/5/1941 from Singapore

Embarked at Sydney on 16/10/1941 for UK

The Advertiser 23rd June 1942

MOYNAGH (nee June Wildman) - On June 13 at Sydney, to the wife of Sgt Reginald Moynagh RAAF abroad - a daughter Denise Anne. Both well.

The Mail (Adelaide) 1st Jan 1944

FATALLY INJURED AFTER BOMBING GERMANY

Mr & Mrs A.J. Moynagh of Victoria St, Parkside have received word that their only son, Sgt Reginald Albert Moynagh was fatally injured when a Lancaster bomber in which he was rear gunner crashed in England on December 16 after returning from Germany. Sgt Mynagh who was 28, had made 30 attacks on Germany and one on Italy, and was due for six months rest when the crash occurred. He was a member of the last interstate baseball team to visit Victoria, and was also a good cricketer, footballer and golfer. He was employed in the R.S.L. Office for seven years before enlistment. His wife and 18 month old daughter live at Balgowlah N.S.W.

[Flt/Sgt William Kevin Halstead \(414349\)](#)

The Telegraph (Brisbane) 30th Dec 1943

Flight Sergeant William K Halstead RAAF, only son of Mr & Mrs R Halstead of Townsville and grandson of ***Colonel W.H. Halstead** of Brisbane, was killed in an air crash in the United Kingdom after returning from an operational flight over Germany on the night of December 16.

Townsville Daily Bulletin 16th Dec 1944

HALSTEAD - In proud and loving memory of our dear son, Flt/Sgt William Kevin Halstead RAAF who was killed when returning from operations over Berlin 16th Dec 1943 (Inserted by his loving parents)

HALSTEAD - In sincere memory of Flt/Sgt Bill Halstead RAAF - killed in action, returning from Berlin on 16th Dec 1943 (Inserted by the Staff of the State Insurance Office Townsville)

HALSTEAD - In fond remembrance of Flt/Sgt William Kevin Halstead killed in operations 16th Dec 1943 (Inserted by his pal F/O A.J. Sherriff)

William (Bill) born in Cairns, QLD, 4th June 1921 enlisted 13th Sept 1941. He had attended Townsville Grammar School and Townsville High School. On enlistment he was Manager of the State Insurance Office, Townsville. He left for training in Canada 27/4/1942 and was made a Navigator 25/9/1942. He served in 460 Sqn from 24/5/1943 to 16/12/1943. His next of kin was father, John Regan Halstead, 46 Hammond St, Mysterton Est, Townsville, Queensland

***Colonel William Henry Halstead (information from blogs.archives.qld.gov.au)** - When he arrived in Queensland in 1884 he became head teacher in Coorparoo School and then in 1899 opened East Brisbane State School and retired in 1922 aged 65. He was a founding officer of the Queensland Cadets. An article in the Brisbane Courier of August 1911 referred to him as 'the father of the cadet movement' and during WW1 was one of the Public Instruction staff working with Expeditionary Forces. He died in 1950 aged 93.

[Sgt John \(Jack\) McKenzie](#) the Flight Engineer wanted to revenge the deaths of his mother, uncle and two brothers who had been killed in a German raid on Pembroke Dock 12/5/41. His father in Jack's death had lost his entire family.

The report of the accident stated 'the aircraft had apparently stalled into a wood - if technical failure, should be ascertained'. Cloud base at night 5-700ft. "The pilot had trouble in locating the aerodrome (which had full lighting system in operation). Consider that aircraft may have used all petrol and stalled when no power was forthcoming due to shortage of petrol. Pilot had informed Flying Control of shortage." Further in the report this theory is refuted. "Weather conditions were extremely bad on the night of this crash. There is no evidence to show that this machine crashed through fuel shortage - on the contrary, the amount of burning that took place in the vicinity completely denies this theory. The aircraft appears to have crashed in a straight stall. There are no survivors or witnesses"

[F/O Harold George Day Dedman](#)

Came from Subiaco, Western Australia. Father George Dedman, Mother Alice Maude Dedman, wife Enid Esther Dedman

The Daily News Perth 25 June 1943

HELPED BLAST MULHEIM

Among Australians who took part in the recent raid on Mulheim was 27 year old Flying Officer H.G.Dedman of Subiaco. Trained as an Air Observer in the Eastern States, Dedman has been on operational flying in England for six months.

Before the war he was a schoolteacher at Claremont Central School. Educated at Narrogin and later at Northam, he attended the W.A. University and Teachers Training College, was a keen footballer.

Writing from England he told his mother he had recently been night flying. He likes England and the English people but misses the Australian sunshine.

He has made friends with people he has been billeted with and spends much of his leave with them. He has visited Wales.

Last letters received by his mother were written while he was on extended leave after completing six months operational flying.

Flying Officer Dedman's wife is Aircraftwoman Dedman of the WAAAF

His mother Mrs A Dedman lives at 219 Barker Rd Subiaco.

The West Australian 2 Feb 1944

Mrs A.M. Dedman and Mrs Harold Dedman of 219 Barker Rd, Subiaco wish to sincerely THANK all kind friends, relatives and neighbours for letters, telegrams, cards, flowers and personal expressions of sympathy in their recent sad bereavement. Will all please accept this as a personal expression of gratitude.

The West Australian 16 Dec 1944

DEDMAN - H.G. (F/O RAAF Eng.) In loving memory of my dear Husband who gave his life in operations overseas, December 16 1943. His loving **wife Enid**

DEDMAN - H.G. (F/O RAAF) Not just today but every day in silence I remember my dear Harold and his gallant teammates who lost their lives in a Lancaster bomber crash, England, December 16 1943; laid to rest in the Borough Cemetery, Cambridge, England. His loving Mum.

DEDMAN - (F/O Harold) A day of remembrance sad to recall of Harold, who lost his life whilst returning from operations over Germany, December 16 1943. Ever remembered by Tom and Vi (Northam)

DEDMAN - (F/O Harold) In a faraway land, once peaceful and quiet, lie our heroes asleep 'neath their crosses of white. A tribute to Harold and his crew lovingly remembered by Lurlyne (Northam)

DEDMAN - In loving memory of our dear Cousin, Harold (F/O RAAF England) who lost his life whilst returning from air operations over Germany on December 16 1943. Always fondly remembered by Alf and Bet (Merredin)

DEDMAN - A tribute to the memory of Harold who paid the supreme sacrifice December 16 1943. Always remembered by Mr & Mrs Cooke. Maisie & Bill Kellerberrin.

Statement of Flying Officer Francis Archibald Randell RAAF (413896) 460 Sqn after repatriation following his aircrafts crash 3/4th Sept 1943 two months before he was killed.

I was detailed to attack BERLIN on the night 3/4th September 1943 and my crew were as follows:-

Navigator Aus/413829 F/Sgt N J Conway

Air Bomber Aus/403601 P/O L G Greenaway

F/Eng RAF 942751 Sgt A H Johns

Air Gunner RAF 178388 F/Sgt H H L Ward

WO/AG Aus/411636 Sgt A J O'Brien

Air Gunner RAF 1084611 Sgt H Bell

Over the target we were coned and I was forced to jettison the bombs on the red markers. I took evasive action but was repeatedly hit by flak. After being coned for approximately 10 minutes we were attacked by 3 fighters and hits were scored by them on both starboard outer and port engines, setting them on fire. The engagement lasted approximately 4 minutes when we were at a height of 14,000ft At that stage the aircraft became out of control and went into a steep dive. I was at first unable to pull the aircraft out of the dive and gave the order to 'abandon aircraft' over the intercom. The Air Bomber, Pilot Officer GREENAWAY, at once obeyed the order and jumped from his escape hatch and the Flight Engineer, Sgt JOHNS, was about to jump when I regained control of the aircraft. At this time we were at a height of 5,000ft and the two outer engines were U.S. (useless)

I decided to set a course for Sweden as I had insufficient petrol left to make a return trip to England and owing to the bomb doors being jammed open I was unable to ditch. With compasses U.S. and badly damaged cabin, Flight Sgt CONWAY calmly concentrated on his navigation by dead reckoning and was undoubtedly responsible for enabling the correct course to be made to Sweden.

After 50 minutes flying, lights were observed and a little further ahead more lights which appeared to be those of a big town. As the remaining engines were behaving very badly at that stage and petrol appeared to be very short, I decided to give the order to 'abandon aircraft' considering I was then over Sweden. I ordered Flt Sgt WARD, Sgt O'BRIEN and Sgt JOHNS to bale out which they did. I then flew on for two minutes before ordering Sgt BELL and Flt Sgt CONWAY to bale out as I desired to space them as far as possible, in the event of them landing in Sweden. Flt Sgt CONWAY baled out first and Sgt BELL a few minutes later. I intended myself to fly on for a further four or five minutes but the remaining starboard engine at that time caught fire and cut both remaining engines and I baled out myself at 01:15h

I landed in the sea and was in the water for half an hour before I sighted a light coming towards me. This turned out to be the light of a Swedish Trawler and a quarter of an hour later I was picked up by a dinghy from the trawler.

I was taken to a cabin and less than five minutes later Sgt BELL was brought down to the cabin. We were both suffering severely from cold after our immersion in the water.

In the meantime a search continued for Flt Sgt CONWAY, after I had indicated his probable position on a map. The members of the crew indicated to me that our position was one and a half miles off the Danish coast in the Kattegat. The search for Flt Sgt CONWAY continued for approximately half an hour without result and I felt that it was possible that he had landed on the Danish coast.

After abandoning the search for Flt Sgt CONWAY the trawler proceeded to the Island of Hven which was reached at approximately 07:00h on the 4th September.

Shortly after we berthed three Swedish Army Lieutenants, together with an English speaking Corporal came on board and asked myself and BELL to accompany them. After we came ashore at Hven we were invited by several families to their homes for a meal, but this was not allowed. Food was, however brought to us in the village square. We were also given cigarettes by the Corporal. We were then taken across to the other side of the island where we were picked up by a Naval Cutter. The Army Officers left us at that stage and we were taken by the Cutter to Landsorons

We had with us on the Naval Cutter both our Mae Wests and while in transit we were given some brandy and Bell was allowed to lie down in the Captain's cabin as he was suffering severely from shock and exhaustion.

We were met at Landsrona at about 2pm in the afternoon by a high ranking naval officer, who took us to Naval Headquarters and interrogated me.

He asked me whether I had orders to fly over Sweden. I said no and I had not been over Sweden at any stage during my trip. He asked me whether I'd dropped mines in Kattegat and I replied no. He then asked me the type of aircraft I was flying and our route from the target to where we baled out and whether the crew had baled out. I indicated the route taken from Berlin to Denmark. I did not give the type of aircraft. I informed him that some members of the crew had baled out before, but three of us had probably baled out over the water. He said he had already sent boats to search for the third member and would put more boats on to search for CONWAY.

His attitude at the beginning of the interrogation was, although not hostile, somewhat uncompromising, but his attitude at the end of the interrogation was quite friendly.

After the interrogation was completed BELL was taken to the local hospital and I was taken to the Citadel, which is the military HQ and prison. I was taken to a fairly small room on the 4th floor of the building and a guard was placed on the stairway near the door of the room.

I was given a meal and at 7pm the British Consul, Mr Grove of Halsingborg and Flt Lt Iacobe came to see me. Flt Lt Iacobe's duty is apparently that of Welfare Officer detailed to look after the comfort of RAF internees. Mr Grove had with him a questionnaire, in which I filled in certain details and repeated my request for repatriation as I had come down outside territorial waters.

I remained in the Citadel for a period of three days, up to the 8th September.

My accommodation was the room which I previously described in which was placed a stretcher with a shaving mattress and two blankets.

I was given two meals a day at 1pm and 6pm, the food being as far as I know the rations allotted to the Officers of the garrison. A typical lunch would consist of soup, sausage and potatoes with fish and vegetables, together with bread and butter and coffee. Tea would be similar to the lunch. I also received coffee six times a day, with bread and butter if required.

I had received a change of clothing on the trawler which had picked me up, which consisted of underwear, shirt and trousers, socks and shoes. I continued to wear this clothing till the 7th September, when a complete outfit of civilian clothes, including underwear and shaving gear, together with suitcase was supplied.

Bathing and washing facilities consisted of a hand basin with cold water, although I was able to obtain a cold bath on the 7th September. Sanitary facilities were satisfactory.

I was able to obtain some English novels and was also given a radio set for a day on which I could listen into the English news. I was permitted to take exercise accompanied by a guard in the courtyard whenever I desired.

On the 8th September Lieutenant Dittmer of the Swedish Army escorted myself and Sgt BELL by train to Falum Internment Camp. We were travelling in the train from 6am in the morning until 10pm at night and were travelling in the best class of carriages. During the journey Lieutenant Dittmer provided us with meals.

Interneinglaqrat Framby Falum

This is an internment camp for British Service people and the camp consisted of approximately eight huts.

In the hut to which I was allotted, which was larger than normal, and was used for the accommodation of officers, one end was used for sleeping, the centre for dining and recreation, and the remaining end for kitchen facilities.

The beds were of a stretcher type with shaving mattress, sheets and two blankets. The lighting was electric and there were six of us in this particular hut.

The food was supposed to be that supplied to the Swedish Army and was prepared by a Swedish woman cook. The food consisted of:

Breakfast - Coffee, bread & butter

Lunch - Soup and potato hash with a little meat

Tea - Similar to lunch but no soup and there would occasionally be an addition of fish or sausage.

We also got mushrooms and berry fruit by our own efforts. A green vegetable would be supplied with the meals, generally once a day.

I did not receive any further clothing or underwear whilst at this camp. I had of course with me my battle dress.

Bathing facilities consisted of a wash basin, cold water being obtained from a nearby cask. There were no baths or showers. We were, however, permitted to go twice a week to the Turkish baths in the nearby town of Falun on parole. Sanitary arrangements were of a primitive kind although reasonably clean.

We were understood to be on parole so far as going into the town of Falun was concerned and could do so at any time. We had in the hut a wireless set, plenty of English books, playing cards, and could go into the town to the cafes, cinemas and local dances.

We were under no discipline at all during our time in the camp.

We were given the opportunity of working in Swedish mills at normal rates of Swedish pay, but I did not choose to do so.

I was paid 35 Kronas a week from the British Government through the Camp Commandant and an allowance of 20 Kronas a week from the Swedish Government during my stay.

I received approximately 220 Kronas while in the camp and on reaching STOCKHOLM received an allowance of 20 Kronas a day to meet hotel expenses. Before leaving for England I also received a further advance of 100 Kronas from the Air Attache to replace my watch which had been ruined by immersion in salt water.

We were issued with cigarette ration cards at the camp and restaurant ration coupons enabling us to purchase 10 half cigarettes a day and to buy meals in restaurants. We did not receive any comforts and I did not receive any mail whilst in this camp.

On the 10th September I was allowed to proceed to STOCKHOLM unescorted by rail on a military pass to be interviewed by the Air Attache. I reached STOCKHOLM about 3pm and immediately visited the Air Attache and discussed with him the question of my repatriation.

I stayed in STOCKHOLM over the 11th and returned to Falun on the 12th. During my stay in STOCKHOLM I was free to go where I liked and was entertained by the British Legation.

I remained in the Internment Camp at Falun until the 29th September, having been told on the 28th by the Camp Commandant that BELL and myself would proceed to STOCKHOLM and report to the Air Attache for repatriation. We arrived in STOCKHOLM about 12 o'clock and saw the Air Attache who informed us to be ready to leave next night by air.

BELL and myself were then accompanied at the Hotel Excelsior and we remained there until the following evening being free to go where we pleased.

At 11:30 PM on the 30th September, after having obtained necessary passports and visas I left on my own by British Overseas Airways plane from Bromaflyplats arriving at Leuchars about 3AM on the morning of the 1st October.

The Swedish authorities with whom we came in contact were very friendly and helpful.

I did not receive any medical treatment although I received a medical examination by a Swedish Army Doctor on arrival at the Internment Camp.

The attitude of the Swedish people throughout was helpful and pro-British and while at Falun I visited many Swedish homes being treated with kindness and friendliness.

Signed F.A. Randall F/O

Francis was made a member of the 'Caterpillar Club' following this operation. He served in 460 Squadron 12th July 1943. He was born 15th June 1922. he had enlisted in the RAAF 13/09/1941.

Sydney Morning Herald 30th Dec 1943

ROLL OF HONOUR

Randall - Dec 16th 1943 result of crash near Stainton UK, after returning from air operation, F/O Francis Archibald Randall 413896 DFC of Fairy Meadow, late of Norman St. Wollongong, beloved eldest son of Francis George, stepson of Marjorie May, loving brother of Colin, Stuart (Merchant Navy) and Marguerite Neil, also stepbrother of Eric Stanford Randall AIF, laid down his life.

Illawarra Mercury (Wollongong) 7th Jan 1944

Towards the end of november 1943 Mr & Mrs FG Randall of Gaynor Ave., Fairy Meadow, received advice that their son Flying Officer **FA Randall** had been awarded the DFC. A month later they received word he had been killed in an aircraft accident in England, whilst returning from a raid over Germany. F/O Randall as a boy was a member of the Wollongong Boy Scouts and eventually became a King's Scout. He was educated at Wollongong High School and obtained his Bsc degree at the Sydney University. He was only 21 years of age at the time of his death. He was captain of a Lancaster and had taken part in many raids over Germany & Italy. Much sympathy is being extended to his parents and the members of the family who include a brother in the AIF and another in the Merchant Navy.

Francis had a bronze life saving medal.

Grave Cambridge City Cemetery 13916. Inscription on his grave: *So Brave and Calm, So True and Loyal, A Duty Nobly Done.*

[F/O Randall's statement held in the National Archives Kew, UK WO 208/3315/37 Escape/Evasion report](#)

I was the pilot of the crew of a Lancaster aircraft which left BEMBROOK, near GRIMSBY, at approximately 2030 hrs on 3 Sep to bomb BERLIN, having dropped our bombs we were coned by searchlights and hit by flak, and attacked by three fighters. I gave orders to prepare to abandon the aircraft, and the bomb aimer either jumped or fell out. I am certain that he had his parachute on. I regained control and the crew resumed normal positions. I made for SWEDEN with the aircraft very badly damaged. This was at about midnight. I expected all engines to fail within a few minutes, I ordered three of the crew to bale out. I ordered the next two to bale out few minutes later so as to disperse the crew. I had instructed them, if they should land in SWEDEN to destroy their kit, make for the coast, and give themselves up as escapers from DENMARK. I jumped about one minute after the last two of my crew.

I landed in the water East of HELSINGOR (DENMARK 1:100,000, Sheet 33), on the Danish side of the SOUND shortly after midnight 3/4 Sep. I disengaged my parachute, inflated my mae west, and started to swim towards the lights of HELSINGBORG, but drifted Southwards. About half an hour later I saw the lights of a boat and shouted. About 15 minutes later I was picked up. After a short time we picked up Sgt BELL. The boat was a small coastal vessel with a crew of about four, trading concrete between DENMARK and the island of HVEN (Sheet 33). We were landed at HVEN and handed over to a Swedish Army escort at about 0700 hrs on 4 Sep. The escort took us across the island and we were taken by naval cutter to LANDSKRONA. We were then interrogated by a Swedish naval officer about British planes flying over SWEDEN on the previous night. They also asked us if we had laid mines in Swedish waters. We denied this and said we had definite orders not to fly over SWEDEN.

Sgt BELL was taken to hospital with an injured neck, and I was taken to the citadel. Here I was given a bedroom but kept under guard. At about 1900 hrs the British Consul from HELSINGBORG arrived with Lt JAKOBI, of the Swedish air force. The Consul ran me through a questionnaire. The Consul left and JAKOBI stayed for a couple of hours and visited me again on the following two days. Lt JAKOBI was insistent on asking questions and I formed the impression that he was not entirely "above board".

On 6 Sep we were taken to the internment camp at FALUN where I remained till 29 Sep. I was then sent to STOCKHOLM for repatriation.

DFC Citation F/O Francis Archibald Randall

Flying Officer Randall is a cool and resourceful pilot whose keenness and determination have set a very fine example. He has completed many sorties and has always endeavoured to press home his attack with vigour. On one occasion in an operation against Berlin in September 1943, the aircraft was repeatedly attacked by several fighters. The bomber was extensively damaged but by a superb effort, Flying Officer Randall succeeded in flying clear. In the face of an extremely harassing situation this officer displayed courage and skill of a high order.

Information on the rest of the crew

P/O Lindsay Grafton Greenaway (403601) Bomb Aimer - landed in Berlin and was taken prisoner and sent to Sagan Stalag Luft III. POW no. 2473. He was liberated on May 2nd (his birthday) 1945. Wife Mrs L G Greenaway (Elizabeth), 19 Gorman St, Willoughby, NSW. Brother Dr Thomas Moore Greenaway, MacQuarie St, Sydney, NSW. He was knighted in 1968. Brother Alwyn Lawrence Greenaway DFC also served in the RAAF reaching the rank of Air Commodore on his retirement in 1971 when he joined the church as a vicar. He was also awarded an OBE.

Lindsay was born 2 May 1912 in Cheshire UK and married 28/12/1935 with son Paul Laurence being born 2/12/1937. His religion was Church of England. When he enlisted 3/2/1941 he declared he'd worked at Survey Draughting for 3 years and 5 years Motor Engineering with his own service station. Lindsay's parents were Thomas Clarence Greenaway and Dorothy Mary Lawrence.

Lindsay was 5' 11" and 153lbs with brown hair and brown eyes.

Embarked Sydney 23/4/1942 Disembarked Canada 15/5/1942 Embarked for UK 4/1/1943

Sorties

1. Hamburg 24/743
2. Essen 25/7
3. Hamburg 27/7
4. Mannheim 9/8
5. Nuremburg 10/8
6. Milan 12/8
7. Milan 15/8
8. Peenmunde 17/8 Abortive u/s engine
8. Berlin 23/8
9. Nuremberg 27/8
10. Munchengladbach 30/8
11. Berlin 31/8
12. Berlin 3/9 crash Aircraft 'Q' Capt F/O Randall

His Statement after Release as a POW

Did not meet other members of crew till taken to Dulag Luft Frankfurt.

I believe F/Sgt Norman Conway, Navigator was killed, believed drowned in sea.

We were attacked by fighters just after bombing, prepared abandon aircraft given by skipper after second attack and abandon aircraft after last attack. Acknowledged but aircraft on fire and intercom then dead. I did not know how many got out until I arrived at Dulag Luft and met 2 members of crew. Baled out at approx 10,000' - aircraft out of control in vertical dive.

Believe Flight Sergeant Norm Conway drowned. F/O Randall F/Sgt Johns and Sgt Bell picked up in sea, taken to Sweden and arrived back in England. Randall DFC since killed on other raid, buried in England. F/Sgt Harry Ward, Sgt O'Brian POWs in Germany and self.

The aircraft crashed in Baltic North of Berlin. I baled out first being in nose, bombing.

Camps of internment

A Solitary confinement Frankfurt 7 days 7th to 14th Sept 1943

B Dulag Frankfurt 14/9/1943

C Stalag Luft 3 Sagan 21/9/43 to 27/1/45 17 months

D Tarmsted est Bremen 2 months Feb to March 45

E Hebe Lubeck Liberated 2 May 1945

Accomodation

A Bore room only me

B Fair electric all mod cons - perfavour red +

C Huts wooden patchy conditions

D Similar no heat

E Open Air!!! - slept in fields - marching

Rations

A When red+ parcels ok NIL otherwise!!!

B Red cross food - communal mess

C When receiving red cross food fair, otherwise NIX!!

D "

E Marching - sleeping out & stealing food

A. Red cross & personal parcels - 3 in 2 years

He mostly descibed washing facilities as fair to nix.

Recreational facilities were thanks to the Red Cross

Behaviour of Internment Camp Staff

A Bloody Lousy

B Efficient

C Lovely boys! All Germans Are !!!

D -

E -

Medical Treatment

Tarmsted Ost Marlag Feb 45 Eye & Ear trouble (bad food) Following frost bite and exposure on the march

They did their best with unsympathetic hosts

Escape attempt

Attempted escape from Dulag Luft Frankfurt. Frustrated. Jailed & released - sent back to Dulag

Do you require repatriation to Australia as soon as possible?

YES. AND HOW !!

Daily Examiner 14th Sept 1943

MISSING

P/O Lindsay Greenaway

Whilst Mr H.G Greenaway was in Sydney last week his family his family received word that his brother , Pilot Officer Lindsay Grafton Greenaway, had been officially reported missing, but is reported to have baled out over enemy territory during air operation September 4 1943.

Pilot Officer Lindsay Greenaway was at one time a member of the Clarence River County Council staff as a draughtsman and during his early period of service with the RAAF, was engaged on draughting work and drawing of aircraft silhouettes. After completing his elementary flying training in Australia he went to Canada and thence to England where he received his commission and after flying Wellington bombers was ultimately posted to an all Australian squadron as Captain of a Lancaster bomber. Letters have been received from him giving accounts of his experiences in raids over Hamburg and Essen.

Daily Examiner 14th May 1945

GREENAWAY BOYS' HAPPY WEEK-END

Mr H G Greenaway received word during the week-end that his brother Flt/Lt A. L. Greenaway had been awarded the DFC.

operational base. He was later engaged in operations in the North West Pacific area as an observer in a Mitchell squadron.

On Sunday news was also received that another brother, F/O Lindsay Greenaway had arrived in England after 20 months in Germany as a prisoner of war. F/O Greenaway , who received his early training in Australia, and gained his wings in Canada, was co-pilot of a Lancaster bomber and was forced to bale out over Berlin in September 1943. He was a prisoner in Stalag Luft III, the scene of the famous 'tunnel escape' incident.

Daily Telegraph (Australia) 15th May 1945

PILOT'S SWASTIKA BADGE NAZI MURDER REMINDER

London - A Katoomba pilot who proudly wears the swastika on his arm has arrived in London after being liberated from a German "hell camp" for captured Allied airmen.

The pilot is F/Lt Lindsay Greenaway, and his story is featured on the front page of , Luft Three - where the Germans murdered 50 airmen of all nationalities in 1944. Greenaway said today: "I knew

every one of the 50 officers. They were shot in the back after attempting to escape. I was within an inch of being the 51st. A week after the shooting of the 50 officers, the survivors of the camp held a mass meeting and we decided as a mark of respect to our dead comrades, to wear a white and gold swastika against a diamond 'death patch' on our sleeves. The idea of the design was that it showed the swastika as a symbol of death. We wore them in defiance of the Nazis and we intend to wear them always. They are not officially recognised by the Air Force, but we have permission to leave them on our sleeves".

Daily Examiner 25th Sept 1945

THOUGHTS OF A POW

Flt/Lt L.G. Greenaway, at the invitation of the President of the Rotary Club, was asked to speak on some phases of life in German prisoner of war camps. The airman explained that the Nazis diligently confiscated all diaries but did not worry much about poetry. By means of doggerel he was able to set down his thoughts in written form, not only of his feelings as he parachuted down 18,000 feet to captivity, but of the general lines of activity and sentiment of fellow prisoners during their incarceration. By means of those verses F/L Greenaway gave his audience an unique glimpse behind the barbed wire barricades. F/L Greenaway said that undoubtedly, the grand men in the Stalag Luft 3, notorious for the huge tunnelling incident and subsequent shootings were bound together in a common faith.

Daily Examiner 3rd July 1954

OBITUARY

T.C. GREENAWAY

The death occurred in Sydney on Thursday of Mr Thomas Clarence Greenaway, aged 81 years, last surviving son of the late Captain George Greenaway. He is survived by his widow, formerly Dorothea Lawrence and their four sons, Dr Thomas M Greenaway, of Sydney, Lindsay Grafton Greenaway of Sydney, Squadron Leader Laurie Greenaway DFC RAAF of Melbourne and Mr H G Greenaway, Shire Clerk of Copmanhurst Shire Council.

In February 2010 William Macdonald's Red Cross diary of drawings amassed in Stalag Luft III Sagan was sold at auctioneers Lyon and Turnbull Edinburgh for £3,800. The star drawing in the diary is one by Lindsay Grafton Greenaway and shows servicemen working on the Great Escape tunnel 'Harry' under Hut 104. It depicts two prisoners on their knees in the hut peering into the entrance of the tunnel with another man pushing a trolley on rails underground in the tunnel. On one side of the image two German guards are drawn oblivious to what is happening beneath their feet. Lindsay wrote " Silently below the surface, twenty five feet below the floor, thus the Goons have cause to curse us, and remember 104" dated 1944

Sgt Arthur Hilton Johns - In his evader report (TNA KewWO 208/3315/44) he stated that one of the aircraft's engines had been put out of action over the target and another failed just after leaving it. He said they were flying on two engines and were headed North, roughly on course. The engines became very over-heated and our fuel tanks were holed, so they were ordered to bale out NE of Copenhagen. He parachuted and landed in a tree near Esrum in Denmark. He released the harness

and fell about ten feet into bracken. His flying boots had come off during descent and he was in stocking feet. He had no torch and had no idea what time it was, but it was dark. He lay low listening for search parties. After about an hour he disentangled the parachute and buried it with his mae west and harness under leaves. He sat there until dawn and then headed North for about 3kms. Eventually he saw a man on a bicycle. The man realised he was an airman and stopped an approaching truck and he was driven to a whitewashed cottage 1Km from Esponderup, Denmark. The lady of the house gave him a meal, slippers a shirt, allowed to shave and a bed until the 5th Sept. The Danes tried to get a boat for him to get to Sweden. It proved impossible so on the 11th Sept with the help of friendly Danes he stole a boat at Aalsgaard and he set out for Sweden battling strong currents and having to avoid patrols. He landed in Molle on the 12th Sept and handed himself in. Johns was repatriated on the 29th September.

Information courtesy of https://www.raafansw.org.au/docPDF/460VF_Oct_Dec_2018

Page 12 of 460 Squadron Veterans & Friends Group.

The daughter of Sgt Herbert Bell RAF - Christine Dubery wanted to track down the family of F/Sgt Norman Conway RAAF Navigator.

Courtesy Christine Dubery:- *"The only loss was Norm the navigator, and I am convinced he was shot whilst trying to escape by the Gestapo on the night of 5th September, as told to Sgt Johns by local Resistance who rowed him to neutral Sweden. Norm jumped just before Dad, who had to stop and open his chute to check the canopy was intact as it was damaged when they were attacked. The line the plane followed shows where all the others landed. Dad was in Danish waters, Archie in Swedish waters, and Norman Conway would have landed in the shallows or on the shore line. There is no record of his body being washed ashore"*

F/Sgt O'Brian W/Op - parachuted into a field in Hareskovby. A nearby home owner saw something white in the fields and discovered O'Brian sitting next to his parachute. He was taken into the man's home and in the morning three Danish policemen came to pick him up. O'Brian became a prisoner of war and was sent to Stalag IVB Muhlberg. He was liberated by the Russians on April 23rd 1945.

F/sgt Ward RCAF Rear Gunner - parachuted onto the railway line near Hammersholt. He hit his head and was unconscious. He was captured and was sent with O'Brian to Stalag IVB.

Sgt Herbert Bell - Mid Upper Gunner - (Evasion report TNA Kew WO 208/3315/35) When in the water he tried to swim towards the lights of Helsingborg but realised he would never make it as his mae west was deflating. He tried to float but was too exhausted. Fortunately he was picked up by the Cutter that had picked up Randall. When they got on dry land a nurse gave him tablets and brandy. His neck had been injured when his oxygen mask was shot away. He was taken to hospital and described his treatment in his evasion report as "most kindly". He was given flowers, chocolate with a message "Good Luck from friends in Sweden". He stayed in hospital until the 6th Sept and joined Randall. He was repatriated the day after Randall.

F/Sgt Norman James Conway RAAF (413829) Navigator, was killed aged 23. Son of Frederick James Christian and Annie Conway of Pymble NSW, Australia. He was a Scoutmaster. Lancaster III W4988 AR-Q Remembered on Runnymede Memorial Panel 192. He was believed to have drowned in the sea off Sjaelland. Born 1 July 1920 Pymble. Next of kin Frederick Conway living at 'Kojinum' King

Edward St, Pymble, occupation, Supt of Printing Govt & Railways. His fiancé was Miss E French. On enlistment 13/9/1941 he was a Clerk in The Maritime Services Board of NSW. His religion was Church of England. He qualified as a navigator 28/8/1942 and had a special qualification of being able to perform artificial respiration. He was five feet ten and a half inches with fair hair and brown eyes. He had two scars on the right of his back and weighed 145lbs. Norman had attended the North Sydney Boys High School 1932 - 1936. He practiced athletics and football.

He embarked Melbourne 21/3/1942 and disembarked Canada 18/4/42. He arrived in the UK 5/11/42

Lancaster W4881 AR-K

P/O James Herbert John English (413843) DFC Pilot

Killed 2nd December 1943 age 22y Lancaster W4881 AR-K Code 'P' for Peter. Son of James Charles Joseph & Eileen Susan Amilda English of Thirroul NSW Australia. Buried in Berlin 1939-1945 War Cemetery Grave 8 K 11. Attacked by an enemy fighter and exploded near Berlin. 5 crew dead. 3 survivors. Inscription "A Beloved One, Sadly missed and never forgotten by all his Family"

Dungog Chronicle 10 Dec 1943

AIRMAN MISSING

JIMMY ENGLISH

News has been received that Flt Sgt Jimmy English of Dungog, is reported missing after operational work over Germany. Prior to enlistment he was a school teacher in the district and is well and popularly known. His many friends will hope for better news.

Dungog Chronicle 14 Dec 1943

NEWS FROM ABROAD

Reference to Jimmy English

In our last issue we reported that Jimmy English was missing after air operations over Germany. Today the Mayor, Ald J W Scott received a letter from his son Sgt Pilot W Scott from England, dated 15/11/43. In his letter he stated that whilst on weekend leave in London he went to Boomerang Club to see if there was anyone there whom he knew. He was talking to one of the lads with whom he had come across from Canada, when he received a dig in the ribs. On turning round he found it was Jimmy English with his usual smile all over his face. It was indeed a pleasant surprise and they had quite a yan. Jimmy said he had had 24 trips over Europe, leaving only six more to complete his first term, and then he would do six months instructing. Russell Jones, son of Mr and Mrs Cliff Jones came along and the three locals had a grand time. Jim English had just received his commission a few days previously and was quite elated and the boys were very pleased to see him get that far.

Dungog Chronicle 28 Jan 1944

LOST HIS LIFE

Airman Jim English

Mr J J English, Thirroul has received the following message from the authorities regarding his son Jim, who is so well known in this district.

"I deeply regret to inform you that your son, P/O James Herbert John English, previously reported missing as a result of air operations on 2nd Dec 1943, is now reported missing but believed to have lost his life.

The change of classification has been made by the Air Ministry, London, in consequence of a report received from the International Red Cross, Geneva, which states that according to German information, your son and one other Australian of his crew lost their lives, and another Australian member was captured and is a prisoner of war. I regret that the report does not include your son's place of burial, but I desire to assure you that should this information be received it will be conveyed to you accordingly.

May I extend to you the sincere sympathy of this Department in the anxiety you have suffered."

It is with deep regret that the sad news is received. Mr Mervyn Berry, a close friend of the late airman, gave us the above information and he added that it was a great blow to Jimmy's people. He had a very distinguished record and the country owes to him its grateful thanks.

Dungog Chronicle 18 April 1944

POSTHUMOUS AWARD

The Distinguished Flying Cross has been awarded to Pilot Officer James Herbert English of Sydney, and formerly of Dungog, who is missing believed killed. Jimmy's many friends will appreciate the honour bestowed upon this fine young airman.

The Sydney Morning Herald 3 Dec 1945

ENGLISH - A tribute to the memory of our nephew Jim. Pilot Officer J H J English DFC RAAF - reported missing, believed killed over Germany, December 2 1943 aged 22 years. Inserted by Mr & Mrs G English, Bankstown.

Crew Killed:

F/Sgt RO Cole

F/Sgt Alexander Elias Kan (JEW)

W/O I Rodin

Mr Norman Stockton War Correspondent Sydney Sun 40y of Elwood Victoria - left a wife and daughter.

Investigation Report concerning Lancaster I W4881 13th Jan 1947

Target Berlin 3/4 Dec 1943

Place of Crash: PADERDAMM N 53 Z 3128

Place of Burial: GOETTIN N 53 Z 2729 PRUETZKE N / Z 3328

Crew:

Aus 413843 P/O English J.H.J. Capt M.B.K.A. (James Herbert John) 28 Ops

1311910 Sgt Cole A.G. WO/AG M.B.K.A. (Arthur George) 27 Ops

Aus 24541 F/O Anderson N.J. Nav. SAFE 28 Ops

Aus 409716 F/Sgt Kan A.E. A/G M.B.K.A. (Alexander Elias) 27 Ops

1585325 W/O Catty A.W. A/B SAFE (Arthur Wellesley) 27 Ops

1058755 F/Sgt Miller W.L. F/E SAFE 26 Ops

R. 92002 WO2 Rodin I. A/G M.B.K.A. (Ivan) 27 Ops

Capt Stockton N. War Correspondent M.B.K.A (Norman)

RESULT OF INVESTIGATION & FINDINGS:

The Aircraft.

The aircraft was seen by the GOETTIN cemetery keeper coming from the direction of Berlin, burning fiercely. It circled GOETTIN N 53 Z 2729 and exploded on impact at the small village of PADERDAMM N 53 Z3128 at the crossroads leading to BRANDENBURG N53 Z2834, BELZIG N53 Z3204 PURETZKE N 53 Z 3328 and GOETTIN N 53 Z 2729. The aircraft was scattered over a wide area

The Crew.

The GOETTIN cemetery keeper stated that two of the bodies were blown into the Gemeinde of GOETTIN and three into the Gemeinde of PRUETZKE. Two parachuted to safety. Your Casualty Enquiry, however, gives three as being safe F/O Anderson, W/O Catty, F/S Miller.

In GOETTIN the cemetery records had been destroyed, but the two relevant graves were found in the GOETTIN cemetery. The graves were tidily kept with traditional fern branch decoration. Frau THIELE a local inhabitant, looked after them during the war and decorated them this and preceeding "Totensonntag" (Memorial Sundays). Totensonntag is the Sunday before Advent.

In PRUETZKE the following entry was found in the cemetery records: Cole S.J. "Funker" or W/AG, Kan Sgt and unknown RAF crashed 3/12/43 at PADDERDAMM and buried 4/12/43.

The graves were again tidily kept and had been decorated this "Totensonntag"

The Exhumation Reports Are Attached.

PRUETZKE CEMETERY

On body 2 RAAF B/D was found and an A/Gs brevet, proving it to be the body of F/S Kan, the only Australian A/G in the crew.

On body 3 Sgts chevrons were found also "sparks" and an A/G brevet, proving it to be the body of Sgt Cole the W/AG

The tunic on body 1 also had an A/Gs brevet on it, making it the body of W/O2 Rodin, the third A/G in the crew.

GOETTIN CEMETERY

In grave 2 RAAF B/D, a pilot's brevet and P/O's braid were found, proving it to be the body of the captain of the aircraft, F/O English. By elimination the body in grave 2 wearing a khaki shirt, red pullover and canvas flying suit, is the body of the War Correspondent Captain Stockton.

These bodies are reburied in the British Military Cemetery Berlin/ Heerstrasse

F.S Kan Plot 8 Row K Grave 8

Sgt Cole Plot 8 Row K Grave 9

W/O2 Rodin Plot 8 Row K Grave 7

P/O English Plot 8 Row K Grave 11

Capt Stockton Plot 8 Row K Grave 10

Statement of POW F/O Neville Jack Anderson 24541 RAAF

Place of Capture - Groningen, Province of Brandenburg 3rd Dec 1943. Shot down by night fighters. Walked about 9 hours (approximately 12m in direct line) - Rested in deserted pigsty - sighted and taken into custody trying to pass through Groningen in light misty weather.

Superficial wounds and bruises on right foot.

F/Sgt A Miller RAF Engineer captured with me.

I was the Navigator.

Running 10 minute broken fight with night fighters fatal burst from underneath causing fires. Incendiaries in Bomb Bay and Port Inner Tank. A/C later affire astern also - No order to abandon a/c was given, only words from Pilot "stick with it boys". My sincere belief that Pilot was endeavouring to crash a/c on target but it was too well ablaze. Port side tailplane burnt off a/c on target went into spiral dive then " something"(probably P.I. tank) blew up and I was blown out. Rear Gunner F/S Kan to help him as evasive action too violent to move back. Also hoping we would shake off fighter. F/Engineer Sgt Miller A. RAF nicked on leg by bullet but was blown out too and O.K. Bomb Aimer F.S Catty A. RAF also blown out. Blown out at approx. 17,000ft when a/c was on fire in uncontrollable spiral dive. A/C crashed approx. 12 miles S.E. of GRONINGEN. My belief that Pilot (who had an outstanding fighting spirit) hung on too long trying to finish the job after the time we should have abandoned the aircraft.

Probable fate of other members of crew.

Pilot: P/O JH English RAAF - probably killed in a/c when it crashed or was blown out but I am practically positive that he did not have his parachute on.

War Correspondent Cpt N Stockton: Cannot understand why he did not "Get away with it" as he had "Sydney Sun" - his parachute on and the last I saw of him he apparently was O.K. up to time of going into spiral. Didn't see him afterwards.

M.U.G. F/Sgt Rodin I RCAF - Did not hear him after last burst from Fights. Probably killed in turret.

R.G. F/Sgt Kan AE RAAF - Probably died in turret either at time of last attack or killed when a/c crashed.

The aircraft crashed 12 miles SE of Groningen (small place near Brandenburg)

I was blown out, probably simultaneously with F.Sgts A. Catty and A. Miller (Both RAF) the only other survivors. Both POWs - I saw them both on the ground.No definite news of any other crew members fate.

Neville lived at Brayan St, West Bundaberg, Queensland, Australia. He was a Law Clerk on enlistment. He was born 29th Dec 1919 in Brisbane. He enlisted 27/1/1941. He was trained in Canada. He was awarded the DFC 15/8/1944 " This Navigator has completed many operational sorties during which he has displayed great courage, fortitude and devotion to duty" Neville had done 29 sorties, totalling 186 hours 30 mins.

F/Sgt Ivan Rodin RCAF (R92002)

Ivan's inscription on his headstone, Grave 8K 7 :- "God Be With You My Dear Son, Until We Meet Again" Ivan was 22 when he was killed.

When enlisting he said he'd worked as a helper for Reno Gold Mines Ltd from 28/8/1940 - he described himself as a farmer too.

He lived at 882 Hornby St Vancouver and was born 26/4/1921 Calgary Alta.

His religion was the United Church.

Next of kin was his mother Domna Rodin, maiden name Weber, born in 1888 in Nalchik,USSR and died 28/7/1970. Her address when her son enlisted was R.R.2 Cloverdale B.C. Ivan's father was Constantine Rodin born 1886 in Moscow, USSR and died 3/4/1948 in Vancouver. During the war he was working as a machinist in Allenby B.C.

Ivan had been an Air Force Cadet from 1939. His Primary School was Hall's Prairie which he attended from 1927-34. He later attended Technical School where he studied Auto Mechanics.

He had worked as a Paper Boy from 1934-37 and worked in a Saw Mill in 1937.

He told them on enlistment that he "read quite a few books on internal combustion engines, have tried to learn as much as possible".

Ivan played basketball, softball and he liked fishing.

Statement of F/Sgt Arthur Catty (1585325) :

Outside Berlin when attacked by two night fighters and they shot away our tail plane and killed Cole and Rodin. The escape hatch wouldn't open and we were spinning down with no way out. The petrol tank exploded and blew the nose off the plane and threw Miller, Anderson and me into the air. We pulled our chutes and down we went.

Catty was a POW in Stalg 4B Muhlberg, along with F/eng Sgt W L Miller (1058755) and Navigator P/O N J Anderson (24541) was held in Stalag Luft 1 Barth Vogelsang.

courtesy - <http://aircrewremembered.com>

Journalist Edward R Murrow was on this raid as an observer and gave a broadcast from London about the operation called 'Orchestrated Hell' (19min 21sec)

<https://m.youtube.com/watch?v=079ZwYGGgQM>

F/Sgt Ray Osmond Cole (408329)

Ray was 23 when he died. He is buried in grave 7B 27. He was the son of Arthur James & Mattie Elizabeth Cole of Launceston, Tasmania. His inscription:- "As He died to make men holy, so let us die to make men free" Ray was their only son.

Examiner (Launceston) 2nd June 1944

Flt Sgt Ray Osmond Cole 23y, the only son of Mr & Mrs A J Cole 32 Henty St, has been reported killed on action, on his **14th flight** over enemy territory. He was buried in the Garrison Cemetery, Doberitz, Germany.

The Mercury 3rd June 1944

Flt Sgt Ray Osmond Cole of Launceston who lost his life with the crew of a bomber over Germany in December. His parents have been informed that he was buried at Duberitz. Flt Sgt Cole was an old pupil of Invermay School and the Launceston Technical School. He was captain of Katinka Tennis Club and champion for 3 years.

Examiner (Launceston) 6th July 1944

Mr & Mrs A J Cole and **Miss Jean Luck** desire to thank all kind friends and relatives for telegrams, cards, letters and personal visits, for expressions of sympathy in the loss of their dearly loved son and **fiancé** Flt Sgt Ray O Cole. Will all please accept this as a personal expression of gratitude and appreciation.

Flight Sergeant Alexander Elias Kan (409716) (JEW)

Born 22/09/1919 London England

Next of Kin in England Uncle - G Lewis Brookside South, East Barnet Herts. England

Alexander was five feet seven and a half inches tall and weighed 147lbs. Medium complexion, brown eyes and dark hair. He was Jewish.

Distinctive marks: Cruciate scar rt thigh. Irreg. scar med. Rt. patella. 1 vacc. L.arm. Scar post L. hand. Sm. keloid scar L. arm. Scar ant. L. thigh. 3 fur. scars post neck.

Enlisted 10th Oct 1941. Appointed Air Gunner 25/6/42

Occupation Tobacco Worker

L.A.C. 6/12/1942

T/Sgt 25/6/1942

T/F/Sgt 25/12/1942

Postings:

1 I.T.S Somers 10/10/41

3 W.A.G.S. Maryborough 11/12/41

1 B.A.G.S. Evans Head 1/6/42

1 E.D. Melbourne 6/7/42

Embarked Sydney 24/8/42

Disembarked UK 18/11/42

RAF Station Bournemouth 18/11/42

7 A.G.S. 16/1/43

20 OTU 2/3/43

1656 Conversion Unit 20/5/43

460 Squadron 25/6/43

Mother - Mrs Rachel Kan 322 Barkly St Elwood, Victoria

Father - Hartog Kan

Pilot Officer N J Anderson sent Kan and English' parents prisoner of war lettercards on the 7th and 8th July 1944

Letter from Mr Kan to the RAAF dated 27th Oct 1944

Dear Sir, On behalf of my wife and family, I wish to express my thanks for the Certificate of Mention in Despatches awarded my late son Flt Sgt A E Kan RAAF. We have the consolation of knowing that he died doing his duty.

Letter from the RAAF to Mrs R Kan 11th Nov 1946

Dear Madam, This Repository recently received from Royal Australian Air Force Overseas Headquarters, London, a gold ring bearing the RAAF Crest and an explanation that the ring was recovered from German documents relating to your late son's aircraft and fellow crew members. Unfortunately, it is not possible to decide the individual owner of the ring and it would be appreciated if you could advise whether your son possessed such a ring.

Letter from H Kan dated 13th Nov 1946

Dear Sir, I am in receipt of your communication of the 11th inst. and have to advise that the gold ring bearing the RAAF Crest was a gift to my late son, prior to his departure for overseas service. The donor was Miss Joan Rubens could no doubt offer further identification if necessary... /

The ring was sent to Mr H Kan after it was confirmed it was Alexander's ring.

Alexander Elias Kan was born in Whitechapel London in 1919. His mother's maiden name was **Santen**.

In 1915 **Hartog Kan** married **Rachel Santen** in Whitechapel.

On the 27th November 1929 the ship Largs Bay set sail from Southampton to Melbourne. On board were **Mrs Rachel Kan** 41y **Miss Milly Santen** 19y and Master **Alexander Kan** 10y. Address:- 521, Old Ford Rd, Bow.

Hartog Kan was born in 1892 - his parents were **Elias Kan and Deborah Kettelaper**.

He died in Melbourne 26/11/1952 in S. Melbourne and is buried as **Hartog 'Harry' Kan** in Melbourne General Cemetery. He was a tobacco worker.

Milly Santen who emigrated with the Kan family was born Millien L Santen in 1910 in Whitechapel.

SANTEN FAMILY ORIGINS - Xanten, Netherlands

Rachel Kan nee Santen's father was **Hartog 'Henry' Barend Santen** born 1846 lived Spitalfields - died 1917 Whitechapel - Occupation Baker.

His parents:- **Barend 'Hartog' Santen** born 1821 Amsterdam and **Matje Solomon Cozijn**

His parents:- **Hartog Samuel Santen** born 1795 Amsterdam and **Rachel Abraham Kurk**

His parents: - **Samuel Hartog Hirsch Zanten Levie** born 1767 Amsterdam Died 1832 and **Leah Aaron Van Sijst**

His father:- **Hartog Zante/Sante** born 1743 Netherlands.

Hartog 'Henry' Barend Santen born in 1846 married **Sarah Gobits** in 1872 in Netherlands, Sarah was born in the Netherlands in 1852 - she died in Stepney in 1935.

Some time between 1873-76 Hartog and Henry came to Britain as their son Barnet was born in 1873 in Holland and their next child was born in Spitalfields in 1876.

In 1881 Hartog and Sarah & family were living in Emery's Court in Spitalfields. Then in 1891 when Rachel was born they were living at 9 Shepherd St Buildings, Spitalfield. In 1901 the family had moved to 4 Blossom St in Spitalfields and were still living there in 1911 when Rachel was working as a cigar maker. Mathilda born in 1910 is described as a granddaughter. Is this Milly?

Alexander aged 24 was buried in grave 8K 8 with the inscription "In Loving Memory. His Family"

The Yorkshire Evening Post 3rd December 1943

41 OF OUR AIRCRAFT ARE MISSING

BERLIN ACCORDING TO A MESSAGE VIA STOCKHOLM IS "COMPLETELY PARALYSED"

NO NEWSPAPERS AND STREET TRAFFIC BLOCKED

The great battle over Berlin continued last night, states the Air Ministry News Service.

Our heavy attack began a few minutes after 8 o'clock and lasted for just over half an hour. The Germans had massed scores of fighters over, or near the target, in a desperate effort to save their capital from further destruction. Lanes of fighter flares had been laid from as far as 50 miles away. Above hovered the fighters, but in spite of them and of massed flak and hundreds of searchlights, the bombers went through to their objectives. "When I reached the city" a Lancaster pilot said " the attack was just coming to an end. Huge fires were burning fiercely below us, and smoke had reached a height of about 3 miles."

F/O R.K. McIntyre of Queensland, another Lancaster pilot, said that when they arrived they found that cloud covered about half the area of the capital. "There were blocks of searchlights - hundreds of them" he said " they were trying to probe the clouds. The rear gunner saw two aircraft coned. Flak was pretty solid "The enemy appeared to be using the type that looks like hosepiping as it comes up. It gives you the impression that it is impossible to get through it, but you do somehow. We had one or two holes in the bomb doors from hits".

"The fires were growing all the time" said Sergeant D. Barnes, Wireless Operator in another Lancaster. He was taking part in his 6th flight to Berlin and added that five minutes after he had bombed, an orange flame shot up through the clouds. "It was like a huge geyser" he said " By the time we left there was a large area of fire burning dark red with black smoke, rising to a height of 15,000ft.

Though the RAF found some cloud over Berlin, the Pathfinders again marked the target areas for them and fires led the later arrivals straight to their objectives.

The fire may have been in the south and south-east districts of the capital, not previously the object of heavy attacks.

Two war reporters, Norman Stockton, an Australian and Lowell Bennett an American are officially reported missing in the raid. Stockton represented the Australian Associated News Service and Bennett the International News Service correspondent covered the raid for three US agencies.

The Argus Melbourne 6th December 1943

SYDNEY JOURNALIST MISSING IN BERLIN RAID

Norman Stockton, Sydney Sun's correspondent is missing from Thursday night's Berlin raid, in which he participated as observer with an all Australian Lancaster crew, who did not return.

Mr Stockton before the war was a freelance journalist in Sydney, where he was born 39 years ago. He was an expert wireless operator. About 6 years ago he married Miss Marie Bishop, a Melbourne journalist and later accepted an appointment as wireless operator in a meteorological outpost on an island off the Queensland coast. He later went to Hong Kong, where he obtained an appointment on the staff of the South China Morning Post. Subsequently he was appointed editor of the South China Daily telegraph, and also acted as correspondent for a number of overseas newspapers, including The Argus.

When the Pacific war began Mr & Mrs Stockton sailed with their baby daughter in a cargo vessel to Manila, where the British Consul arranged for the transport of the mother and child to Australia. Mr Stockton stayed in Manila to carry on his news service, and was given a position in General MacArthur's staff. Shortly afterward he went to London, thence to N. Africa and later to Sicily. His Mother lives in Sydney and his wife and child are with relatives in Melbourne.

Additional Acknowledgements to :- <https://www.naa.gov.au> and <https://www.awm.gov.au> and <https://vwma.org.au>

Written and Researched by Dorothy V. Ramser