



## Herbert Nicholas Leonard Bertram

407025  
RAAF  
Flying Officer  
DOB – 29/02/1916  
DOD – 17/10/1959

NMG.

ROYAL AUSTRALIAN AIR FORCE

RECORD OF SERVICE - OFFICER

EXTRACT FROM FORMS P/P.2A & P/P.25

REF. NO: RX. 14509 R.46

RANK: P/O. NAME: Herbert Nicholas Leonard BERTRAM NUMBER: 407025

DATE OF BIRTH: 29th February, 1916.

DATE OF ENLISTMENT AS AIRMAN: 29th April, 1940.

DATE OF DISCHARGE AS AIRMAN: 26th May, 1944.

DATE OF APPOINTMENT TO PILOT OFFICER: 27th May, 1944.

NATURE OF SERVICE: General Duties Branch, Citizen Air Force, called up for the duration of the war and twelve (12) months thereafter.

PROMOTIONS: Flying Officer 27.11.44.

POSTINGS & MOVEMENTS:

1 W.A.G.S. Ballarat	29. 4.40.
1 B.A.G.S. Evans Head	18.11.40.
4 B.D. Adelaide	13. 1.41.
1 B.D. Ascut Vale	27. 1.41.
Embarked Sydney	9. 4.41.
Disembarked Egypt	5. 5.41.
Middle East Pool	5. 5.41.
117 Squadron	28. 6.41.
458 Squadron	6.10.42.
21 P.T.C.	8. 4.43.
I.T.W.	29. 4.43.
23 S.F.T.S.	17.12.43.
1 S. of G.R.	3. 6.44.
H.Q. R.A.F. Middle East	18. 8.44.
R.A.F. Stn. Gianacalis	21.10.44.
22 P.T.C.	4. 1.45.
459 Squadron	21. 1.45.
11 P.D.R.C.	23. 4.45.
Embarked U.K. for Australia	30. 5.45.
Disembarked Sydney	7. 7.45.
2 P.D. Bradfield Park	7. 7.45.
4 P.D. Springbank	16. 8.45.
Transferred to the R.A.A.F. Reserve on	5. 9.45.

ATTACHMENTS: R.A.F. 9. 4.41. - 6. 7.45.

HONOURS & AWARDS: Nil

DATE OF TRANSFER TO RAAF. RESERVE: 5th September, 1945.

PLACE OF TRANSFER TO RAAF. RESERVE: 4 Personnel Depot, Springbank.

CERTIFIED: That the above is a true and correct statement of the service and of the date, place, and reason for termination of appointment of the abovenamed officer, who has served outside Australia in the present war.

This member is a charge against the Imperial Government if, and only if, his disability is found to have arisen from an occurrence happening between 9/ 4 / 41 and 6 / 7 / 45. While he was attached to R.A.F.





117 Squadron RAF  
Transport Command  
Middle East  
Motto : It shall be done  
From: 26/06/1941  
To : 06/10/1942



458 Squadron RAAF  
Coastal Command  
Middle East  
Motto : We find and destroy  
From: 06/10/1942  
To : 19/04/1943



459 Squadron RAAF  
Coastal Command  
Middle East  
Motto : Death to the invaders  
From: 20/01/1945  
To : 24/04/1945

**WO/AG Hours**

**WO/AG Training before departing Australia**

**29/04/1940 – 09/04/1941**

**1 W.A.G.S (Wireless Air Gunners School)**

**29/04/1940 – 18/11/1940**

Ballarat, Victoria

Aircraft : Anson **6 hrs**

**1 B.A.G.S (Bombing and Gunnery School)**

**18/11/1940 – 13/01/1941**

Evans Head, New South Wales

Aircraft : Fairy Battle **5 hrs**

**Middle East**

**5/05/1941 – 22/04/1945**

**117 Squadron RAF (WO/AG – Wireless Operator/Air Gunner)**

**26/06/1941 – 06/10/1942**

(Transport Command) Middle East

Aircraft :

Bombay **150hrs**

DC II & DC III **120hrs** 4 sorties

Hudsons **81hrs**

**458 Squadron RAAF (WO/AG – Wireless Operator/Air Gunner)**

**06/10/1942 – 19/04/1943**

(Costal Command) Middle East

Aircraft : Wellington **191 hrs** 25 Sorties

## Pilot Hours

**I.T.W (Initial Training Wing)**  
**29/04/1943 - 17/12/1943**  
Elementary Flying Training 25 E.F.T.S

Aircraft : Tiger Moths 81 hrs

**23 S.F.T.S (Service Flying Training School)**  
**17/12/1943 – 03/06/1944**  
Pilot Training

Aircraft : Oxford 160 hrs

**1 S. of G.R (1 School of General Reconnaissance)**  
**03/06/1944 – 17/08/1944**  
G/R Nav Course (Unit : 61 A/S, South Africa)

Aircraft : Anson 47 hrs

**75 OTU (Operational Training Unit)**  
**23/10/1944 – 05/01/1945**  
RAF Station, Gianaclis

Aircraft : Baltimore 76 hrs

**459 Squadron RAAF (Pilot)**  
**20/01/1945 – 24/04/1945**  
(Costal Command) Mid East

Aircraft : Baltimore 12 hrs

**WAG : 6 + 5 + 150 + 120 + 81 + 191 = 553**

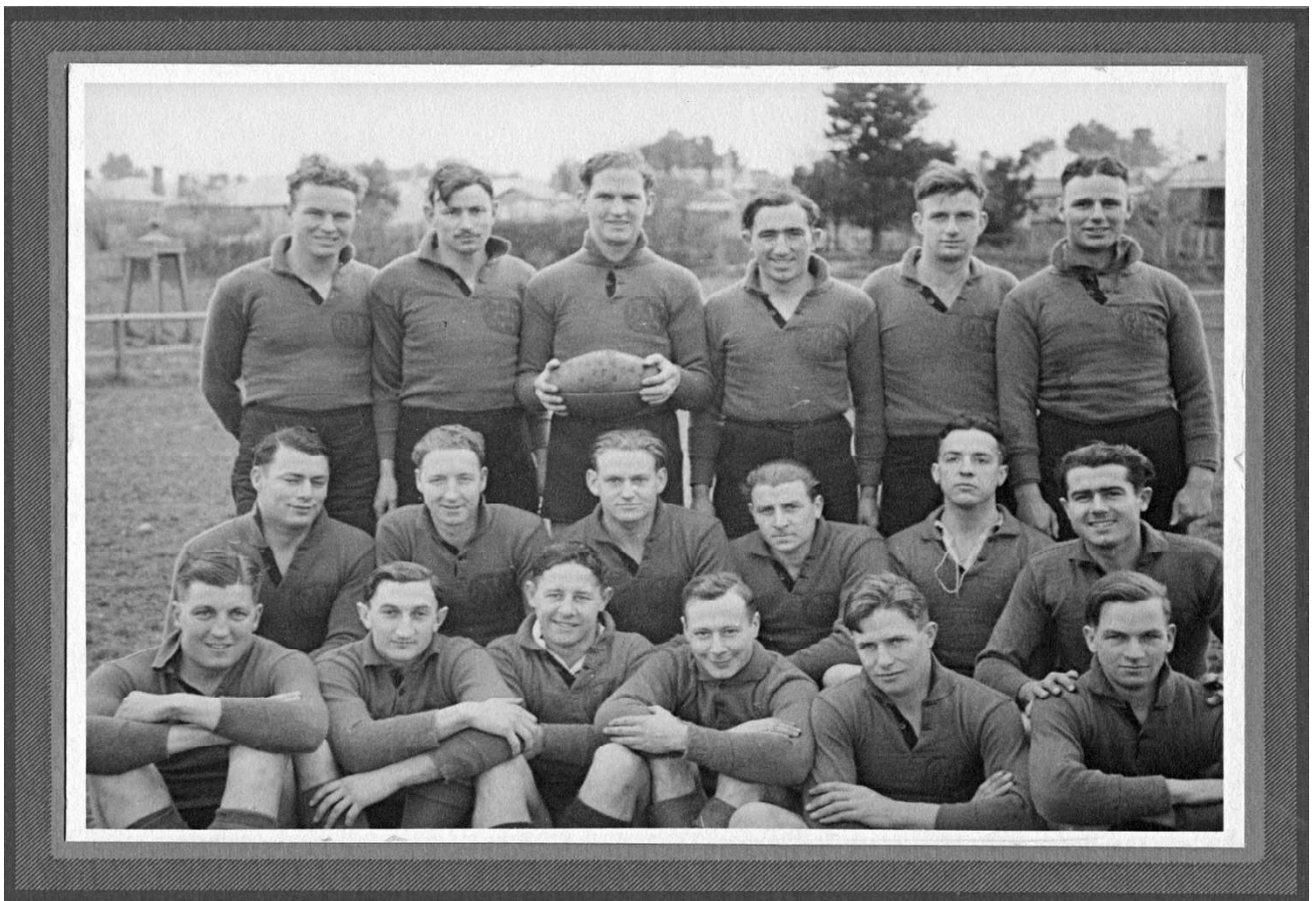
**PILOT : 81 + 160 + 47 + 76 + 12 = 376**

**TOTAL FLY TIME : 553 + 376 = 929 hrs**





1940  
(1 W.A.G.S Ballarat, Victoria )



## Fairey Battle Aircraft



**“A line up of the Fairey Battle aircraft we use up here, their  
good to fly in – 2<sup>nd</sup> Dec 1940”  
(1 B.A.G.S Evans Head, NSW)**

**10/05/1941 – Keith & Nick**

**This is one of the hottest days I have ever experienced  
Here is a mate of mine and myself in the “order of the day”**

**By hell it was hot mum & dad!!**

**Note the fly swats**

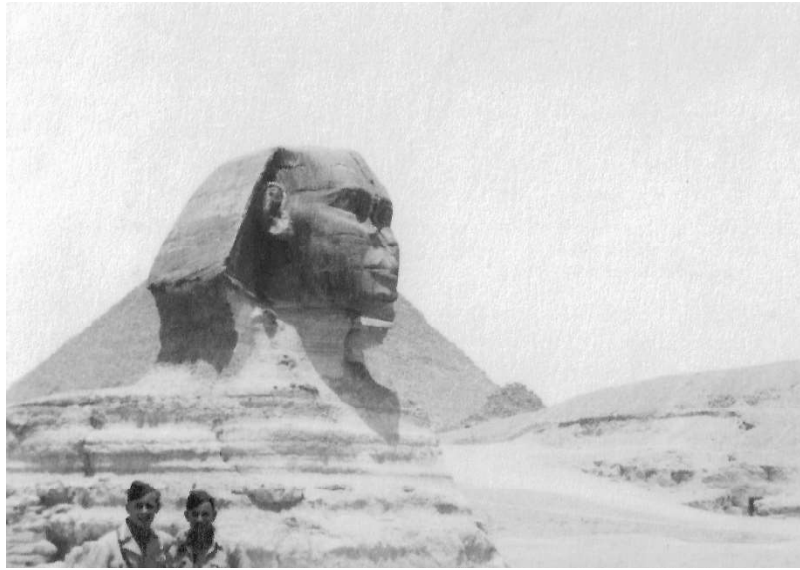
**I am getting pretty well blackened up in this climate**



**17/05/1941 – Alf & Myself are not together now  
Jack, Alf, Nick**

**Note I still have my cameo ring on my little  
finger on my right hand**

**Also my watch is still with me on my left wrist  
I just noticed it myself that they come out in the  
detail of the picture**



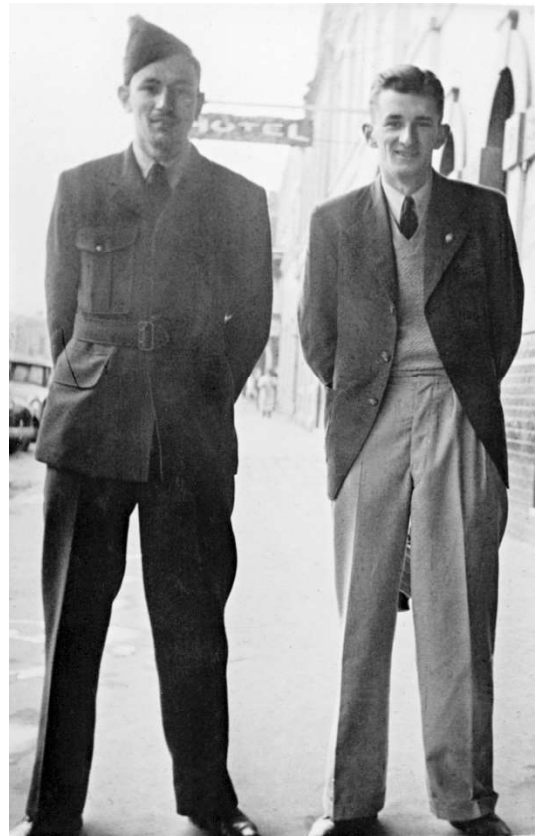
**Alf /Nick/ Sphinx  
07/11/1941**

**Here we are standing in front of the Sphinx with the famous Chiops Pyramid in the background  
Notice that the Sphinx has its nose broken off  
This snap would have been better if the camera had been kept lower getting more of Alf & I in the  
picture  
We are standing about 50 yards from the Sphinx  
Nick**



**All dressed up and nowhere to go**







**“Waiting my turn to bat sitting in the shade of the fire tender, Les Morris, Gordon James, Nick Bertram, the scorers head can just be seen “- June 1942**



### **117 Squadron RAF History**

No.117 Squadron served as a transport squadron in the Middle East, before moving to Burma where it carried out parachute supply drops.

The squadron formed at Khartoum on 30 April 1941 and incorporated a local communications flight and its aircraft. It was also given four Bombays from No.216 Squadron for longer flights. These were joined in May 1941 by four Savoia-Marchetti S.79Ks and in October by the first DC-2s.

The squadron's main role at this point was to operate the vital Takoradi to Khartoum route, a series of airstrips that linked the west coast of Africa with the Sudan and Egypt and that was used to fly vital fighter aircraft to the Middle East. The squadron was also sometimes used to fly supplies to some of the isolated desert outposts.

In November 1941 the squadron moved to Egypt, becoming part of No.202 Group, Middle East Command. The Bombays were returned to No.216 Squadron, the communications aircraft remained in the Sudan and only the DC-2s accompanied the squadron on this move. In December the squadron began freight flights to airfields in the Western Desert. More changes of aircraft followed. In March a flight of de Havilland D.H.86Bs arrived, in April the DC-2s went to No.21 Squadron in India and in May Lodestars and DC-3s arrived, to be followed before August by Hudsons.

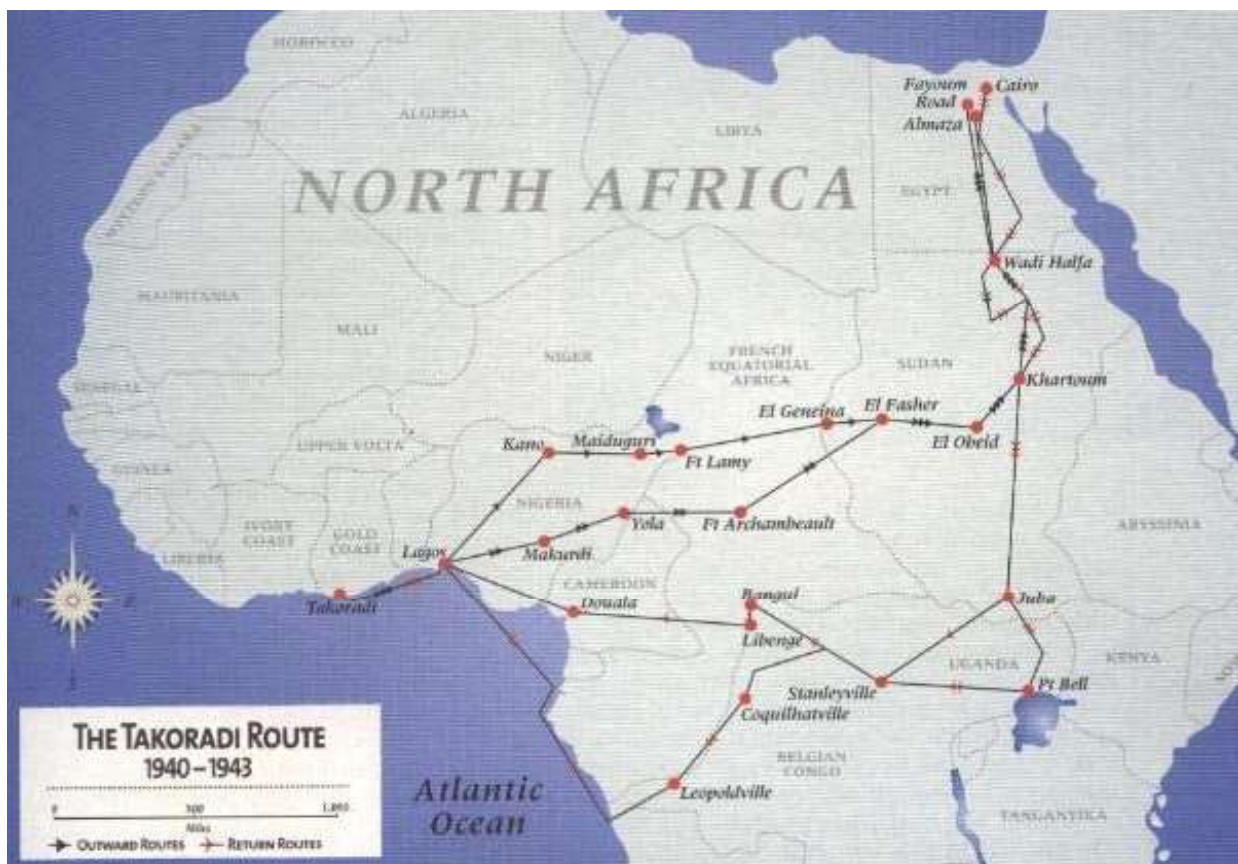
In August the squadron began to use its DC-3s for passenger and freight flights to Malta, while the Hudsons were used in North Africa. In November 1942 the squadron standardised on the Hudson.

In the first half of 1943 the squadron was used to ferry supplies out to the advancing 8th Army and bring casualties back for treatment. This lasted until June, when the squadron began to convert to the Dakota.

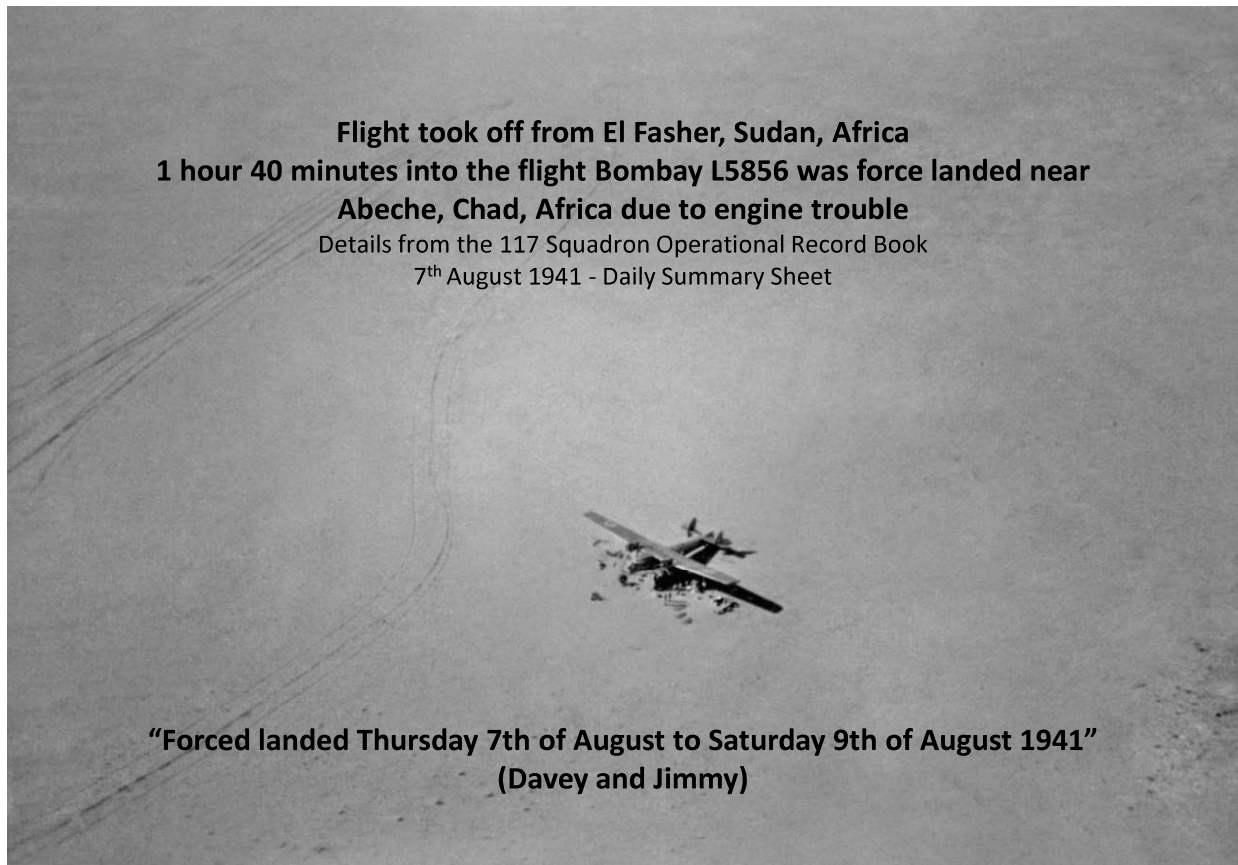
In October 1943 the squadron moved to India and began to train to carry out parachute supply drops. The squadron began to fly supply drop missions in January 1944. It was also used to fly the Chindits into Burma in March-April 1944 and to keep them supplied. The squadron continued to fly parachute supply missions until the end of the war, apart from a brief period of rest in November-December 1944. The squadron was disbanded on 17 December 1945.

### **117 Squadron RAF Information**

Active	1 Jan 1918 - 31 Jan 1920 30 Apr 1941 – 17 Dec 1945
Country	United Kingdom
Branch	Royal Air Force
Motto	"It shall be done"
Squadron Codes	EX (Apr 1937 - Sep 1939) LD (Jul 1943 - Sep 1943)



**Flight took off from El Fasher, Sudan, Africa**  
**1 hour 40 minutes into the flight Bombay L5856 was force landed near**  
**Abeche, Chad, Africa due to engine trouble**  
 Details from the 117 Squadron Operational Record Book  
 7<sup>th</sup> August 1941 - Daily Summary Sheet



**“Forced landed Thursday 7th of August to Saturday 9th of August 1941”**  
**(Davey and Jimmy)**



**Bristol Bombay I  
117 Squadron RAF**





117 Squadron - 07/08/1941 ORB (Operational Record Book)  
Daily Summary Sheet

R.A.F. Form 641.

Appendix I

## OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT

By 117 Squadron

From 08 hrs. 6-8-41 to 08 hrs. 10-8-41

No. of pages used for this book 5

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References
4100 6756	Sgt Blackburne	Met Camp.	0600	0730	Results reported to Met Office.	6-8-41
			1200	1315		
			0615	0730	Samalha - aircraft up.	7-8-41
			1200	1230		
			1630	1645		
Bombay 45824	Plt Taylor & Matthews	Transport	0705	1100	Lagos - Kano } Freight for H.Q.M.C.	
			1215	1415	Kano - Maiduguri } base for Kuartoum.	
45824	Plt Crisham & O'Leary	"	0615	1005	ASWARR - Port Sudan. Day-catchers equipment for 2000 planes for 10000.	
45826	Sgt James	"	0750	0930	TASHER. From landing near. Student pilot engine trouble.	X
45822	Sgt Byrne	"	1130	1230	45825 - 45826. Passengers for transport.	
45811	Sgt Stone	"	0520	0710	Kuartoum - E. DAWO } Passengers for transport and	
			0800	1045	E. DAWO - FESHER } freight for staying boats.	
45822	Plt Taylor & Matthews	"	0525	0625	Maiduguri - Port Lamy } Freight for H.Q.M.C.	8-8-41
			0700	1045	Port Lamy - Gensima }	
45826	Sgt Blackburne	Met Camp.	0615	0730	Results reported to Met Office.	
	Sgt Wragg	"	0615	0730		9-8-41
			1500	1410		
Bombay 45824	Plt Taylor & Matthews	Transport	0410	0545	Gensima - Fesher	
			0725	0915	From Fesher - from landing of 45826.	
			1020	1235	45826 - Kuartoum.	

117 Squadron - 13-15/08/1941 ORB (Operational Record Book)  
Daily Summary Sheet

Appendix I  
**OPERATIONS RECORD BOOK.**  
R.A.F. Form 541.

DETAIL OF WORK CARRIED OUT.  
By 117 Squadron

From: hrs. to: hrs.	Aircraft Type and No.	Crew	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	No. of pages used for log.	References
13.00	GLAD 5786	Sgt. [Name]	Mail Carrier	13.00	13.18	Results reported to Air Officer	16.8.41	
0600				0600	0725		17.8.41	
11.25		Sgt. [Name]		11.25	12.35		17.8.41	
10.35	45849	Sgt. [Name]	Transport	10.35	13.25	TACORON - Lagos. Fuel for H.Q.M.C.		
0605	45810	Sgt. [Name]		0605	09.45	KHARTOUM - FASHER } Passengers & freight FASHER - JAWINA } for TACORON		
10.30				10.30	13.15			
06.15	45819	Sgt. [Name]		06.15	09.30	FASHER } New engine FASHER - FASHER } status for L5786 - FASHER } for a landing FASHER - L5786 } landing L5786 - KHARTOUM.	13.8.41	
07.25				07.25	09.50		14.8.41	
14.30		Sgt. [Name]		14.30	16.10			
09.05				09.05	10.45		15.8.41	
13.40				13.40	16.15			
04.00	45810	Sgt. [Name]		04.00	05.30	FASHER - GONDINA } Passengers and GONDINA - MADUGUAI } status for L5786 MADUGUAI - KANO } to TACORON	13.8.41	
06.20				06.20	10.30			
11.10				11.10	12.35			
05.40				05.40	07.30	KANO - MINNA } MINNA - LAGOS } LAGOS - TACORON	14.8.41	
09.10				09.10	11.45			
13.05				13.05	16.10			
10.05				10.05	12.30	TACORON - LAGOS	15.8.41	
06.35				06.35	09.05	LAGOS - MINNA } Fuel for H.Q.M.C. MINNA - KANO } to KHARTOUM. KANO - MADUGUAI } MADUGUAI - ATI.	16.8.41	
09.10				09.10	10.50			
13.30				13.30	14.55			
05.15				05.15	08.10		17.8.41	



117 Squadron – 20/08/1941 ORB (Operational Record Book)  
Daily Summary Sheet

Aircraft Type and No.	Crew	Duty	Time Up.	Time Down.	Details of Sortie or Flight	Reference
400415810	Sgt Brown & Sgt Lennan	Transport	0820	1025	Ati-Gundina } Flight for H.Q.M.C. to Gundina-Tanna, Kharoum.	17.8.41
400415810	Sgt Brown & Sgt Lennan	Transport	0930	0930	Ati-Gundina } Gundina-Tanna, Kharoum.	18.8.41
400415810	Sgt Brown & Sgt Lennan	Transport	0930	1030	Ati-Gundina } Gundina-Tanna, Kharoum.	19.8.41
400415810	Sgt Brown & Sgt Lennan	Transport	0930	0700	Ati-Gundina } Gundina-Tanna, Kharoum.	20.8.41
400415810	Sgt Brown & Sgt Lennan	Transport	1200	1310	Ati-Gundina } Gundina-Tanna, Kharoum.	21.8.41
400415810	Sgt Brown & Sgt Lennan	Transport	0615	0730	Ati-Gundina } Gundina-Tanna, Kharoum.	22.8.41
400415810	Sgt Brown & Sgt Lennan	Transport	1145	1230	Ati-Gundina } Gundina-Tanna, Kharoum.	23.8.41
400415810	Sgt Brown & Sgt Lennan	Transport	0805	1230	Ati-Gundina } Gundina-Tanna, Kharoum.	24.8.41
400415810	Sgt Brown & Sgt Lennan	Transport	1225	1600	Ati-Gundina } Gundina-Tanna, Kharoum.	25.8.41
400415810	Sgt Brown & Sgt Lennan	Transport	0620	0830	Ati-Gundina } Gundina-Tanna, Kharoum.	26.8.41
400415810	Sgt Brown & Sgt Lennan	Transport	0630	0830	Ati-Gundina } Gundina-Tanna, Kharoum.	27.8.41
400415810	Sgt Brown & Sgt Lennan	Transport	1215	1425	Ati-Gundina } Gundina-Tanna, Kharoum.	28.8.41
400415810	Sgt Brown & Sgt Lennan	Transport	0825	0730	Ati-Gundina } Gundina-Tanna, Kharoum.	29.8.41
400415810	Sgt Brown & Sgt Lennan	Transport	0940	1010	Ati-Gundina } Gundina-Tanna, Kharoum.	30.8.41
400415810	Sgt Brown & Sgt Lennan	Transport	0820	1130	Ati-Gundina } Gundina-Tanna, Kharoum.	31.8.41
400415810	Sgt Brown & Sgt Lennan	Transport	0825	0730	Ati-Gundina } Gundina-Tanna, Kharoum.	1.9.41
400415810	Sgt Brown & Sgt Lennan	Transport	1145	1300	Ati-Gundina } Gundina-Tanna, Kharoum.	2.9.41
400415810	Sgt Brown & Sgt Lennan	Transport	0600	0715	Ati-Gundina } Gundina-Tanna, Kharoum.	3.9.41
400415810	Sgt Brown & Sgt Lennan	Transport	1230	1340	Ati-Gundina } Gundina-Tanna, Kharoum.	4.9.41
400415810	Sgt Brown & Sgt Lennan	Transport	0825	0900	Ati-Gundina } Gundina-Tanna, Kharoum.	5.9.41
400415810	Sgt Brown & Sgt Lennan	Transport	0700	1125	Ati-Gundina } Gundina-Tanna, Kharoum.	6.9.41
400415810	Sgt Brown & Sgt Lennan	Transport	0715	1100	Ati-Gundina } Gundina-Tanna, Kharoum.	7.9.41
400415810	Sgt Brown & Sgt Lennan	Transport	0400	0730	Ati-Gundina } Gundina-Tanna, Kharoum.	8.9.41
400415810	Sgt Brown & Sgt Lennan	Transport	0910	1040	Ati-Gundina } Gundina-Tanna, Kharoum.	9.9.41
400415810	Sgt Brown & Sgt Lennan	Transport	0830	1135	Ati-Gundina } Gundina-Tanna, Kharoum.	10.9.41
400415810	Sgt Brown & Sgt Lennan	Transport	1310	1415	Ati-Gundina } Gundina-Tanna, Kharoum.	11.9.41
400415810	Sgt Brown & Sgt Lennan	Transport	1445	1700	Ati-Gundina } Gundina-Tanna, Kharoum.	12.9.41





Above : Lockheed Lodestar II      Below : Douglas DC-3 Dakota  
117 Squadron RAF

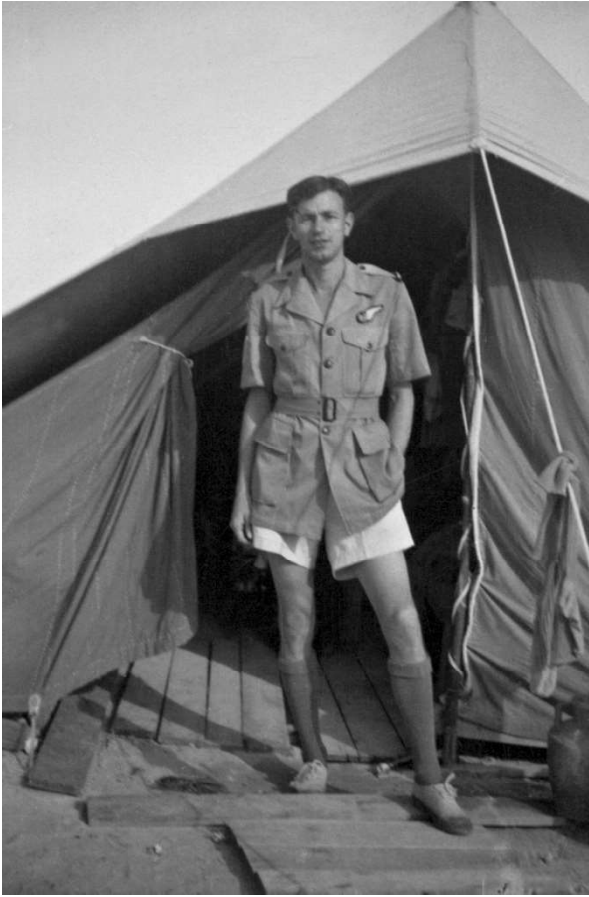




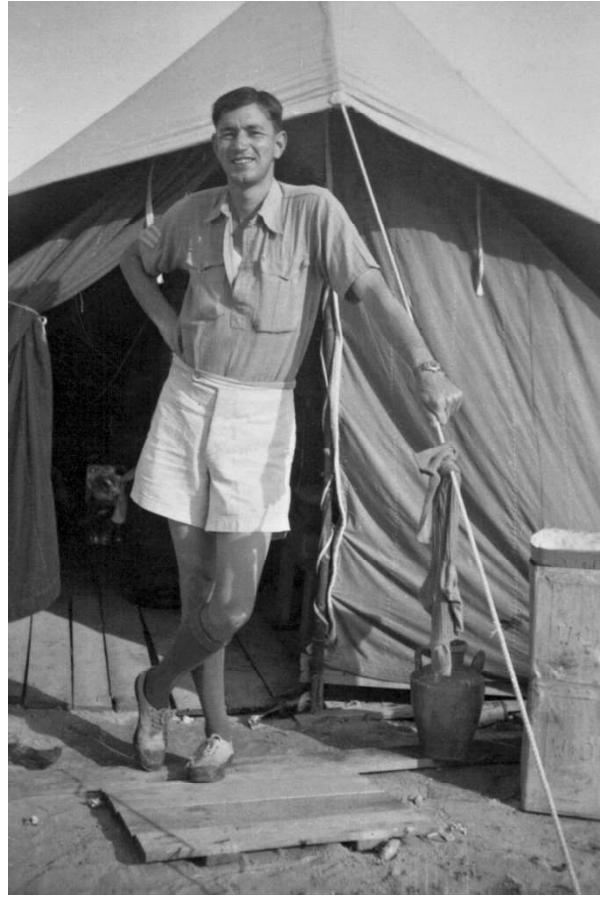
Above : Lockheed Hudson VI      Below : Curtiss P-40 Warhawk  
117 Squadron RAF



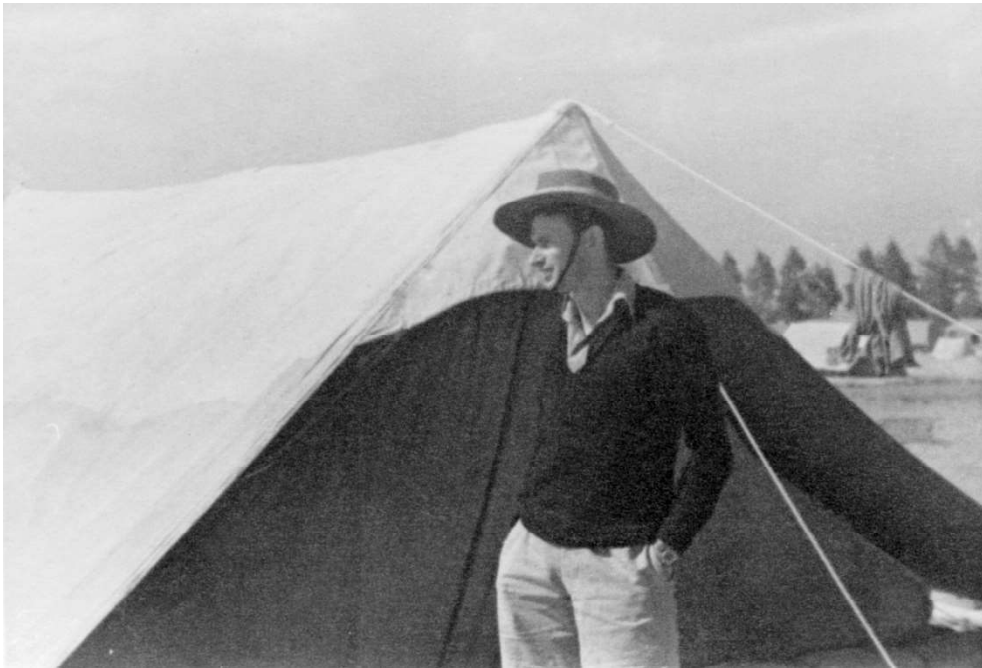
458 Squadron RAAF

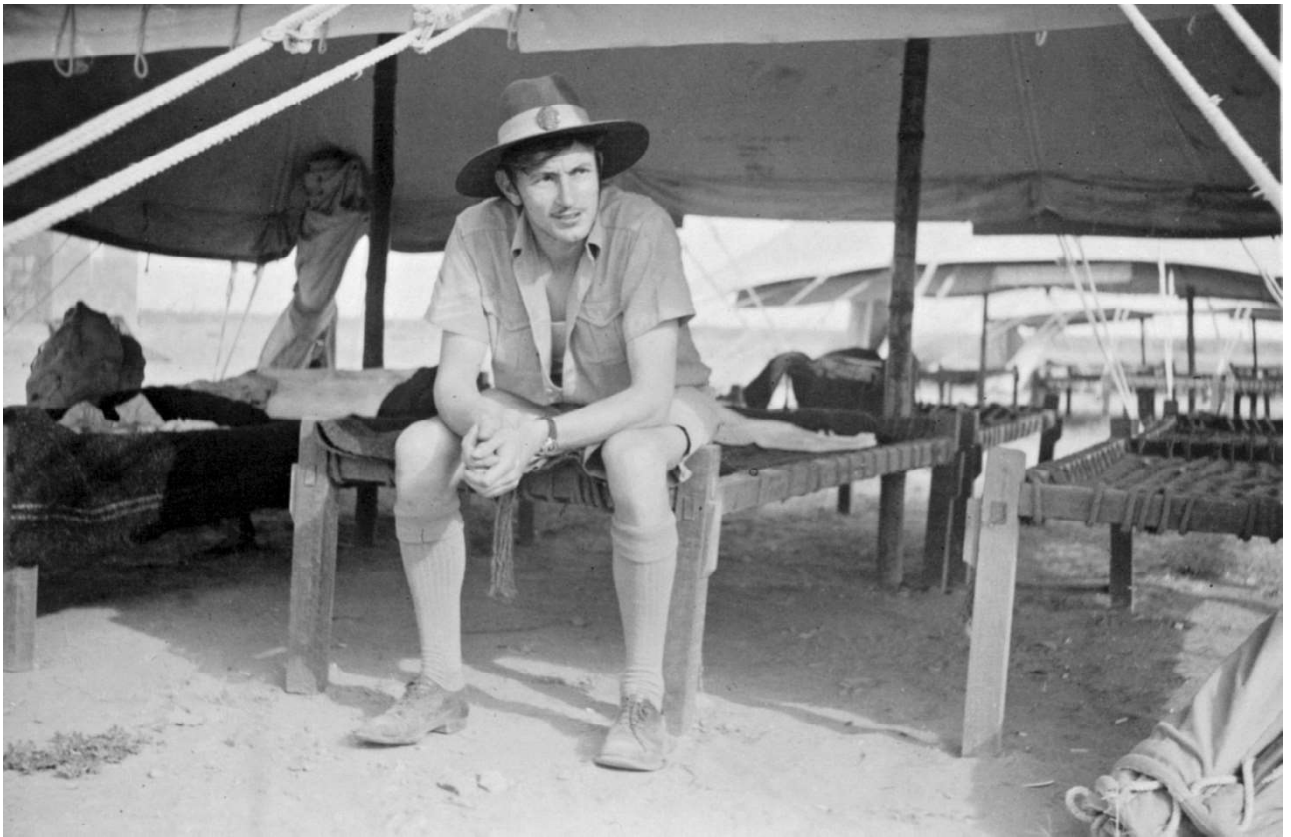


"In Egypt late 1942"



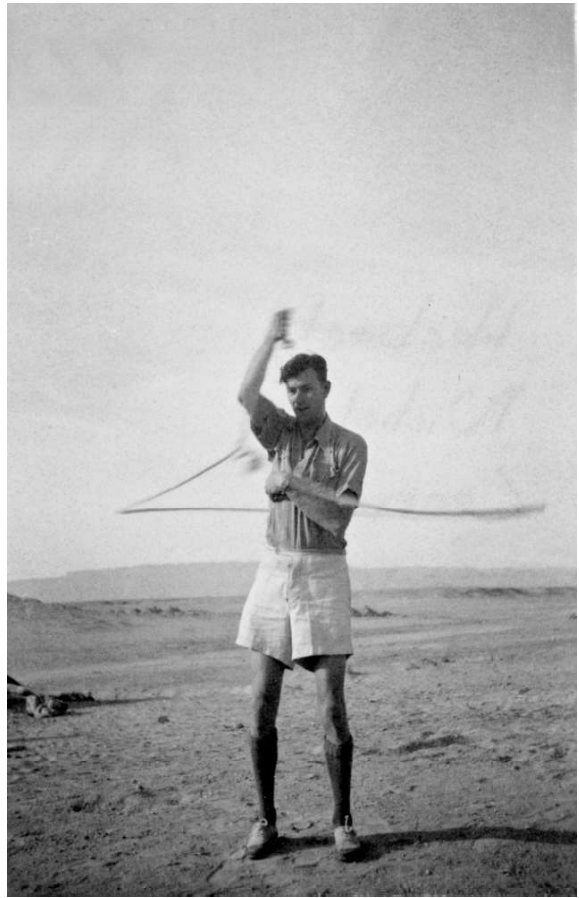
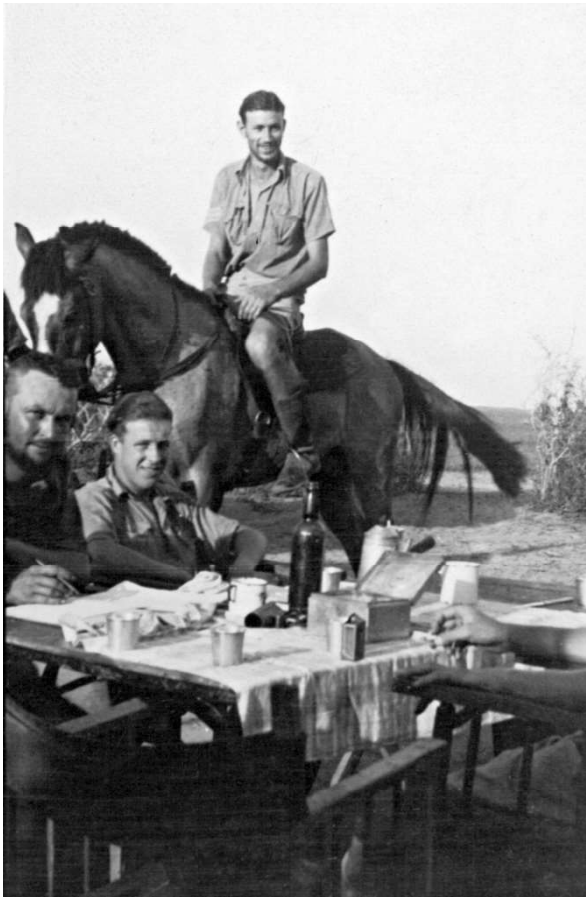
"Washing day, but all I managed to wash this day was a pair of socks" - Nov 1942











## 458 Squadron RAAF History

### **Over Europe**

No. 458 was formed at Williamtown, New South Wales on 8 July 1941. The squadron "originals" departed for England in August to join other personnel assembled at RAF Holme-on-Spalding Moor, where the squadron was officially established as No. 458 (Bomber) Squadron on 25 August 1941. Equipped with Wellington Mk.IV bombers, No 458 Squadron soon participated in its first operational sortie on 20/21 October, when ten of its aircraft joined in night attacks made by No. 1 (Bomber) Group RAF against the ports of Emden, Antwerp and Rotterdam. In addition to bombing missions over France and Germany the Wellingtons were involved in mine-laying operations along enemy occupied coasts. At the end of January 1942 the squadron was withdrawn from Bomber Command to perform services in the Middle East.

### **To the Middle East**

The relocation to Middle East Command proved to be a chaotic affair. Air and ground crews were separated as the latter went by boat and the squadron's aircraft were commandeered for operations by other squadrons from Malta, where they had stopped on their way to Egypt. When they finally arrived in the Middle East, the squadron's ground crew found themselves working on the maintenance of bombers operated by the Royal Air Force and the United States Army Air Force, while the air crew were already being attached to 37, 70, 104, 108, and 148 Squadrons RAF.

### **In the Mediterranean**

Finally, on 1 September 1942, 458 Squadron was re-united at El Shallufa, Egypt and began a new life of attacking ships and submarines with bombs and torpedoes, maritime patrols, sea rescue missions, convoy escorts and mine laying operations. In these roles, its aircraft operated from airfields in Egypt, Malta, Libya, Tunisia, Algeria, Sardinia, and Corsica. The squadron also still undertook conventional bombing tasks, such as in support of the Allied invasion of southern France in August 1944. No 458 Squadron moved altogether to the European continent in September 1944, when it moved its headquarters to Foggia Airfield, Italy, while detachments were deployed to Falconara Airfield, Italy; Rosignano Airfield, Italy and La Vallon Airfield, France.

### **Gibraltar**

26 January 1945 the squadron was to move one final time, to RAF North Front, Gibraltar. With the allied liberation of France, and the continuing progress of the Allied campaign in Italy, enemy submarines and surface vessels in the Mediterranean presented little threat anymore. The squadron new task was now to roam out from Gibraltar across the western Atlantic, escorting Allied convoys and searching for German submarines. The squadron was still carrying out these tasks when the war in Europe ended. 458 Squadron disbanded shortly thereafter on 9 June 1945 at Gibraltar.



### **458 Squadron RAAF Information**

Active: 8 July 1941 - 9 June 1945  
Country: Australia  
Allegiance: United Kingdom  
Branch: Royal Australian Air Force  
Role: Bomber  
Maritime patrol  
Part of: No. 1 Group RAF, Bomber Command  
RAF Middle East Command  
Motto: We find and destroy  
Battle Honours: Fortress Europe, 1940 - 1944  
France and Germany, 1944 - 1945  
South-East Europe, 1942 - 1945  
Mediterranean, 1940 - 1943  
Sicily, 1943  
Italy, 1943 - 1945  
Squadron Codes: FU (Sep 1941 - Mar 1942)  
MD (Oct 1942 - Apr 1943)  
Aircraft flown:  
Bomber Vickers Wellington

### **Aircraft Operated by 458 Squadron RAAF**

From	To	Aircraft	Version
August 1941	January 1942	Vickers Wellington	Mk.IV
February 1942	April 1942	Vickers Wellington	Mk.Ic
October 1942	November 1942	Vickers Wellington	Mk.Ic
October 1942	September 1943	Vickers Wellington	Mk.VIII
June 1943	May 1944	Vickers Wellington	Mk.XIII
February 1944	June 1945	Vickers Wellington	Mk.XIV





### COMMAND

**COMMANDING OFFICERS**  
 W/CDR N. WILKINSON 10-41 to 2-42 (MISSING)  
 W/CDR L.L. JOHNSON D.S.O. 2-42 to 4-43  
 LT COL. S.E. MC KEWIE D.S.O. 4-43 to 10-43  
 W/CDR J. DONLING 10-43 to 9-44  
 W/CDR R. MACKAY DEC. 9-44 to disbandment

**ADJUTANTS**  
 F/LT W. BAIRD 10-41 to 10-43  
 F/O G.V. VALE 10-43 to 2-45  
 F/LT J.B. ISLIP 2-45 to disbandment

**ENGINEERING OFFICERS**  
 F/LT R.C. CHESSSELL 10-41 to 2-45  
 F/LT I. SHOWELL 2-45 to disbandment

**MEDICAL OFFICERS**  
 F/LT R.C. ANGOVE 1-41 to 10-43  
 F/LT J. WOODWORTH 10-43 to disbandment

**DISCIPLINARY WARRANT OFFICERS**  
 WO G.V. VALE 9-41 to 6-42  
 SGT J.H. SHARPE 3-42 to 11-43  
 W/O E. LAMING 11-43 to disbandment

**PROBES from 6-43 to disbandment**  
 S/LDR FRED MACKAY Presbyterian  
 S/LDR BOB DAVIES Anglican  
 S/LDR JOHN MCNAVARA Roman Catholic

### SQUADRON MOVEMENTS

#### DETAILS

10-7-41 Squadron founded at Wiliamtown NSW  
 8-5-41 39 Groundcrew leave Wiliamtown  
 1-9-41 Squadron forms at Home-on-Spalding Moor, Yorks.  
 20-10-41 Squadron's first operation against Germany  
 22-2-42 First aircraft fly to Middle East  
 19-3-42 Groundcrew leave by sea for Middle East  
 23-5-42 Groundcrew arrive at Suez, Egypt  
 Groundcrew at Fayid, Egypt  
 Groundcrew to Lydda Palestine with USAF 824 S  
 Groundcrew to Aqr Palestine with USAF 824 S  
 Groundcrew to 'St Jean Palestine

Squadron reforms at Shullufa Egypt with Wellingtons  
 17-9-42 Detachment to Tairik  
 17-11-42 Squadron to Malta  
 23-3-43 Detachment to Amiriya Egypt  
 15-5-43 Squadron to Blida Algeria  
 17-5-43 Short detachment to Oran Algeria  
 21-5-43 Squadron to Protville Tunisia  
 8-10-43 Short detachment to Borizao Sicily  
 12-10-43 Squadron to Bone Algeria  
 11-43 Short detachment to Grottaglie Italy  
 1-44 Detachment to Malta  
 2-44 Detachment to Misomaccia Italy  
 4-44 Detachment to Malta  
 21-5-44 Squadron to Alghero Sardinia  
 7-9-44 Squadron to Foggia Italy  
 11-9-44 Detachment to Licoma Italy  
 13-10-44 Detachment to La Vallon Southern France  
 12-44 Detachment to Legnora Italy  
 21-1-45 Squadron to Gibraltar  
 8-5-45 End of war in Europe  
 9-6-45 Disbandment of 458 Squadron



### LEGEND

- Targets over Europe
- ◆ ENROUTE 9-43 Base mark-year
- BORTZO Detachment
- Overland truck convoy

# OPERATIONAL AREAS 458 SQUADRON RAAF

## EUROPE AND MIDDLE EAST

Prepared by Jack Mc Gowen and drawn by Ian Moore



Above : Vickers Wellington GR VIII "Stickleback" in night bomber camouflage  
Below : Right - Boeing B-17 Flying Fortress, left - Vickers Wellington  
458 Squadron RAAF

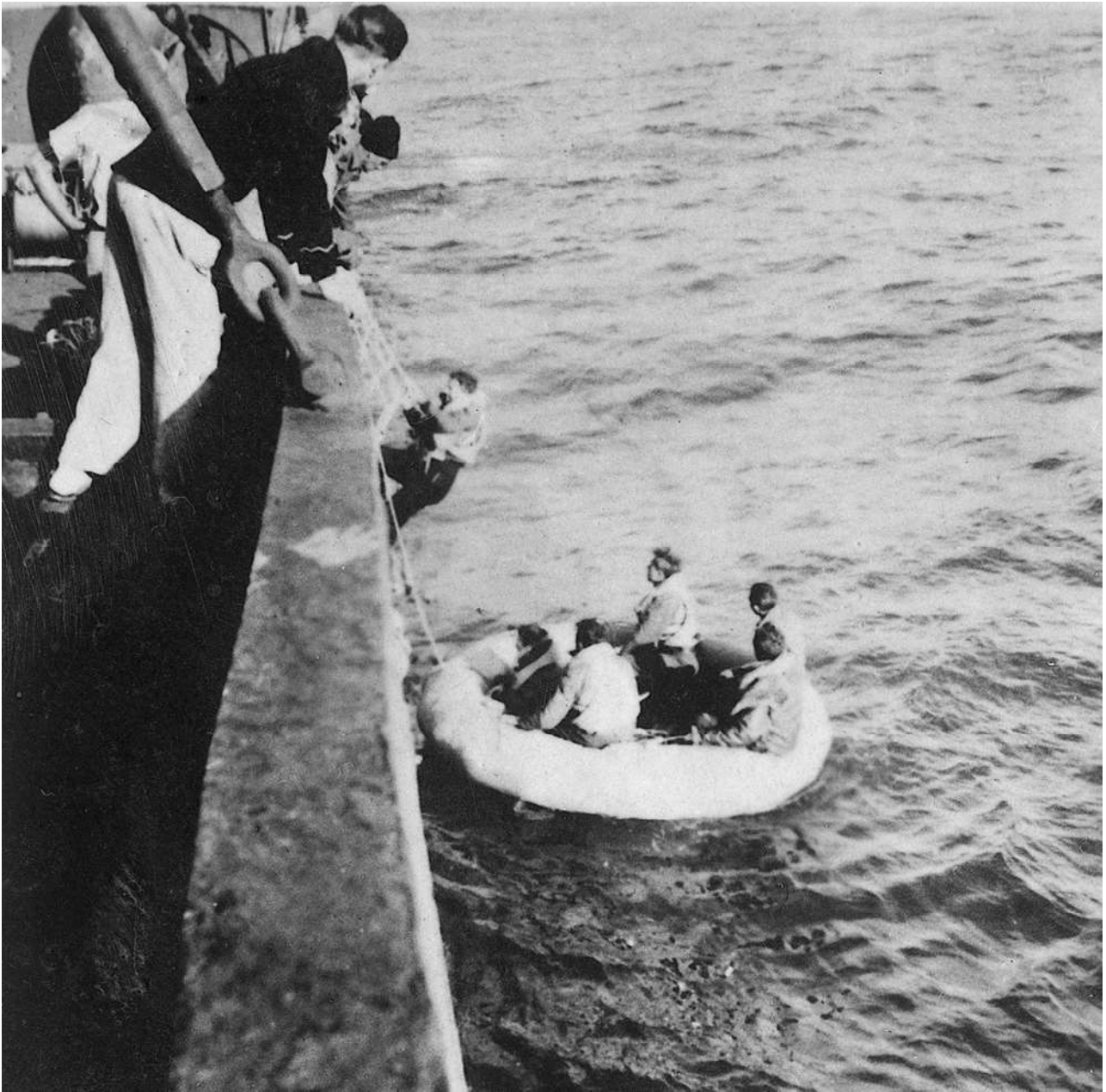




We Find and Destroy  
(History of the 458 RAAF Squadron Book)

"In the early hours of 28<sup>th</sup> February 1943, F/Sgt Scott and his crew, 4 hours out on an anti-submarine patrol over convoys called 'Novel' and 'Peewit', had engine trouble and ditched in the Mediterranean. They had minor injuries but got into their dinghy. They had three unpleasant hours of darkness before being picked up by a merchantman (SS Destro) and taken to Alexandria and then, somewhat later, back to the Squadron"

In the photo below - F/Sgt. Frank Baggs, Sgt. Nick Bertram, Sgt "Tich" Woolman, Sgt. Bob Softley, Sgt. Howard Wittaker & F/Sgt "Scotty" Scott



## SS Destro

DESTRIAN		ARRD. AT DESTN.	MOVEMENTS		CARGO	OPERATORS
VOYAGE	1943.		INTERMEDIATE	ANTICIPATED		
Iskenderun	1/1					
Port Said	3/1					
Port Said	6/1					
Suez	7/1					
Suez	7/1					
Port Sudan	11/1					
Port Sudan	20/1					
Masowah	22/1	17/1/25/1	Reps Masowah comm. bot comp. 26/1			
Masowah	31/1					
Suez	6/2					
Suez	6/2					
Port Said	4/2					
Port Said	26/2					
Alexandria	27/2					
Alexandria	1/3					
Thessalonika	5/3					

*Handwritten notes in red ink:*  
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DESTRO was built by Dunlop Bremner & Co in Port Glasgow and launched in 1920 for Ellerman's Wilson Line. The passenger cargo vessel was 314ft in length. In 1926 it was transferred to J. R. Ellerman & Co. It was renamed DESTRIAN in 1946. In 1950 it was sold to Deutsche-Levant Line renamed PERGAMON. The ship was broken up at Bremerhaven 1964





OPERATIONS RECORD BOOK

R. A. F.  
FORM 541

APPENDIX

SECRET

PAGE No. 2.

DETAIL OF WORK CARRIED OUT

By No 458 (BAF) Squadron,  
February.

1943

For the month of

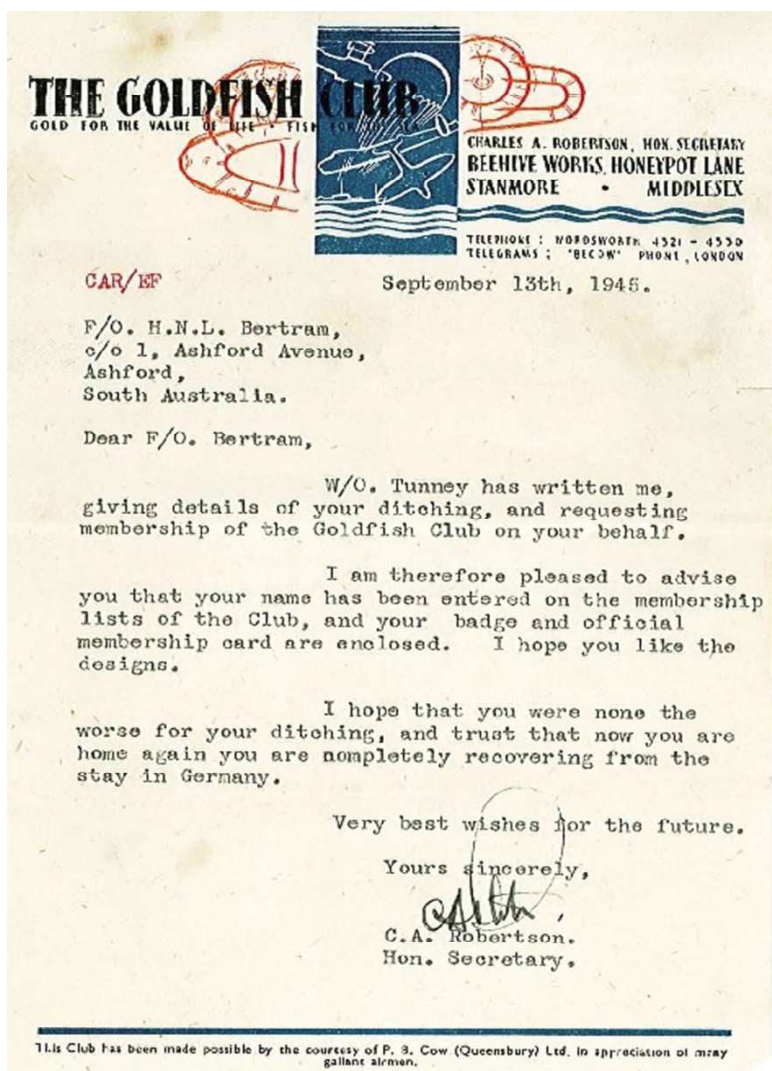
DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
27/2.	Wellington P. B. 461.	F/Sgt. Booth, (Capt) Sgt. Mitchell (Sgt) Sgt. Bartley (Obs) F/Sgt. Burgess (WAG) Sgt. Portman (WAG) Sgt. Woodman, P. (WAG)	A/S patrol	2300	0500	4.00. 62260 lb Epath Charge. Plane crashed into sea at 0500. Crew safe with several slight injuries.	

*J. A. Cunningham* 1/17  
Squadron Leader Commanding,  
No 458 Squadron, R.A.F.P.

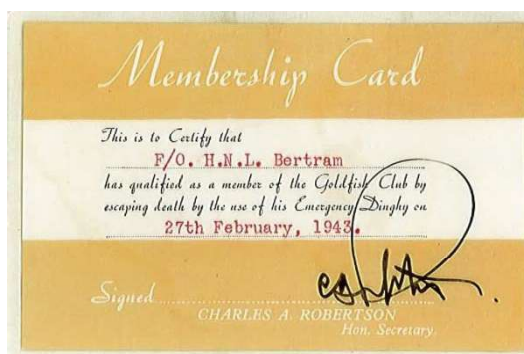
## The Goldfish Club

The Goldfish Club is a worldwide association of people who have jumped by parachute from an aircraft into the water, or whose aircraft crashed in the water, and whose lives were saved by a life jacket, inflatable dinghy, or similar device.

Located at the Australian War Memorial - AWM Ref # 90/0702



AWM Ref # 90/0702





**THE GOLDFISH CLUB**

*Newsletter No.183  
Winter 2012  
70th Anniversary Year*




Membership is available only to aviators who have ditched in the sea.

[www.thegoldfishclub.co.uk](http://www.thegoldfishclub.co.uk)

---

## NEW AND ASSOCIATE MEMBERS

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NICK BERTRAM lives in Western Australia and has joined as an Associate member on behalf of his Grand-father, Herbert Nicholas Leonard Bertram, who was a pilot on No 458 (RAAF) Squadron based at RAF Shallufa, Egypt. On 28 Feb 1943, in a Wellington Mk VIII, the crew were tasked to fly on an anti-submarine patrol over the Mediterranean. Due to engine problems they were forced to ditch but all got safely into the dinghy. After 3 hours in the dinghy the crew were rescued by the merchantman SS Destro and taken to Alexandria.

*Herbert Bertram was killed in a glider accident in 1959. Ed*



Picture of SS Destro picking up the crew FS Frank Baggs, Sgt Nick Bertram, Sgt 'Tich' Woolman, Sgt Howard Whittaker, Sgt 'Scotty' Scott

## Late Arrivals Club

(known as the 'Winged Boot or Flying Boot')

The Late Arrivals Club was awarded to servicemen who bailed out over enemy territory and walked to freedom

Located at the Australian War Memorial - AWM Ref # 90/0702



## LATE ARRIVALS CLUB

(Founded Western Desert, June 1941)



**T**HIS IS TO CERTIFY, that

.....Flight Sergeant H.N.L. Bertram.....  
of 458 Squadron R.A.A.F. ....

is hereby nominated a member of the

## Late Arrivals Club

**I**N AS MUCH AS HE, in Mediterranean.....

on the 27th February, 1943.

when obliged to abandon his Aircraft, on the  
ground or in the Air, as a result of unfriendly  
action by the enemy.

**S**UCCEDED in returning to his Squadron, on  
foot or by other means, long after his Estimated  
Time of Arrival:

**IT IS NEVER TOO LATE TO COME BACK.**



A.M. Form 78

**AIRCRAFT**

Contract No. Y1441/40.

Type Wellington VIII R.A.F. No. BB 481 Contractor W Armstrong, Weybridge

Type of Engine Cepheus XVIII Engine Nos. \_\_\_\_\_

Taken on Charge of	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	<u>32 Ind.</u>	<u>10 m.u. OAPU.</u>	<u>Remble</u>	<u>MEAL</u>	<u>OAPU</u>	<u>458 Seph</u>	<u>M.S.</u>	<u>Cable</u>	<u>500</u>
Date taken on Charge	<u>27.1.42</u>	<u>14.2.42</u>	<u>7.4.42</u>	<u>18.4.42</u>	<u>17.6.42</u>	<u>18.6.42</u>	<u>18.7.42</u>	<u>18.7.42</u>	<u>5.8.42</u>
Authority	<u>1632 D</u>	<u>1623 B</u>	<u>1623 A</u>	<u>1623 B</u>	<u>1623 A</u>	<u>1623 A</u>	<u>1623 B</u>	<u>1623 B</u>	<u>1623 B</u>
Taken on Charge of									
Date taken on Charge									
Authority									

Date	Unit to whom allotted	Authority	Date	Unit to whom allotted	Authority
	<u>32 Ind</u>	<u>119/1378</u>			

AM Form 1800 (Accident Record Card) Page 1

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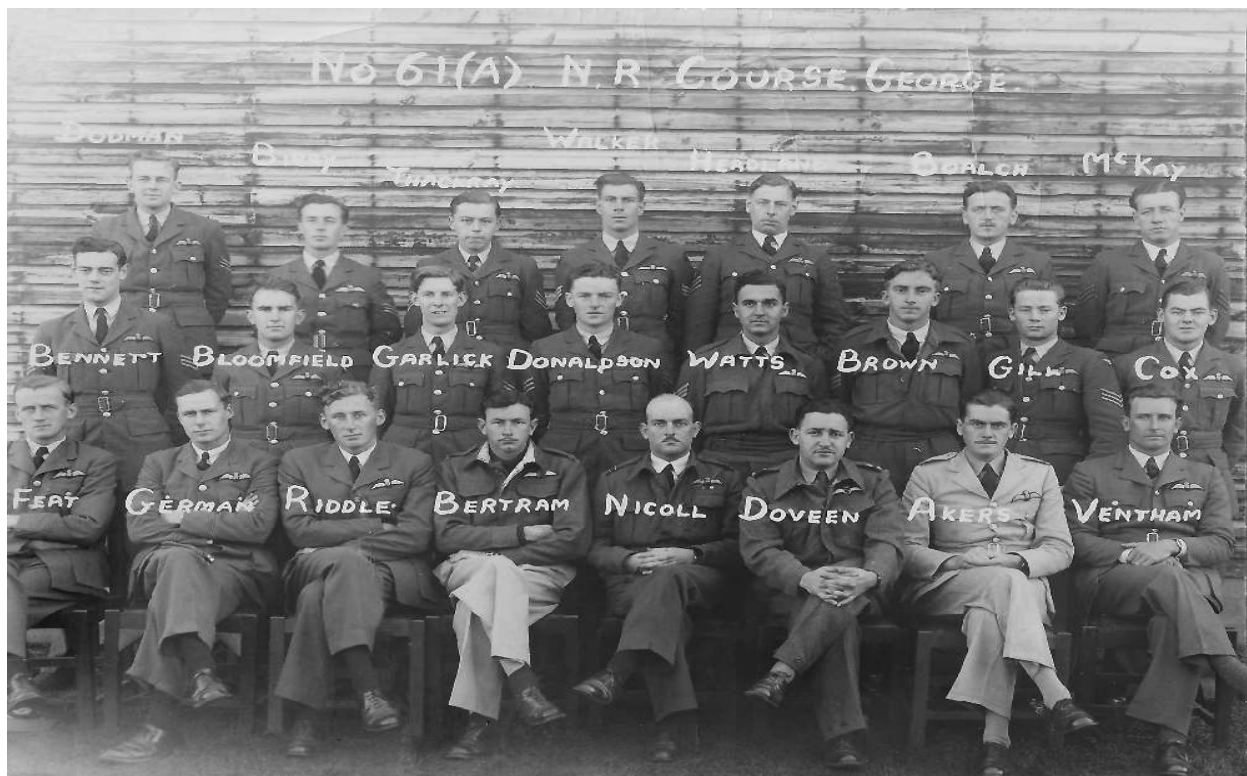


AM Form 1800 (Accident Record Card) Page 2

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SOLO		NIGHT		TYPE		LINK		CAUSE		STAGE		ORILL		DRILL		CONTR.		OTHERS	
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DUITY & HISTORY		R. 4 M. S. TIME		D. 24.5 Hrs		Opc. Patrol													
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WT 41027 (REV. 4-33) 216. PAT. NO. 222009, 27992 C.G. 9263GH

**1 School of General Reconnaissance (1 S. of G.R )  
No 61(A) N.R Course George  
Maritime Reconnaissance Course at No. 61 Air School (SAAF)  
at George, Cape Province in South Africa  
June 1944**



### **75 OTU (Operational Training Unit) History**

Formed 8/12/1942 at Gianaclis (formerly LG226) to train general reconnaissance crews under local conditions; by 02/1943 it had 28+0 Hudson III and 9+3 twin engine trainers. 01/03/1943 took over from No 1 METS the twin engine conversion & refresher flight (5 Blenheim & 3 Baltimore). 10/5/1943 joined 203 Group. 9-10/02/1945 to Shallufa (Satellite at LG91 17/01/1945-09/06/1945). 09/06/1945 training ended, and disbanded 25/06/1945.

Aircraft Used, Anson I, Blenheim I, IV, V, Baltimore I-V, Beaufort I & II, Hudson III, V, VI, Ventura V, and Wellington XIV, with support aircraft Oxford, Argus I, Beaufighter I, Defiant II, Hurricane IIc.

Aircraft Code : Individual numbers only.

Air Britains RAF Flying Training and Support Units since 1912 - Ray Sturtivant

### **75 OTU – RAF Station ,Gianaclis Martin Baltimore in the background**





75 OTU – RAF Station ,Gianclis







**Martin Baltimores**  
**75 OTU – RAF Station ,Gianaclis**







**Top Photo - Left to Right : 19249 William John (Jack) Scala RAAF, 427650 Keith Jessup RAAF, 434956 John Gifford (Jack) Rowan RAAF, 407025 Herbert (Nick) Bertram RAAF**

**Bottom Photo - Left to Right : Jack Scala, Nick Bertram, Jack Rowan , Keith Jessup**





**Top Photo - Left to Right : Keith Jessup, Nick Bertram**  
**Bottom Photo - Left to Right : Nick Bertram, Keith Jessup, Jack Rowan, Jack Scala**







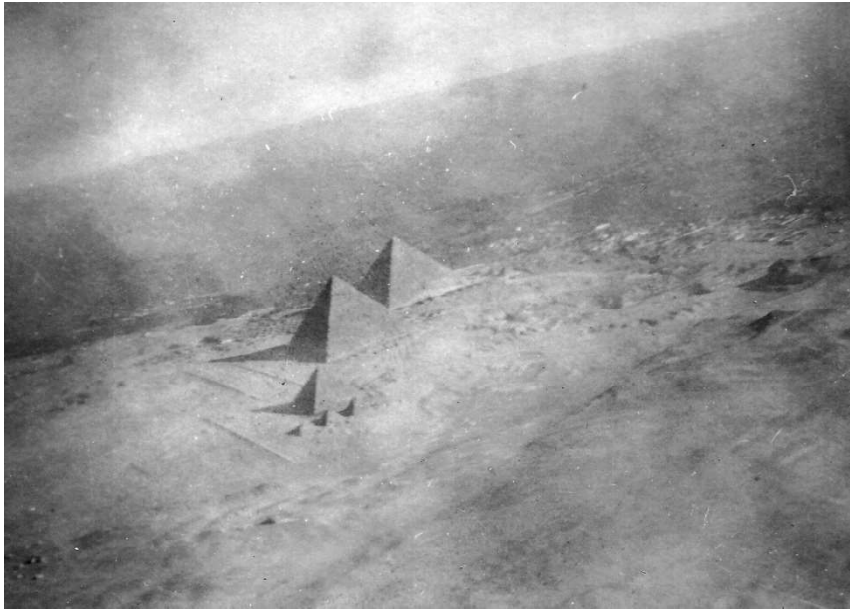
**“A snap of me and my crew and one of the Martin Baltimore planes we flew ”  
From left to right – Keith Jessup (Navigator), Jack Rowan (Wireless Operator/Air Gunner),  
Jack Scala (Air Gunner), Nick Bertram (Pilot)**













### 459 Squadron RAAF History

Equipped with Hudsons and Blenheims, No 459 Squadron formed in Egypt in February 1942. Operating in a maritime reconnaissance role, the Unit began an intensive campaign against enemy shipping, in particular attacking German tank landing craft.

On 28 July 1942, four Hudsons made their first attack on two of these landing craft, damaging one so badly that it was subsequently beached. In the following months at least twelve of landing craft were sunk, and soon losses became so heavy that the Germans ceased operating these vessels during the daylight hours.

Staging through many bases in Northern Africa, No 459 Squadron's Hudsons scored a number of major successes. In September 1942 the Squadron sank an enemy destroyer, while the following year a German U-boat was destroyed.

In September 1943, No 459 Squadron temporarily changed roles to that of a bomber unit - conducting day and night strikes against targets on Greece and Crete. After operating Venturas for a period of four months the Squadron was re-equipped with Baltimores in July 1944. With these aircraft, No 459 Squadron continued its attacks around the Greek islands until the Unit was re-located to England in March 1945 - disbanding a month later.

### 459 Squadron RAAF Information

Active:	10 February 1942 – 10 April 1945
Country:	Australia
Allegiance:	United Kingdom
Branch:	Royal Australian Air Force
Role:	Bomber Maritime patrol
Part of:	No 201 Group RAF, RAF Middle East Command
Motto:	Death to the invaders
Battle honours:	South-East Europe, 1942–1945 Egypt and Libya, 1940–1943 El Alamein Mediterranean, 1940–1943
Squadron Codes	GK (Feb 1942–1943) BP (1943–1945)
Aircraft flown	
Bomber:	Lockheed Ventura Martin Baltimore
Patrol:	Lockheed Hudson Bristol Blenheim





459 Squadron





**Me & Arthur Budd  
The parting of the ways 1945  
Chivenor Aerodrome, Barnstaple, Devon, England**



458 Squadron Meeting – 1950's



## 458 SA ANZAC DAY 1952





## 458 Squadron Picnic South Australia 1955





**458 Squadron – South Australia 1950's**







**458 Squadron – South Australia 1950's**





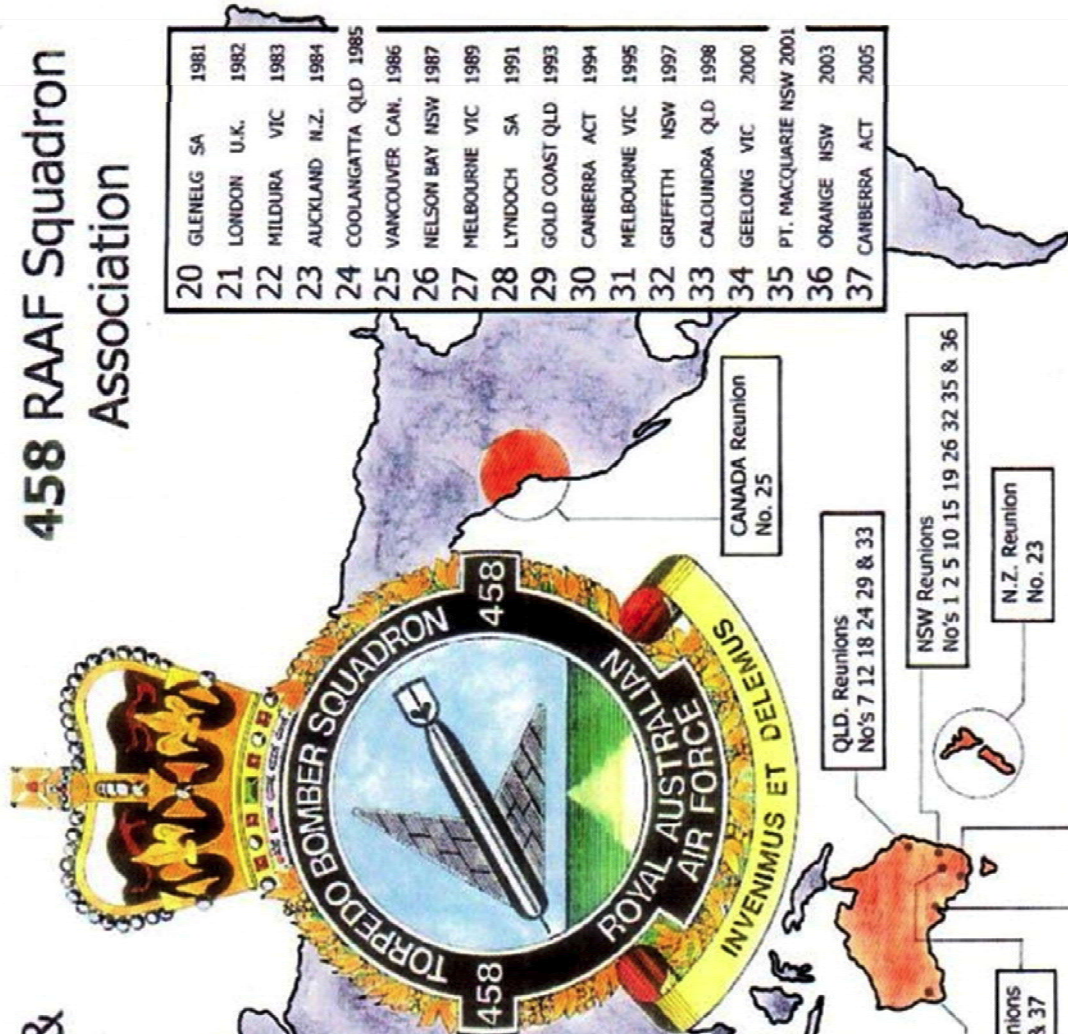
# Post war Reunions & Conferences

1	SYDNEY	NSW	1953
2	SYDNEY	NSW	1954
3	MELBOURNE	VIC	1955
4	ADELAIDE	SA	1956
5	SYDNEY	NSW	1957
6	PERTH	WA	1958
7	BRISBANE	QLD	1959
8	MELBOURNE	VIC	1960
9	ADELAIDE	SA	1961
10	SYDNEY	NSW	1962
11	PERTH	WA	1964
12	BROADBEACH	QLD	1965
13	MELBOURNE	VIC	1967
14	ADELAIDE	SA	1969
15	SYDNEY	NSW	1971
16	STH. YARRA	VIC	1973
17	PERTH	WA	1975
18	MAROOCHYDORE	QLD	1977
19	SYDNEY	NSW	1979

U.K. Reunion  
No. 21

# 458 RAAF Squadron Association

20	GLENELG	SA	1981
21	LONDON	U.K.	1982
22	MILDURA	VIC	1983
23	AUCKLAND	N.Z.	1984
24	COOLANGATTA	QLD	1985
25	VANCOUVER	CAN.	1986
26	NELSON BAY	NSW	1987
27	MELBOURNE	VIC	1989
28	LYNDOCH	SA	1991
29	GOLD COAST	QLD	1993
30	CANBERRA	ACT	1994
31	MELBOURNE	VIC	1995
32	GRIFFITH	NSW	1997
33	CALOUNDRA	QLD	1998
34	GEELONG	VIC	2000
35	PT. MACQUARIE	NSW	2001
36	ORANGE	NSW	2003
37	CANBERRA	ACT	2005



CANADA Reunion  
No. 25

QLD. Reunions  
No's 7 12 18 24 29 & 33

NSW Reunions  
No's 1 2 5 10 15 19 26 32 35 & 36

N.Z. Reunion  
No. 23

VIC. Reunions  
No's 3 8 13 16 22 27 31 & 34

W.AUST Reunions  
No's 6 11 & 17

S.AUST Reunions  
No's 4 9 14 20 & 28

Drawn by Tony Moore



## **Melbourne All-States Reunion 1955**

- 458 Squadron News Letter No 23
- Melbourne 1955 all states reunion



The Editor

G.P.O.Box 5289, Sydney.

Vol.7, No.25.

November, 1955.

FROM THE CROWEATERS

by

Mel.Priest.

We have had several social functions, and it falls to me to give these brief notes as Brian Woodhead is not with us in South Australia. This is a bit of a blow, as we had come to rely on Brian's capable services as Secretary---a post he has held for about 8 or 9 years. His firm has transferred him to Melbourne, but the latest news is that this may not be permanent, so that we are looking forward to having him back in the fold. Bad luck, Melbourne!

Our new Secretary is John Ringwood, whilst I have been co-opted as 'Social Secretary'---seemingly for the purpose of writing these notes! Bruce "Flash" Thomas is our new Treasurer. The Committee are keeping their heads together as is evidenced by our recent shows, and we have well in mind the functions of next Anzac Day when we do the "Honours".

On June 24th, there was a most successful picture night at Syd Bartram's business premises. There were Syd's colour films of various Squadron functions and Bruce Thomas followed with colour films and a description of his recent 'Round-the-World' Tour. Attendance about 50, being members and their wives and friends. Good grub and a grog too!

Then, on September 8th, we did our annual battle with members of the 2nd/43rd. Battalion Club at their Club Rooms. We play a variety of team games---our team was the stronger but the laurels finally rested with our Hosts after a very closely contested series. However, I think both teams broke even on the Bear Stakes.

Most recently, on October 23rd, we held a combined golf day and family picnic at the National Park, Belair. Golfing honours went to Johnny Bax, but we suspect he availed himself of local knowledge of the Course and of local rules. For instance, I did not read the card until I had finished and only then found out that one could tee up from a bad lie on the fairway. When I add that it was quite easy to lose a ball on the fairway (let us not dwell here on the rough!), then you readers will see what an unnecessary handicap most of us added to our travail. But don't go away with the impression that it was anything but very enjoyable---and we golfers brought back to the party a sizeable thirst. Everything there was ticking along under Bill and Madge Taylor's (customary) thoughtful and capable direction. After we had gorged ourselves on grills and other good fare, we had the kiddies' races---any trouble in staging which is always fully compensated by their happy smiles when they queue up for their prizes. I feel I should also mention Johnny Bax's fine effort in leading the "Cross Country" race---it was worth watching. And so in the late afternoon, after auctioning everything surplus and making sure the keg was absolutely empty, we wended our homeward ways. As to the total of souls present, I am at a loss because of the numbers of children everywhere---and the fecundity of the members of 458 and their friends never ceases to amaze me. I will content myself with listing the names that readers will remember:-

Bill Taylor	Colin Hanlon	Eric Cox	John Ringwood
Tom Phillis	Harry Bartram	Bruce Thomas	Melville Senn
Nick Bertram	John Bax	Syd Bartram	Lofty Trewartha
Ron Badger	Ken Russell	Michael Allender	
Neil Ligertwood (a staunch ally)	and	Mel Priest.	

I would like to mention that I saw Padre Fred McKay in Alice Springs a few weeks ago when I was up there. In the brief time available we had a yarn on older days and younger faces---though Fred looks no older. It's a mighty fine conception this Church the Australian Inland Mission is building as a memorial to John Flynn, and is a worthy addition to the many attractions in Alice Springs. To those who can journey thus far, let me add that the recommended tourist season is June to September.

I finish---covered with confusion at having written at such length---with a Social Note. Congratulations to Ian and Fay Showell on the recent arrival of a daughter.

ALL-STATES REUNION: April 20-25th., 1956. at ADELAIDE. Plan now to be there!

Adelaide All-States Reunion 1956



The Editor:

G.P.O.Box 5289, Sydney, N.S.W.

Vol.7, No.27.

May, 1956.

Next Year's all-States Reunion is to be in Sydney, where the N.S.W. Committee is said to be making its plans already. For the great success of the Adelaide Reunion, the heartiest congratulations are being extended from all quarters to Bill Taylor, John Ringwood, Ron Badger, John Bax and all the members of the S.A. Flight, too numerous to be named in detail, whose work made it all possible.

Members present during the various Adelaide functions were

B. Woodhead	N. Trowartha	B. Thomas	W. Taylor	I. Showell	A. Scholar	J. Ringwood
H. Ravenscroft	Reg. Priest	Mel Priest	H. Plant	T. Phillis	J. Perry	J. Parkin
C. Michell	J. McGlasson	E. Kelly	M. Goers	J. Excell	P. Enright	R. Drinnan
C. Draysey	S. Dickson	W. Cribb	E. Cox	D. Conway	N. Bertram	S. Bartram
J. Bax	R. Badger	R. Angove	A. Ewens	A. Green	H. Ashworth	I. Beer
R. Rodwell	K. Guincy	E. Baker	N. Meedy	K. Russell	L. Wurr	Y. Martin
J. Fisher	H. Oliver	G. MacDonald	M. White	G. Guthbertson	G. Young	G. Orchard
R. Cock	J. Riseley	L. Stewart	L. Barlow	A. J. Walker	C. Irwin	P. C. Alexander
K. Cupper	D. Firth	R. McKinn	E. Laning	C. Harding	T. Burgess	N. Cugley
D. Johnston.						

## Sydney All-States Reunion 1957



THE EDITOR.

Box 5289, G.P.O., Sydney, AUSTRALIA.

Vol. 8, No. 31.

May, 1957.

This seems a suitable place to list the names of 458 ers whocame to one or more function during the Annac Festival.

D. Firth	Cec. Percy	A. J. Walker	A. Hammond	E. Munknan	G. F. Coombes	K. Beach	E. Doman
S. Longhurst	A. Piggott	D. Bitnead	J. Hawke	N. Griffiths	J. Miller	F. Hickey	J. Ind
W. Archbold	C. Nation	J. C. Baker	E. J. Baker	B. Lyndon	B. Reynolds	P. Alexander	B. Lord
B. McKinna	B. Millar	N. Bertram	"Yank" Martin	C. Irwin	T. Waldon	L. MacDonnell	R. Davies
L. Chalmers	H. Galvin	T. Mitchell	J. Aitken	G. Bartlett	H. Bryant	D. Millard	R. Burgess
L. Piggott	R. Hansell	C. Hankel	F. Stron	E. Hetherington	J. Carey	T. Harris	B. Astley
G. Catchlove	G. Burgess	F. Mahony	J. Whitten	D. Healey	D. Cook	L. Barton	D. Anderson
J. Preston	J. Wadsworth	A. Dombkins	N. Skinner	P. Pettit	C. Corten	S. Barlow	T. Moore
K. Guiney	J. Munday	A. Green	B. Carr	M. Egan	J. Pratt	P. Bailie	F. Ward
J. Fenwick	R. Bailey	A. Lehdey	J. McCowen	B. Thompson	J. Dunn	C. Hayward	B. Turrier
S. Currington	H. Baines	B. Male	C. Hoskings	G. Cannon	G. Balmer	H. Marks	R. Hills
A. Macmaster	G. Bradd	E. Purcill	B. Lamond	K. Crago	F. Ridge	A. Ashton	J. Bevan
T. Fabian	A. Jollow	R. Milner	J. Nichols	W. Sullivan	D. Whiteman	R. Tyson	

NICK BERTRAM who flew over from Adelaide for the All-States Reunion is a hopeful starter for next year's Reunion in Perth.



Perth All-States Reunion 1958



THE EDITOR. SORRY YOUR NAME WAS LEFT OFF THE STATE REUNION. Box 5289, G.P.O., Sydney, N.S.W., Australia.  
 Vol. 9, No. 35. To. SGT. STAN HOPEWELL AND FAMILY. May, 1958.

The All States Reunion was held at the East Perth Tennis Club, starting after the March--about 12.30. It finished about 9.0. p.m. by which time the 48 members present had finished 48 gallons of draught beer. Before going on to narrate the story of the Reunion, this seems as good a place as the best to list the names of 458 members who came to this and /or other functions in Perth during the Anzac week:

**STAN HOPEWELL**  
 Len Stewart "Butch" Power F. Barnett Alec Barras Arthur Budd 'Nundy' Carpenter  
 R. Chossell Billy Clues R. McLeod J. Cobb Ben Cormack Tim Dale  
 D. Daniels "Digger" Watts P. Davies Chas Davis H. Etherton Ron Gannaway  
 C. Geddes L. Gibbons "Pops" Grigsby T. Jewell L. Lockhart Gordon Jones  
 "Shorty" Long J. Moriarty Tony Main H. Manton P. McCarthy Allan 'Tiger' Lyons  
 "Curly" O'Connor Jim Palmer J. Quigley Lock Simpson Lloyd Simpson Ray Turley  
 Joe Watson Al. Wheat "Trike" Wheeler "Bunny" Williams Sam Barlow  
 P. Alexander F. Strom "Slappy" Hammond Cy. Irwin Eric Munkman  
 Arthur Green "Yank" Martin Dave Firth A. Scholar Nick Bertram "Sonja" Hemy

## Brisbane All-States Reunion 1959



THE EDITOR.

Box 5289, G.P.O., Sydney, N.S.W., Australia.

Vol. 10, No. 39.

May, 1959.

### The All-States Reunion itself.

After the March thirsty throats were quenched at the Reunion which followed at the Waterside Workers Recreation Hall. Never before have there been so many 458ers together in Brisbane. It was particularly good to see "Snowy" Atherton there, taking the long-distance honours for Queensland members with 1,000 miles from Dingo in the North. This seems a good place to list the names of 458ers who appeared during the Anzac Festivities:

A.A. Taylor (Q.)	A. Green (Vict.)	C. Kyman (Q.)	A. Hammond (N.S.W.)	F. Wilks (Q.)
E. Munkman (N.S.W.)	C. Warren (Q.)	C. Irwin (N.S.W.)	J. Taylor (Q.)	Fred. Strom (N.S.W.)
B. Snowden (Q.)	H. Spurling (N.S.W.)	C. Richardson (Q.)	A. West (W.A.)	G. Postle (Q.)
D. Firth (Vict.)	B. Hale (Q.)	A. Conway (S.A.)	J. Thorpe (Q.)	G. Pradd (N.S.W.)
K. Everett (N.S.W.)	B. McLoughlin (Q.)	J. Bax (S.A.)	L. MacDonnell (Q.)	J. Munday (Vict.)
J. Lewis (Q.)	F. Alexander (N.S.W.)	E. Lloyd (Q.)	S. Barlow (N.S.W.)	E. Kelly (Q.)
A. Crago (N.S.W.)	L. Johnston (Q.)	M. Carpenter (W.A.)	H. Kellam (Q.)	K. Bertram (S.A.)
J. Holliday (Q.)	A. Schlar (S.A.)	E. Hutton (Q.)	B. Chapman (N.S.W.)	B. Hughes (Q.)
B. McBride (N.S.W.)	H. Dorge (Q.)	A. Atherton (Q.)	B. Garland (Q.)	E. Bird (Q.)
T. Hinsley (Q.)	D. Brandon (Q.)	C. Helyar (Q.)	J. Baxter (Q.)	B. Ernst (Q.)
K. Cahill (Q.)	J. Elliott (Q.)	K. Campbell (Q.)	J. Cronau (Q.)	J. Carter (Q.)
B. Coles (Q.)	G. Connors (Q.)			

## November 1959 Newsletter



The EDITOR.

Box 5289, G.P.O., Sydney, N.S.W.

Vol. II, No. 41

November, 1959.

### NICK BERTRAM'S PASSING IN GLIDER CRASH.

His Squadron contemporaries and the many 458ers who met him during the last five All-States Reunions, all of which he attended, will be deeply affected to learn of his death in a Glider crash near Murray Bridge in South Australia.

Nick served in the United Kingdom and the Middle East with the Squadron. He flew with 'Dizzy' Dean as an Air Gunner. After leaving 458 he remustered as a pilot.

In peacetime he had an Engineering business near Adelaide. He leaves a widow and a young son. 458's deep sympathy to them.

Ron Badger writes:

Nick was a very popular member of the S.A. Flight Committee and had the experience of attending All-States Reunions in every capital city.

Prewar, he was a successful speedway rider and rode with a coolness which impressed all who knew him.

Of quiet disposition but with a keen sense of humour Nick, after the war formed his own Engineering works and by hard work made it a successful venture.

He built a really beautiful caravan for the family to get away on weekends to relax. He also took up glider flying at a newly formed Club at Murray Bridge which he enjoyed to the full becoming a capable glider pilot exercising the same cool unflurried manner of his earlier speedway days.

His Air Force career, his gliding and also his keen loyalty to 458 all speak of his love of flying and the air. His friends are all rather inclined to think that if Nick had to go, he would rather go at his old love of flying than in any other way.

Perhaps one of the best ways of judging a man's standing among his fellowmen is to attend his funeral and the 15 458ers at Nick's were a very small part of the biggest attended funeral I have been to. We shall always remember Nick as a good citizen, a good husband, a good father, a good worker for both his family and the community and lastly as a good 458er.

Stuart Ricketts, who was Nick's contemporary, also writes:

I read the news of Nick Bertram's death in a glider accident on 17.10.59 with the deepest regret.

I knew him for many years, dating back to our training days commencing in April 1940 when we were on course with W.A.G. School, Ballarat, No. 1 Course. Eventually we met again in the Middle East. 458 had quite a few from that Course on strength. Tote Peace, Wozzle Wurr, Jim McKay, Nick Bertram, the late John Scott, and Jim Brown-- and possibly others that I can't think of at this moment.

During the Sydney All-States Reunion I had the pleasure of accommodating Nick at my home, quite a memorable reunion that will stay in the mind for many years to come.

My deepest sympathy goes to his wife and son.

May 1960 Newsletter



SQUADRON CONFERENCE MEETS IN MELBOURNE.

The Squadron's Annual Conference was held on the Saturday morning of the Anzac weekend, with Squadron President Jim Munday in the Chair. Among the gallery listening to proceedings was Mr. Bertram, father of the late Nick Bertram, who was a delegate for South Australia at many previous Conferences. After hearing reports from the Squadron officers and from each Flight, Conference considered a lengthy agenda.

COMRATER COMMENTS.

from Arn Scholar, 74, Corunna Ave, Melrose Park, S.A.

The second part of our day was the laying of a wreath at our dedicated Tree at the West Beach airport. On this occasion we combined with fellows from other Squadrons, namely 455, 460, 86 and R.A.A.F., Malaya, all having their own trees. There were over 100 present and the ceremony was televised. Howard Bertram, the twelve-years-old son of Nick, laid our wreath. Padre Shepherd officiated--our thanks to him for his valued help.



FORM M/P. 2  
(Revised June, 1942)

Official No. 407025 Pay Book No. 174640

Surname BERTRAM

Christian Names HERBERT NICHOLAS LEONARD

ROYAL AUSTRALIAN



AIR FORCE

**MEMBER'S PAY BOOK**

# Pilot dies in glider smash

**Herbert Nicholas Leonard Bertram, 42, of Anzac Highway, Keswick, was killed when his glider crashed near Murray Bridge today.**

His wife saw him crash.

Mr. Bertram was managing director of Bertram Engineering Co. Anzac Highway, Keswick.

He was a member of the Adelaide Motor Cycle Club and was an ex-speedway motor cycle rider.

Bertram a former RAAF pilot was fatally injured when the glider, a single-seater Kingfisher, spun 600 ft. to earth.

In what were described as ideal gliding conditions, Bertram's machine spun out of control.

Bertram fought his way out of the spin, but another spin flung the machine downward.

The glider plunged into the ground at Pallamana, six miles north of Murray Bridge.

Police are standing guard over the wreckage while Department of Civil Aviation officials investigate the cause of the crash.

The Australian Gliding Federation, which has just started a special camp at Gawler, will send a special accident investigation team to the scene.

# SA GLIDER FATALITY ENQUIRY



Mr. Bertram

Gliding and Civil Aviation Department authorities yesterday continued their investigations into the cause of Saturday's fatal glider crash near Murray Bridge, but were unable to announce any finding.

Adelaide businessman and former RAAF pilot Herbert Nicholas ("Nick") Leonard Bertram, 43, of Anzac Highway, Keswick, was killed by the crash.

He died in an ambulance soon after the single-seater Kingfisher he was flying crashed into a barley field about half a mile from the launching point at Pallamana, near Murray Bridge.

The machine, owned by the Great Eastern Gliding Club, was extensively damaged.

Mr. Bertram had been a club member for about 12 months and had flown the glider many times before.

He had been in the air about eight minutes, on his second flight for the day, when the glider spun down from about 1,000 ft.

Observers said the glider appeared to recover from the spin at about 500 ft., but had immediately again spun to the ground.

## DOCTORS ON SPOT

Two doctors who were at the Pallamana gliding field went to the wreckage and gave immediate assistance to Mr. Bertram.

He was taken to the Murray Bridge hospital and died while being transferred in an ambulance to the Royal Adelaide Hospital.

Constables G. Waye and M. Calliss, of Murray Bridge, are preparing a report for the coroner.

Civil Aviation Department investigators yesterday conferred with officials of the Gliding Federation of Australia on the possible causes of the crash.

Both organisations are preparing reports on the accident.

Mr. Bertram, who was married, with one son, Howard, 10, was a son of Mr. Herbert V. Bertram, of Reid avenue, Ashford, a member of West Torrens Council.

In the Middle East, he survived several air mishaps.

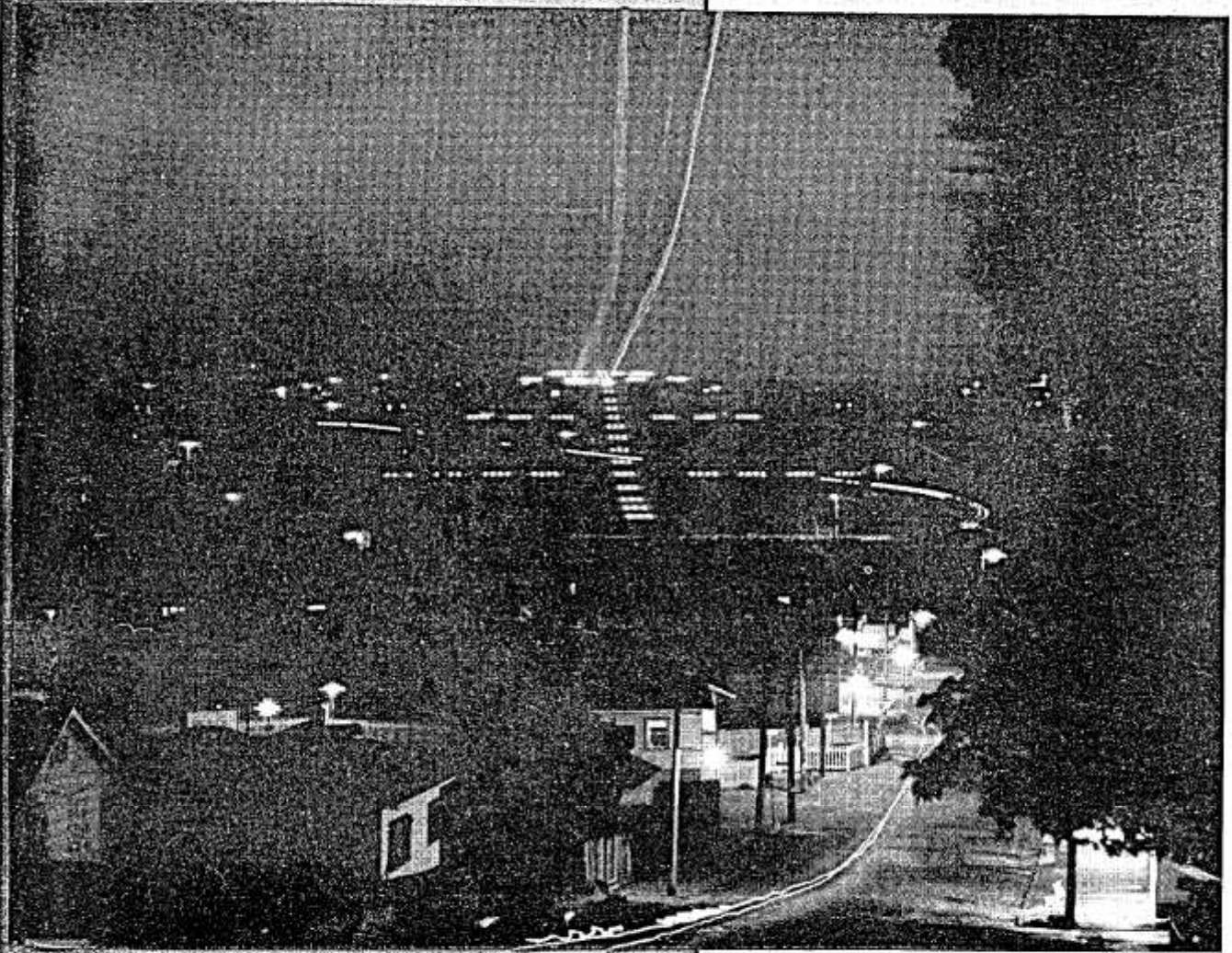
Before the war he was well known as a motor cycle speedway rider.

He established the Bertram Engineering Co., of which he was managing director.



# *Aviation Safety*

D I G E S T



NO. 22, JUNE, 1960



## MYSTERY SPINS IN A GLIDER

A pilot, who had been trained on powered aircraft by the R.A.A.F. during the war years, turned his interest to gliding in 1958 and by October of last year he had experienced 133 glider launches involving almost 14 hours of flight time. The club to which he belonged had a flying day on 17th October, 1959, and during the morning he was winch-launched in a Kingfisher glider, remaining aloft in thermals close to the airfield for about 12 minutes. Six minutes after landing from the first flight he was launched again in the Kingfisher and was seen circling for some time at a height of about 1,000 feet, three-quarters of a mile downwind from the airfield.

Some fifteen minutes after the second launching, observers on the ground saw the glider come out of a medium turn to the right and hold a heading towards the airfield for a few seconds. Then, without warning, the nose dropped and the glider spun to the right for about three turns and recovered to level flight at a height of about 400 feet. Although the glider was then laterally level it appeared, even from the ground, to be unsteady in the pitching plane and within ten seconds it spun again to the right and struck the ground in an almost vertical attitude and overturned. The pilot died shortly after the accident from injuries received in the impact.

The circumstances in which these two spins occurred and the observed behaviour of the aircraft suggested at the outset that they had not been voluntarily undertaken by the pilot. Considerable care was therefore taken in assessing the airworthiness of the aircraft. It had been properly inspected by a qualified club officer prior to flight on this day and a thorough post-accident examination of the glider failed to reveal evidence of any defect which existed prior to the accident or of any other condition which might have contributed to it.

The possibility of the pilot experiencing some physiological disability whilst in the air was also explored and, although obviously no firm conclusion on this point could be reached, there is no evidence that this pilot would be any more liable to sudden collapse than most other pilots currently flying.

Although these spins occurred in the approach area to the landing field and at a lower height than could be considered safe the evidence of club instructors and members all indicated that the pilot was normally careful and conscientious in respect of the gliding rules. He was also regarded

as being quite proficient and in current practice in respect of spin manoeuvres in the Kingfisher. It is difficult to believe that a careful pilot would have voluntarily initiated these spins in such circumstances or that a proficient pilot would have failed to regain and retain control of the glider in the airspace available. There is also the fact that in the brief period of level flight between the first and the final spin the observed behaviour of the glider was such that it appeared to be not under positive control.

It has not been possible in the face of this conflicting evidence to determine what was the cause of this accident, but the preponderance of evidence points to the possibility that something occurred to either the pilot or to the aircraft which induced a loss of control from which recovery could not be effected. The details of this accident are published not with the aim of making any particular safety point, but with the hope that some obscure but useful purpose may be served. If the mental exercise involved in pondering the possible causes of this accident leads a glider pilot to a careful analysis of his own flying habits the efforts will not have been wasted.

# AUSTRALIAN GLIDING



## OUR COVER PHOTO

THE SCHNEIDER ES-57 KINGFISHER WHICH THE GREAT EASTERN GLIDING CLUB IN SOUTH AUSTRALIA RECENTLY BOUGHT FROM THE MOUNT GAMBIER SOARING CLUB

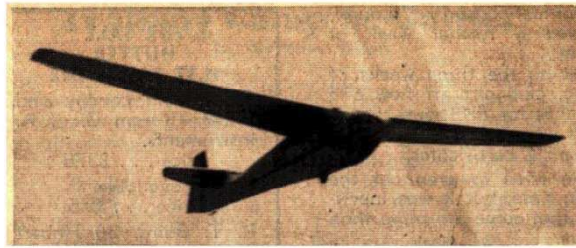
September

1959

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## Kingfisher Spin Test

by Harry Schneider

Following the fatal accident to the Kingfisher VH-GHD at Gilgandra (N.S.W.) on January 6, 1959, and a further accident to Kingfisher VH-GLB at Murray Bridge in October, 1959, I carried out flight tests to investigate the results of . . .

1. A rudder cable coming off, as presumed by the DCA report, reference 16/24/5 of October 7, 1959, and
2. The loss of elevator control during a spin.

### PREPARATIONS

The starboard rudder cable spring was detached so that the full load of the port rudder pedal spring could pull the rudder to port.

The result is the same as having the rudder cable come off the starboard pedal.

The starboard pedal was held loosely in place by a wire running from the pedal up to the cross member on bulkhead No. 1. This was done to prevent the pedal falling rearward.

### FLIGHT TEST

The test was carried out in Kingfisher, ES-57/2, Serial No. 28, at Gawler Aerodrome, South Australia, on October 21, 1959. Launch was by aero-tow to 7000 feet.

On aero-tow, with both feet off the pedals and the port spring pulling the rudder to port, the glider followed the tug with little yaw.

After release, with both feet off the pedals and the airspeed decreased to 45 mph, the glider yawed approximately 25° to 30° bank. Rolling back to level flight was normal.

Next, I applied aileron to starboard with the rudder spring still applying rudder to port.

I was able to produce turns with 25° to 30° bank to starboard quite safely and control of the aircraft was good enough for me to continue a cross country flight under these circumstances.

While doing a turn to starboard, I reduced speed to

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investigate stall and spin characteristics under these circumstances.

To my surprise, the aircraft gave the usual stall warning at approximately 38 mph. and did not spin. As it stalled it rolled back to level flight.

### CONCLUSION

The loss of one rudder cable, and the resultant application of opposite rudder by the spring, does not cause a dangerous situation.

Admittedly, if it happens close to the ground on the approach with a pilot likely to become excited, a difficult situation could arise.

### SECOND FLIGHT TEST

On a second test flight, a spin was produced with both feet off the rudder pedals and the spring pulling the rudder to port.

The recovery was instant with the use of elevator and aileron control only. My feet

were off the pedals through out the spin and recovery.

This test was carried out in spins to both the left and right.

On the next test, spins to the left and right were carried out. Recovery was made with the elevators held hard up and only the ailerons neutralised. My feet were off the pedals throughout the spins and recoveries.

The recoveries from these spins were instantaneous.

### CONCLUSION

It was found that spinning with crossed controls required only the elevator or aileron neutralised to stop spinning.

Rudder position under these circumstances, against recovery from spin, had no adverse effect.

(The tests, of course produced only small amounts of rudder angle under the circumstances).



VH – GLB Edmund Schneider Limited ES-57 KINGFISHER II 1957





VH – GNC Edmund Schneider Limited ES-57  
KINGFISHER III 1962



Photos taken at Jandakot Airport in Perth, WA 14-06-2013



L-R : Keith Jessup & Nick Bertram  
North Africa 75 OTU Camp, late 1944/early 1945



L-R : Gwen Jessup (Keith's Wife) & Nick Bertram  
Perth, 10/11/2012



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