

CIRCULAR

458 SQUADRON NEWS



Journal of the
**458 SQUADRON
COUNCIL**

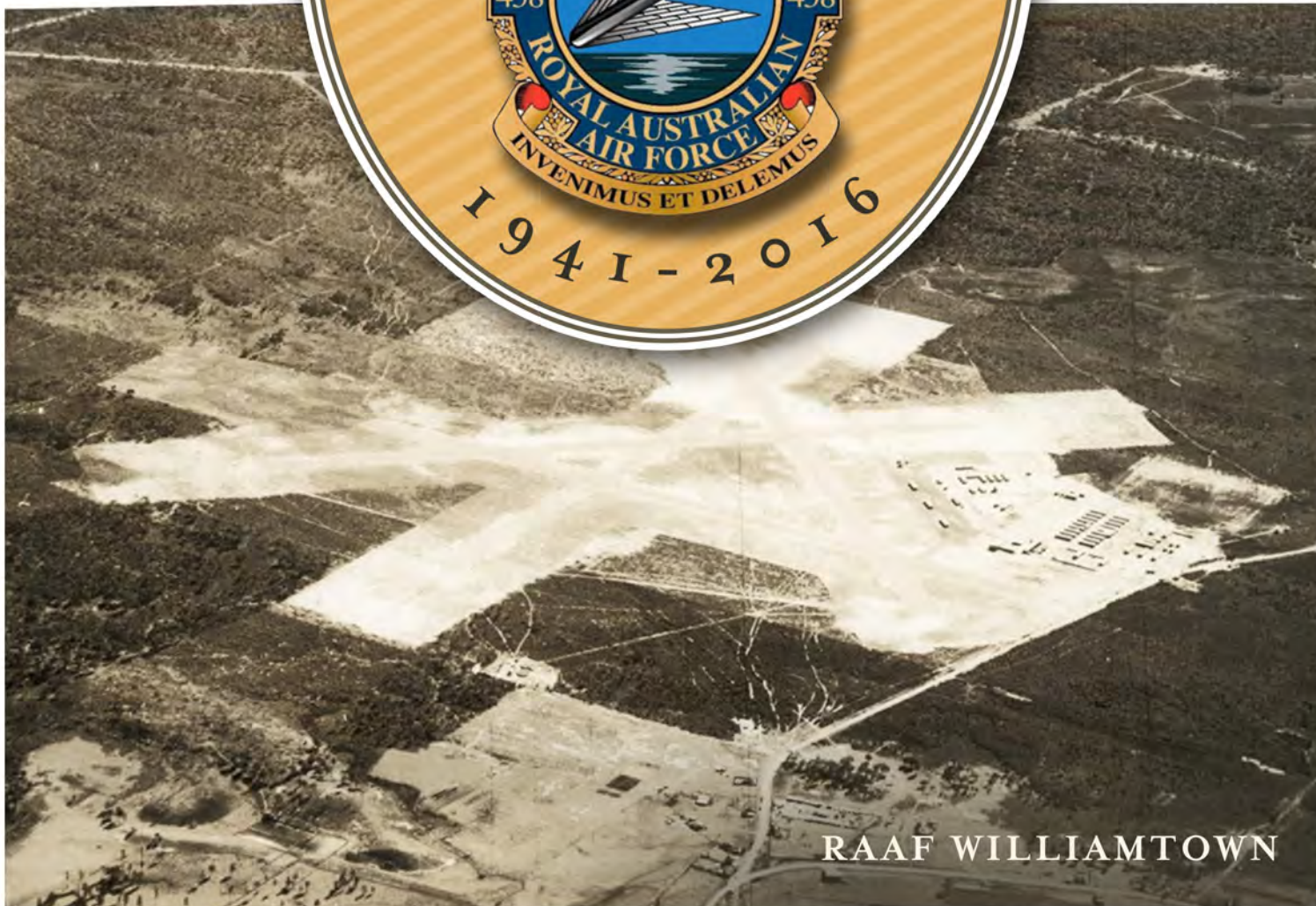
458raafsquadron.org

Year 67 No. 255

July 2016

Squadron President:
Keith Cousins
(Australia)

*Squadron
Vice-President:*
Leon Armstrong
(UK)



RAAF WILLIAMTOWN

458 SQUADRON RAAF

HONOUR ROLL

ROYAL AUSTRALIAN AIR FORCE

401756	W/O	D. A. Anderson	410933	W/O	M. T. Lee
405168	F/Sgt	R. D. Armour	419785	F/Sgt	K. J. Leslie
18762	LAC	I. W. Batton	421740	F/Sgt	W. M. M. Lipscombe
402028	Sgt	T. L. Brown	403429	F/O	J. R. Markey
412335	F/Sgt	S. N. Campbell	404346	P/O	E. J. N. MacDonald
403040	P/O	D. N. Carmichael	420032	F/Sgt	A. E. McGee
428070	F/Sgt	L. R. Conolan	407903	P/O	L. McKay
400460	Sgt	A. L. Cox	404252	F/Sgt	C. T. McLoughlin
400410	Sgt	P. G. Crittenden	409574	F/O	H. R. McMillan
405591	W/O	C. C. Dacey	410909	F/Sgt	L. J. Muschialli
407414	W/O	C. K. Dickson	407800	F/Lt	K. H. Neill
403915	W/O	W. J. Doude	425201	W/O	J. B. O'Connell
425286	W/O	G. W. Duncan	400354	Sgt	A. L. Opas
427457	W/O	R. Ellis	416227	F/O	M. G. Parker
402736	F/Sgt	H. D. Everingham	10158	LAC	G. G. Parkin
427504	W/O	P. J. Farrell	407801	P/O	J. Paroissien
403865	P/O	J. M. Fischer	401049	W/O	C. A. Pearce
402920	F/Sgt	J. E. Flecknoe	422702	F/Sgt	G. K. Reid
407639	Sgt	W. W. Forgan	409851	F/Sgt	J. Richards
428682	F/Sgt	W. J. Fox	425372	F/Sgt	T. R. Rogers
415777	F/Sgt	R. T. A. Freeman	416107	Sgt	J. Shierlaw
404332	P/O	R. J. Furey	416895	F/Sgt	J. C. Shipard
409686	F/Sgt	G. J. Gebbie	420068	W/O	H. S. Shying
400403	P/O	W. Goldman	416371	W/O	G. G. Simons
401507	F/O	L. Y. Hazeldine	407209	Sgt	P. H. Smith
402353	Sgt	A. L. Hewish	402262	F/Sgt	R. G. Spencer
404431	P/O	B. R. Hickey	402471	Sgt	D. G. Taylor
405312	F/O	D. G. Howie	410397	F/Sgt	L. C. Taylor
410488	F/Sgt	A. J. Huntley	406268	F/Sgt	C. R. Thurstan
400716	Sgt	V. W. Johnstone	425388	W/O	J. H. Watson
9352	Cpl	K. Kenny	402925	F/Sgt	D. Watts
414537	W/O	M. T. F. Knox	429838	W/O	K. H. Watts
409466	F/O	B. F. Lawler	402430	Sgt	A. R. Wills

ROYAL NEW ZEALAND AIR FORCE

NZ 403773	P/O	R. Birnie	NZ 41186	F/O	I. D. Prebble
NZ 413429	F/Sgt	I. Kippenberger	NZ 415362	F/O	J. Reid



AT THE GOING DOWN OF THE SUN AND
IN THE MORNING, WE WILL REMEMBER THEM.
LEST WE FORGET.



JOURNAL OF THE 458 SQUADRON COUNCIL

Year 67 No 255 July 2016



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Keith Cousins (Australia, NSW)

Squadron Vice-President

Leon Armstrong (UK)



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- *Mail all communications for Squadron Secretary to David Longhurst (address above), and for the Squadron (and NSW Flight) Treasurer to Beryl Dodds (address above)*
- *Have you notified Roland Orchard if you prefer to receive your newsletter by email? Are there others in your family, or circle of friends, who would like to receive a copy by e-mail? Please advise the Editor (address and e-mail above)*
- *Contributions and reports for the next Newsletter are due to the Editor- Roland Orchard by 30th November 2016, for inclusion in the 256th Edition.*

The 458 RAAF Squadron Association gratefully acknowledges the support of the Victorian Government and Public Record Office Victoria for making this project possible.



**Public Record
Office Victoria**





BUCKINGHAM PALACE

Mr. Keith Cousins,
President,
The 458 Squadron Association.

Please convey my warm thanks to the Members of the 458 Squadron Association for their kind message, sent on the occasion of the Seventy-Fifth Anniversary of the Formation of 458 Squadron RAAF at Williamtown Base. New South Wales.

I much appreciate your thoughtfulness in writing as you did and, in return, send my best wishes to you all as you commemorate this most significant anniversary year.

ELIZABETH R.

10th July, 2016.



His Excellency General the Honourable Sir Peter Cosgrove AK MC (Retd)
Governor-General of the Commonwealth of Australia

75th Anniversary – 458 Squadron

It is 75 years ago since 458 Squadron was formed and a tradition of gallantry, service and bravery began that lives with us to this day.

As part of RAF Bomber Command and later as part of RAT Middle East Command, the serviceman of 458 Squadron distinguished themselves in the skies over Europe, the Middle East, the Mediterranean and Gibraltar. Their contribution to the war effort and allied victory was immense, but so too was the loss of life. Theirs was dangerous and deadly work and the selfless sacrifice of so many stands as an enduring testament to those dark times of the Second World War.

This anniversary is an opportunity to reflect on the enormity of those sacrifices as well as a time to celebrate all that was achieved. The free and open life we live today owes much to those of 458 Squadron and for this Australians are forever thankful.

I am also aware of the strong bonds, forged in the heat of battle, that continue on amongst those involved with 458 Squadron. The Squadron Association fosters a camaraderie and a community that remembers those no longer with us and continues to look after the interests of veterans, their families and loved ones. This typifies the Australian spirit of standing by your mates and it clearly burns strongly and brightly amongst the 458 Squadron fraternity.

On behalf of all Australians I extend my very best wishes on the occasion of the 75th anniversary of 458 Squadron.





PRIME MINISTER

MESSAGE FROM THE PRIME MINISTER

458 SQUADRON RAAF - 75TH ANNIVERSARY

No. 458 Squadron RAAF was a crucial part of our nation's determined response to forces that threatened our peace and security.

Raised in Williamtown, New South Wales, 37 airman formed 458's initial ranks. But by June 1945, when the squadron was disbanded, almost 1750 personnel from across the Commonwealth had proudly served.

From Europe to the Middle East and in the Mediterranean, these allied comrades fought to great acclaim, providing crucial sea, air and land support.

The Squadron's feats—including bombing campaigns and mine laying operations—were not only dangerous and difficult, but played a decisive role in turning the tide of the war.

So on this historic anniversary, we honour all who served with 458 Squadron RAAF, and pay special tribute to those who were wounded or made the supreme sacrifice.

We also acknowledge the contribution of those at home who bore the burden of separation, lost loved ones, and supported the troops when they returned.

75 years later, the proud history of 458 represents an inspirational record of service that deserves our highest recognition.

I pay tribute to the 458 Squadron Association for upholding this proud legacy, and for the ongoing support you have provided to veterans and members over many years

Lest we forget.

A handwritten signature in blue ink, appearing to read 'Malcolm Turnbull'.

The Hon Malcolm Turnbull MP
Prime Minister of Australia

26 April 2016





ROYAL AUSTRALIAN AIR FORCE
AIR FORCE HEADQUARTERS

Department of Defence, R1-6-C001, PO Box 7902, CANBERRA BC ACT 2610, AUSTRALIA

AB28530060

458 Squadron Association

Attention: Roland Orchard
Newsletter Editor and Publisher
458 Squadron

Dear 458 Squadron Association,

Congratulations on the occasion of the 458 Squadron 75th anniversary on 10 July 2016. In August 1941, armed with Wellington Bombers, 458 Squadron launched on their first operation alongside England in night attacks on Emden, Antwerp and Rotterdam. Moving through Europe to the Middle East during the course of WWII, 458 Squadron provided a raft of support to the allied effort, from land strike to maritime patrols and mine laying operations.

Today, the RAAF continues to deploy Squadrons alongside our allies in global joint operations. We've been in the Middle East region for over a decade providing combat firepower, air mobility and humanitarian assistance. Like the proud airman of 458 Squadron, our personnel today continue to distinguish themselves in time of conflict and in peace.

To all members, veterans and families of 458 Squadron and its Association I am grateful for your valuable contribution to the rich history of the RAAF. Happy 75th!

Yours sincerely,

GN Davies, AO, CDC
Air Marshal
Chief of Air Force

17 August 2016



VALE

Harry Baines

Nellie Ashworth (wife of Harry Ashworth)

Evelyn Manton (wife of Harold William Manton)

Jane Fordyce (daughter of Bill Fordyce)

New South Wales

Victoria

Western Australia

Victoria

PRESIDENT'S MESSAGE



Keith Cousins Recollections for 75th Edition (FOREWORD by Stephen Bruce) I spoke with Keith on Monday 18/7/2016 to get some information and take down his thoughts so we could submit to Roland for inclusion into The Journal. I have not altered any of Keith's words and would simply request that Roland has a further telephone discussion in order that some editing is undertaken for economic use of space and relevance. As we all know Keith has a wonderful memory of events in WW2 and indeed the Squadron's activities in The Middle East around 1942.

Keith Cousins "It is nice to know that there are so many children, grandchildren, relatives and friends of 458 who still express great interest and admiration of the squadron's activities during WW2 and its post war activities. This edition covering our 75th Anniversary is significant and if you are a new reader of this bulletin I welcome you to our international membership of interested parties or unknown ex 458 squadron family members. My special thanks to The Orchard Family for their tireless works in establishing both our website and gathering historical bulletins culminating in our 250th consecutive quarterly edition in 2014. I would like to think we can compile a list of remaining squadron members, extended family and friends some time in 2017."



Around early August, 1942 a 458 Squadron Cockatoo (Leading Aircraftsman) had spotted who he thought Winston Churchill passing their tent in a cloud of dust on the way to the front at El Alamein whilst the initial battle was in full swing (Churchill was on the way to see Lieutenant General Gott, who was succeeded by General

Montgomery). For security reasons British Intelligence used actors to pass off as Churchill fearing attacks on the Prime Minister. Leslie Howard, the famous English actor posed as Churchill's double and was tragically killed





in June, 1943 on a DC3 flight from Lisbon to London when intercepted by the Luftwaffe thinking they had the scalp of Churchill. Gott and the majority of plane crew were killed on 7th August, 1942 outside Alexandria when the plane he was in was intercepted late in the afternoon by 2 ME109's. The plane was extensively damaged and crashed with only 2 survivors.

1. "On or about 21/10/1942 the battle for El Alamein Began in earnest. Keith was attached to Dizzy Dean's group in 458 Squadron and they were flying out of Malta on a mission looking for enemy freighters when they came across a 10,000 tonne vessel and attacked it with the Wellington's Torpington torpedo. The freighter had spotted the attacking Wellington and commenced evasive action by rocking and rolling from port to starboard to make their ship more difficult to hit. The torpedo was launched and much to the disgust of Pilot Dean the torpedo went straight under the ship".



Keith recalls that Dean angrily grunted "I don't know how I missed it" but on reflection it is Keith's belief that the rocking and rolling luckily aided the vessel to shift its' draft allowing torpedo to pass under the freighter.

2. Keith remembers a night in late October, early November of 1942 when the French Government in exile recruited Eve Curie(the daughter of professor Joseph & Marie Curie both recipients of Nobel Prize) to act as a reporter on events occurring in Burg el Arab (South West of El Alamein). Her visit caused a panic in the squadron and ground staff in particular, as there were no female toilet facilities available. The male facilities centred around the fabled "desert lily" (a 4 gallon gasoline tank modified for use as a urinal). A hasty decision was made to utilise a special tent for the dignitary whose visit provided a closer touch with the world as they knew it with the wafting fragrance of her perfume.



(This visit was around the commencement of the allied offensive led by Bernard Montgomery against Erwin Rommel's fabled Afrika Corp).



3. On 20th October, 1942 Dizzy's Crew flying a Bristol Bombay on a reconnaissance mission to the Qattara Depression, North West of El Alamein by 60 miles, was quickly forced to return to base as they had arrived some hours early. It turned out that the ground forces were trying to entrench themselves in advance of the offensive. The ground forces were concealing themselves in circular emplacements armed with Anti-tank rifles specifically used to target the fuel tanks of the enemy's armoured corps.



The Bristol Bombay's fly over mission would have alerted the enemy of the impending advance.

The same day Pilot Officer Scott from RAF 216 Squadron (whose crews were eventually transferred to 458 Squadron) had been given the task to transport a plane full of badly injured soldiers from the battle fields to Heliopolis in Cairo late in the afternoon. The injured were accompanied by a New Zealand orderly whose task it was to keep them comfortable in the turbulent conditions. The obvious smell of the injured and the excessive blood left a long term impression for those on board.

At about the same time Greek Air Force crew were visiting for a training exercise at Burg el Arab and unfortunately on take-off made a mistake of setting their props in

coarse pitch and caused a catastrophic event when their Bristol Blenheim failed to clear the runway end hitting a tent pole which perforated their starboard wing causing a crash which killed all 5 aircrew.

Keith provided some information on “The Middle East Pool” who were fully armed squadron crews who were specifically instructed not to shoot on enemy reconnaissance aircraft flying over Burg El Arab as it was thought if they engaged the enemy it would indicate that “they had something to hide”.

This period of the war marked a milestone for the allied forces in El Alamein as the allied thrust that commenced on 2nd November was the beginning of the end for Rommel’s Afrika Corps. 458 Squadron had Wellingtons deployed in El Shallufa Egypt from 1st September, 1942 until 30th March 1943.

KEITH COUSINS 458 Squadron Association President

OVERSEAS FLIGHTS MESSAGES



UK Flight report from Keith Wilkinson There’s some excellent news from the UK flight. Congratulations to 458 pilot Jack Christianson, aged 94, who has received the French medal – the Legion of Honour. Or to give it the correct terminology he has been appointed to the rank of Chevalier Ordre National de la Legion d’Honneur.

In an accompanying letter from the French Embassy in London, Jack was told: “As we contemplate this Europe of peace, we must never forget the heroes like you who came from Britain and the Commonwealth to begin the liberation of Europe by liberating France.”

The medal was sent to Jack’s home by special delivery. Sadly, it seems it was posted at around the same time as the Bastille Day terrorism attack on Nice in France – one of several recent events that have led many to people to point out that France and other parts of Europe are far from at peace in 2016.

Jack received the Legion of Honour for the missions he flew with 458 squadron as part of the allied liberation of the south of France in August 1944. In that period he flew ten sorties – patrolling the coast of France, bombing and attacking German barges and boats, hunting U-boats, bombing a harbour, sighting an enemy convoy.

Jack said: “As far as I am concerned, it’s an award to my crew.”

That crew included my late father, Ken Wilkinson, one of Jack’s WOP/AGs. Jack is now the only survivor of the crew, and the Ministry of Defence and the French government have explained that the medal cannot be awarded posthumously. But Jack’s heartfelt gesture means that, in spirit at least, all those who flew in his Wellington in August 1944 share the honour.

Those who are granted the award can elect to have a special ceremony too. Jack is of the view that he would only wish to take part in a ceremony if there are other recipients from 458 Squadron in the UK. As far as I am aware, Jack is the only person from 458 in the UK (at least so far) to get the Legion of Honour. But I may well be



wrong so if you have got it or have applied for it, please could you let me know. Details of how and where to apply for the award were given in a previous newsletter report. There are currently very few 458 veterans left in the UK – only four to my knowledge. For obvious reasons, the numbers have declined quite a bit in the past two or three years. A handful more people (relatives) receive the newsletter. There could well be more 458-ers out there; people who have not kept in touch over the years, and if any of them read this on the internet, we'd love to hear from them.



Jack Christianson.
Appointed to the rank of
Chevalier Ordre National de la Legion d'Honneur

Congratulations from all within the
458 Squadron Association, Jack. (ed)



CONGRATULATIONS FROM CANADA



BY BRYAN QUINLAN To begin with, heartiest congratulations to all, past and present, who have been involved in the remarkable achievement of reaching the 75th anniversary of 458 Squadron.

Although Canadian Flight is no longer active as we are now reduced to two known surviving members of our original thirty, I can say with all confidence that over the thirty odd years of contact with our membership that I have never heard a critical word about their experience on 458.

There was unanimous agreement and praise for the exemplary leadership and the harmonious relationship with the various nationalities on 458 and with the hard-working Aussie ground crew, which in the early years in the Med, had a difficult time keeping somewhat worn-out Wellingtons in flying condition.

The Aussie preference for relaxed attitude toward discipline was very much appreciated and enjoyed by all during WWII 1942-45 operating in the Mediterranean on Coastal Command 458 established an enviable record of successful operations taking part in the North African, Sicily and Italian campaigns and received high praise from the commands they worked in.

Post-war, the ex-members formed the 458 Association with flights in various regions and eventually in New Zealand, the UK and finally Canada. A periodic newsletter was produced and proved very popular in keeping membership informed. Members took on the job of serving as the editor.

With the passing years the wartime membership inevitably decreased and new blood was needed. Lots of wartime squadron associations closed shop but not so with 458 where the next generation became involved and mainly took over the reins. This Aussie generation has always impressed me with their dedication in recognizing and taking part in the observation of past Australian glories.

As this generation is computer savvy they not only have they carried on with the newsletter but have increased its content. They have also created a 458 website which has led to contact and enquiries by equally savvy descendants searching for information on their parents, grandparents or relatives involvement with 458 during the war. So, the spirit of 458 is in good hands and can look forward to a long and informative future.

Perhaps the best and most appropriate way to sign off is to just say "GOODONYERMATES!" BAQ



(Left) Joan & Bryan Quinlan

(Below) Left to Right Dennis Quinlan, named after my brother*, his first child Kevin and his fiancée Heather, they are getting married at the beginning of Jan 2017, next pair obvious (Bryan & Joan), Michael Bean, Peggy's youngest son. Next is Peggy, then David Bond her second son. Then Tricia Lane, my 2nd

cousin who over the years since she immigrated to Canada from UK has become a regular member of our family. Her Mother who died this year was my favourite cousin in my pre-teen years. last but certainly not least is John Bean, Peggy's husband.

Unable to attend are Alison Quinlan, Denny's daughter who lives in Victoria, Grant Bond, Peggy's first, his wife Lindsay and their recent addition Oliver.



**BRYAN
QUINLAN
Canada Flight
Correspondent**



* Editor's note. Bryan's brother F/O Dennis John Quinlan (pictured) was an Air Observer in Lancaster I R5616 with 207 Squadron RAF when his aircraft was shot down by a German night-fighter over Denmark on 17/8/1942. All perished except for Flight Engineer Sgt Jack Reid who managed to bail out before the Lancaster crashed.



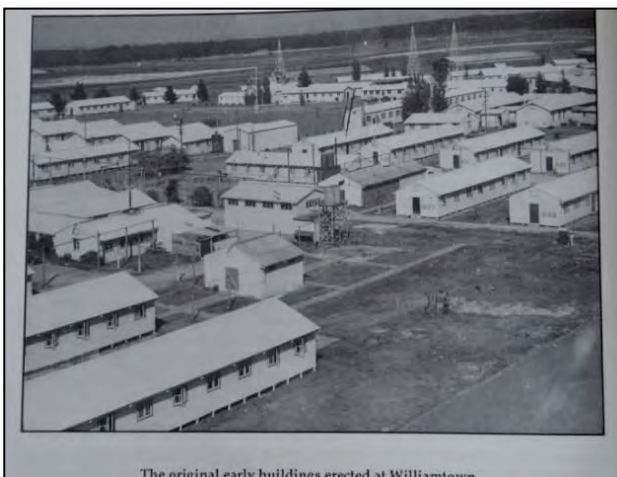
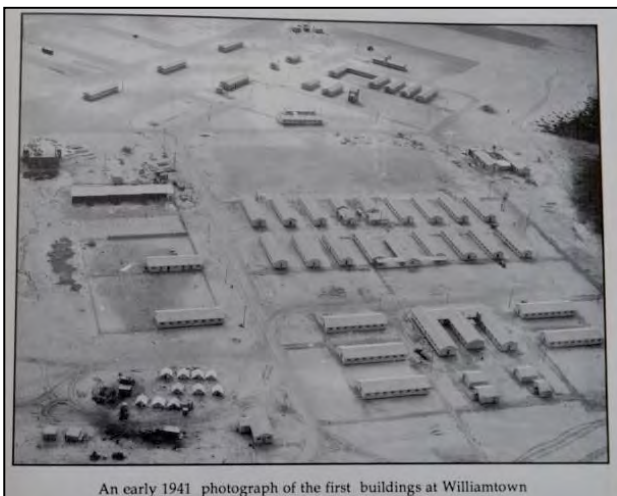
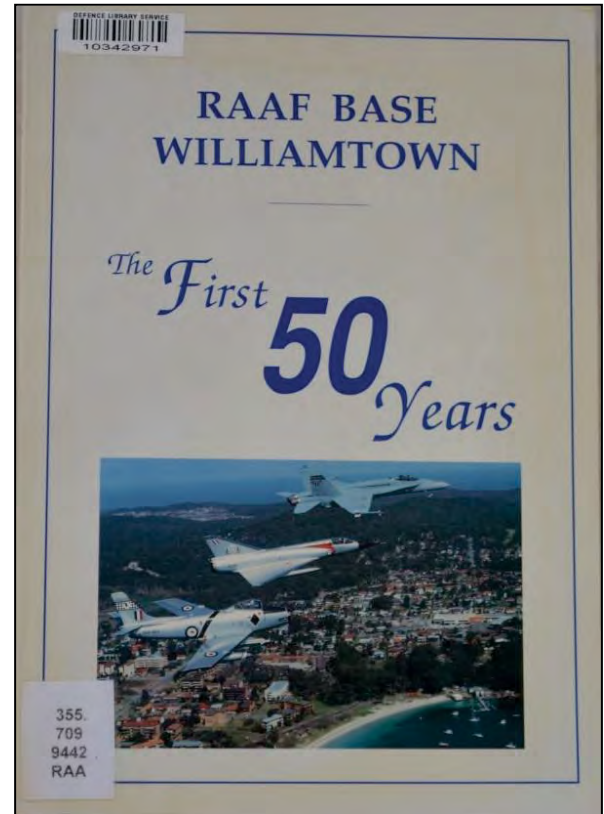
458 Squadron:

Born in Australia 10th July, 1941

Researching the history of RAAF Base Williamtown led to RAAF's online Air Power Development Centre, and hitting the target with:

"RAAF Base Williamtown : the first 50 years : a short history of Australia's premier tactical fighter base", compiled and edited by Peter Muller and John Hutchison for the Aviation Society Inc., Newcastle. Photos of the Base as it was in 1941 are courtesy of this publication, and 75 years on, courtesy of the Defence Image Gallery

(<http://images.defence.gov.au/>).





458 ORIGINALS

THE ORIGINAL MEMBERS OF 458 SQUADRON R.A.A.F.,

FORMED AT WILLIAMTOWN R.A.A.F. BASE N.S.W. on 8th. JULY 1941.

departed WILLIAMTOWN 4-30 a.m. BY BUS AND TRAIN 8th. August 1941.

departed SYDNEY by R.M.S. WATEA at 4-00 P.M. the same day for

RUKLAND, FIJI, VANCOUVER, HALIFAX and LIVERPOOL U.K.

then by various R.A.F. Stations to HOLME ON SPALDING MOORE YORKSHIRE.

where the Squadron became operational under W.Cdr Mulholland O.F.C.

our first operation was against German Targets on the night of 20th. October 1941.

1.	ANGOVE R.C.	"DOC"	MEDICAL OFFICER
2.	* POWER A.R.	"BUTCH"	STORES CLERK
3.	HAMILTON BILL		PAY CLERK.
4.	* BAX JOHN		STORES CLERK.
5.	HUTTON BRIAN	"CRUTCHIE"	PHOTOGRAPHER.
6.	* BALMER GORDON.	"BUSTER"	PHOTOGRAPHER.
7.	RAY FRED	"PAPPIE"	ELECTRICIAN.
8.	CATT TOM		ELECTRICIAN.
9.	GIBSON A.M.	"HOOT."	ELECTRICIAN.
10.	KELLY	"NEO"	ELECTRICIAN.
11.	* KESSLER DAVE		ELECTRICIAN.
12.	MURRAE C.W.	"RED"	ELECTRICIAN
13.	SILBEREISEN LOU.	"SILVER"	ELECTRICIAN.
14.	PALMER JIM	"BALDY"	ELECTRICIAN
15.	DRUBB GEOFF		ELECTRICIAN.
16.	TILLOCK CLIFF		ELECTRICIAN.
17.	* O'LEARY TED	"ACE"	ELECTRICIAN.
18.	CATTANACK DICK		ELECTRICIAN.
19.	PIGGFORD P.	"PIGGY"	ELECTRICIAN.
20.	* POLLOCK BOB.	"POLLY"	ELECTRICIAN.
21.	* TREWATHA N.	"LOFTY"	FITTER IIE.
22.	* WHITE MURRAY	"WHITEY"	FITTER IIE
23.	* WILSON	"SHORTY"	FITTER IIE.
24.	* STROM FREDDIE.	"STROMY"	FITTER IIE.
25.	STONE A.L.	"TONY"	INSTRUMENT MAKER.
26.	McGOWEN ATHOL	"JOCK"	INSTRUMENT MAKER.
27.	STEWART LEN.	"BINGI"	INSTRUMENT MAKER.
28.	QUIGLEY JACK.	"QUIG."	INSTRUMENT MAKER.
29.	* DRAYSEY COLIN	"DRAYS."	INSTRUMENT MAKER.
30.	HYLES GEOFF.		INSTRUMENT MAKER.
31.	* GRIFFITHS NOEL.	"TICH"	INSTRUMENT MAKER.
32.	McKENZIE JACK		PAY CLERK.
33.	* USHER RON.		STORES CLERK.
34.	DAVIES	"JUNIOR"	MOTOR TRANSPORT.
35.	* OSBEISTON N.	"OSSIE"	
36.	MELLOR R.W.	"RED"	ORDERLY ROOM.
37.	WILSON JACK		ARMOURER.
38.	STARTON or ROBINSON.	(left draft in Canada with ear problems.)	
39.	MUNKMAN ERIC	"MONKO."	ORDERLY ROOM.

MANY OF THESE ORIGINAL MEMBERS STAYED WITH 458
RIGHT THROUGH TILL THE SQUADRON DISBANDED IN GIBRALTAR IN 1945.

FREDDIE STROM WENT ON TO GO TO GERMANY WITH THE OCCUPATION FORCES.

NO DOUBT THERE ARE OTHERS WHO HAVE PASSED ON, THEIR NAMES ARE NOT KNOWN AT THIS PRINTING.

Jock McGowen, 9th. October 1994.

APPENDIX

SOME Williamtown Reminiscences by Jock McGowen, 458 Squadron

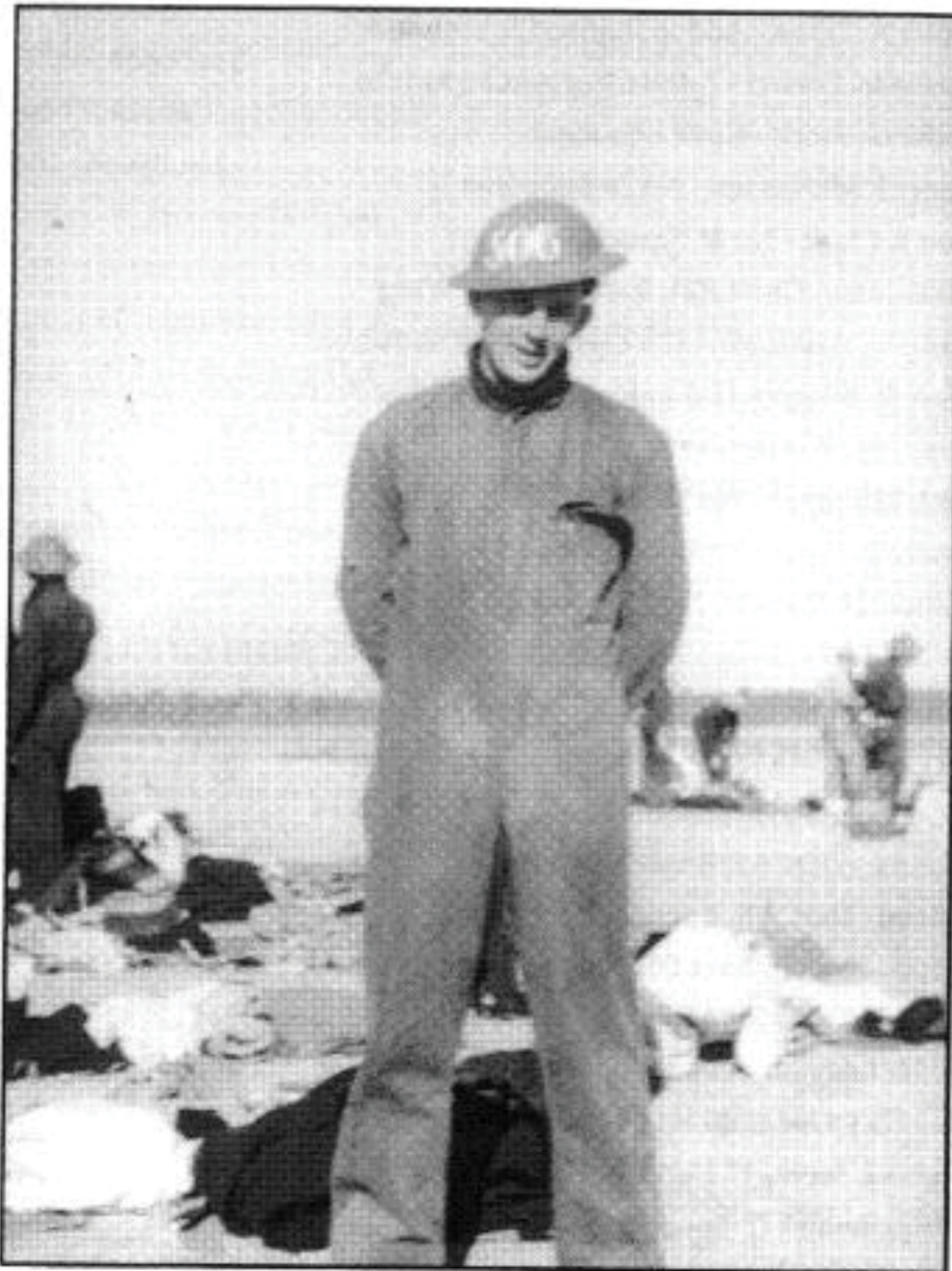
Like a lot of the early members of the RAAF, our full intention when we joined was to go overseas. Why? Don't ask me, maybe like our fathers before us, we wanted to help. I for one still cannot answer the question, even now 48 years later. However, in May 1941 the infiltration scheme was introduced, a scheme where we could apply and would eventually get to go overseas. We would then link up with RAF, but eventually would form into RAAF squadrons with mostly Australian ground and aircrews. Like many thousands of others, I applied and within a short time found myself at Williamtown, NSW, just north of Newcastle. There were many hundreds of us in that desolate camp, lots of barrack huts, one single gravel runway, no aeroplanes, but we were blessed by an occasional visit of a Tiger Moth and a very rare "Staggerwing" beachcraft. Like us, this aeroplane has survived and is now in a museum.

This was to be the start of our great adventure. I was only 20 at the time. Others were older. Tony Stone was older than I was and my dear old Mum asked him to keep a fatherly eye on me - a bit like asking Dracula to look after the blood bank. However, we both survived. On arrival, during our first of many parades, we were greeted by our station CO, one Wing Commander Joe Paget, an RAF type who had had his grey uniform dyed to get a blue RAAF colour. It came out black. If we had known about the Gestapo in those days his nick name could be imagined. As it was he had to be satisfied with "Little Ceasar". His photo heads the list of station commanders at Williamtown. His project in life was to tame this "rabble" that he had inherited.

History does not record his thoughts on whether or not he had succeeded, but it was certain we did our best to make certain that he did not succeed. Soon after arrival we were called on parade, and in typical RAAF fashion, names were called. Suddenly they stopped at "M". The remainder of the parade, some 29 guys, became the nucleus of 458 Squadron. This day was 10 July 1941. More names were added until we had some 39 members. We had our own CO, Flight Lieutenant Pike, one of the Pike retail firm people from Queensland. He did not come away with us, but he always did his best to smooth the relations between Joe Paget and 458.

Our preparation was normal I suppose - KI parades, drill, bayonet practice, gas mask races, painting stones around the parade ground, moving them and then painting them again. We knew we were on our way when we received our long greatcoats, were told to add "AUS" to our service number and then came the issue of tin hats. Many 458 necks were tested to the limit when a lump of 3"x 2" oregon tested the strength of the steel hat. Joe Paget, in his sincere efforts to see we did not "bludge", had the carpenters nail a 3" x 2" bar across the latrine seats. This caused much discomfort when one wanted to attend to the natural functions of life. The result, a beaut fire one night and so ended a really well built 10 holer - such is war. "Q" Flight was born at Williamtown. That quintet of double trouble, Kessler, Trewatha, White, Wilson and Freddie Strom. They even looked after the Mess - how did we survive to go to war!

The great day arrived, August 7. We were on our way to the greatest adventure of our lives. I think, as 506, I was the first to get in line for the bus, the train, the bus again and finally that grand old lady the R.M.S. "Awatea". We sailed from Sydney at 4 pm on that 7 August 1941, escorted by our most famous Navy ship, the HMAS "Sydney". It was the roughest sea that even the "Awatea" crew had experienced. Were we sick! At least most of us were, and the food was literally first class as the ship was not a trooper at that time.

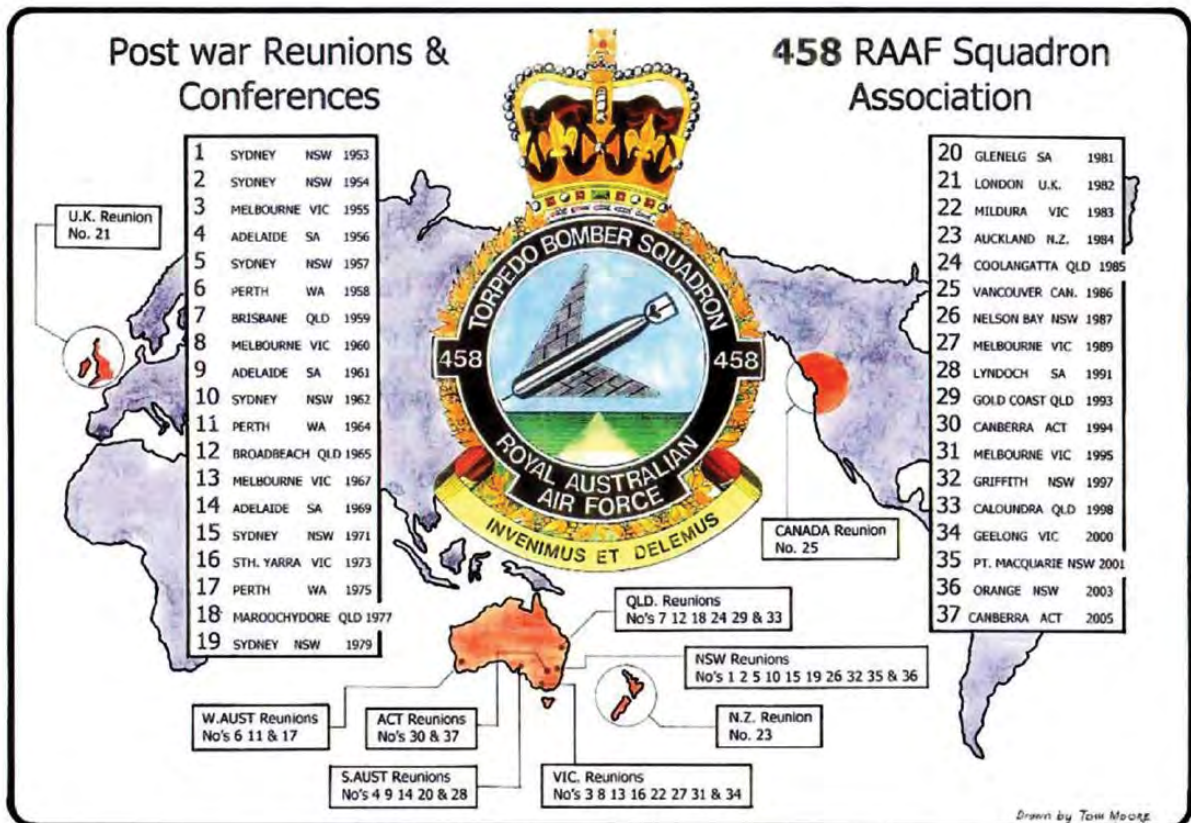


Jo ck Mc Gowen of 458 Squadron at Williamtown



In 1982 (41 years after formation in Williamtown, NSW) the 458 “Originals” gather for the Reunion at their first Operational base, Holme on Spalding Moor in the UK.

THE "ORIGINALS"



This impressive pictorial list of 458 Reunions (the UK Reunion was #21) can be found at our webpage: <http://www.458raafsquadron.org/about-us/postwar-reunions-conferences>

Williamtown RAAF Base Now.



March 2016 saw the celebration of two significant milestones: the 95th Anniversary of the formation of the Royal Australian Air Force and the 75th anniversary of RAAF Base Williamtown.



75th Anniversary Edition Special Feature Article

The Time Capsule: A synopsis of the Victorian Veterans from 1949 to present day (458 Sqdn).



Victoria Flight. ANZAC Day March

Imagine what it would be like if you were returning home from a World at War? What you are about to read comes from the very words of WWII Veterans. I am pleased to extend this paper to an even wider audience/readership than usual, although being on the internet usually holds substantial promise. On behalf of the 458 Squadron Association, I offer this contribution to Veterans & their wives, family members, descendants, historians, educators, students, friends of Veterans and regular Victorians for the collective storehouse & further increase in understanding of Victoria's heritage (and of course to all Australians and a worldwide readership). Future editions will provide insight about Veterans from the other States of our Commonwealth.

In the 1940s Victorians left our shores for King and Country, to protect their loved ones/families and to do their bit; to free the world of tyranny. The bonds that they formed during those testing, trying and profoundly life changing times of 1941 through 1945 are re-lived and re-told and reminisced about in the many editions of the 458 SQUADRON NEWS that would follow. Come with me and walk in their



footsteps of 67 years of the Newsletter articles that capture their post-war lives and history of this remarkable group of Veterans, their amazing wives & their families. A Journey from 1949 to the present day (along with 254 Editions of the Squadron News). Is there a Journal anywhere like it that travels through the unique experiences of Victorians and their countrymen from war-time to peace-time, to career, to family life, to the height, breadth and depth of personal lives interwoven with the close-knit camaraderie of a group of men who faced things that seem incomprehensible, yet entirely worth considering today. Perhaps they are truly the Greatest generation with all the sacrifices they made.....for you and for me, and for those to come an enduring legacy of freedom won.

The post-war story of this unique group of Victorians begins along with their northern neighbour colleagues who publish the first official Squadron News/Journal in October 1949 for the Squadron Association. The first Victorian President is Stan Tarczynski, a natural leader. With this inaugural Edition, the decade of the world changing 1940s came to a close.



Victoria Flight, Anzac Day Re-union

The new decade opened with the January 1950 Vol. 1, No. 2 Edition. Part of our National psyche was once again displayed with the news item about the race that stops a nation i.e. the Melbourne Cup – “The Squadron took an interest in the Cup, of course”. The other hot topic was in regards to a shortage of housing with 458ers passing a resolution:

“.....the Housing position as it affects Returned Servicemen remains very unsatisfactory and urges that, as an interim and short- term measure, a very large number of pre-fabricated houses be made available to Returned Servicemen. And that copies of this resolution be sent to the Air Force Association and to the Minister for Housing for vigorous action.” Nearly four and a half years after cessation of hostilities this was still a big concern for the men & their wives and families.

This resolution met with some success as described in Edition No. 3 and subsequent Newsletters.

Anzac Day is the pinnacle commemoration for the year. Also on the radar for the men

were to write & publish their official History of the Squadron, to produce a Squadron Photographic Album, to make available a Squadron badge/ pin (with the winged Torpedo emblem etc) for each Veteran and to have an official Squadron Banner made. The foresight shown by these decisions is self-evident. Very much in vogue were important Association events – Reunions, Air Force Assoc. (AFA) meetings; social events – the Annual Ball, a formal quiz (it seems you only get these on TV today, but then again this was prior to TV), picnics; and sporting events for the Veterans & their families – cricket, golf, tennis, bowls. Thinking of others was also in the make-up of the Veterans. Enrolling in and supporting The Peanut club which financially assisted a Hospital in its valuable work of providing plastic surgery for airmen who were burned or disfigured during the war.

Of interest are the occupations/professions/organisations that Victorians became involved in (or continued in) after the war. John Islip –with the Institute of Architects; Frank “Shorty” Taylor –a furniture business; Bill Carr – with Kodak; Stan Tarczynski – Salesman for ‘The Leader’ and then ‘The Age’; Ernie Laming –continued serving his country in the R.A.A.F.; Jock McGowen – Instrument Division Manager of Wilcolator Mfg; Hutton Armstrong, perhaps someone well ahead of his time – Proprietor of the West End Coffee Lounge (in Melbourne) ; Father McNamara – one of the 3 padres that served the Squadron during war-time continued serving people in the community as a Priest; Lisle Wurr – a school Teacher and later, a Principal; Val Richards – with the Equitable Probate Insurance Co.; Harold “Yank” Martin – a taxi Proprietor; Ted Kennedy – a garage Proprietor; Bill Bailey – running a fuel business; John “Tich” Ramsay – in the Accounts dept. of the P.M.G.; Harry Ashworth – Owner of a plumbing business; Ian Beer (Alison) – a commercial Artist; Ron Yates – a school Teacher and later, a Principal; John (Jack) Bilney – a Jeweler and later, a Manager at AGFA; Jack Fleming – with Australian National Airways (ANA); Joe Elliot – also with A.N.A.; Kev Guiney – a tennis Coach; Bruce Prideaux – a motor Engineer with Rickard Bros.; Ted O’Leary – in the aircraft industry at Fisherman’s Bend; Bert Smith – Assistant to the Secretary, Harrisons Ramsay Pty Ltd; Jim Irwin, Instrument Section T.A.A. Essendon; Teddy Love – an Estate Agent; George Riddoch – a Grazier; Bob Sherrah – a wool Buyer; Peter Hedgcock – 2IC War Service Homes; Shorty Wilson – I/C with Bristol aircraft A.N.A.; Bill Varcoe – car Salesman (Holden); Harry Hull – the carrying business; Lofty Kernot – a manufacturer of abrasives; Eric Jewell – with the Dept of Civil Aviation; Lloyd “Duke” Tame – a hydrographer with the State Rivers Commission; Roy Rabone – growing wool and



very contented and later, President of the local R.S.L. ; C.G. Johnston – a bank Officer with the Commonwealth Bank; Neil McPhee – the Australasian Paper and Pulp Co. then moved to Secretary of the RACV; John Kenyo – with the R.A.A.F. in Victoria; J. Sharpley – with the R.A.A.F. at Pt. Cook; Len Thiele (aka Leonard Teale) – well known Actor and Broadcaster; J.D. McKenzie – Farmer; Arthur Green – a spring manufacturer;

Gordon Orchard – in the printing business with his brothers who are all ex-R.A.A. F. men; Bill Lyons, Tommy Burgess and Charlie Harding – all sheep Farmers; Ron Pritchard – the Dept. of Civil Aviation; Jack Withecombe – Pilot with A.N.A.; L.V. Johnston – with Woolworths; Bob Osbourne – an advertising business; Ted Littlehales – a licensed motor car Trader and later, a Farmer; Les Boyer – livestock carting to Melbourne; Bill Stapleton – Site Manager at Heinz factory; Cec Percy – co-owner of Twin Bridge Motors; Ken Brown – Farmer; Fred Ray – at the State Electricity Commission; Bob McKinna – Farming; Gordon Cuthbertson – Farming; John Dowling – Group Captain, Training R.A.A.F.; Norm Cugley – Foreman mechanic at Atlas Auto; Ian Giles – school Teacher; Vin Clohesy – with Vic Railways; Jim Munday – licensed Publican; Stan Cartledge – accounting Teacher at a Technical school; Bob Smith – a Stipendiary Magistrate; Mick Singe – Manager at A.V. Jennings; Seventy one of these fine industrious men - who were Servicemen just 6 years earlier, attended the Vic Reunion in 1951, held at AFA House in Flinders Lane. This celebrated a milestone in their lives – 10 years after formation of the Squadron.

In 1952, the Association and its activities had grown rapidly, so much in fact that circulation of Squadron News had reached 620, a noteworthy achievement when considering that close to 1750 men served in the Squadron during the war. Now in their thirties with young families, or with fiancés or courting ladies, together the men found profound value in reflecting on what they had been through and what had been achieved: the end of a world at war and tyranny defeated. This sentiment is described by the Editor, Peter Alexander at the time: “War Service had many disadvantages, but it had also one outstanding advantage. A man made, on his unit, a host of lifetime friends. For ourselves we affirm that the well-being of anyone who served with 458 will always be a matter of interest and sympathy.” It is quite evident that the Association was entirely therapeutic to the men in their post-war lives, an important contribution to any society restoring and moving forward after world-wide upheaval. The worth of this to each individual, his family and to Australian communities cannot be underestimated.

In 1953 the Association’s exciting trajectory led to the inaugural “All-States Reunion” being held; a logical outcome of the team work and the activity levels in each



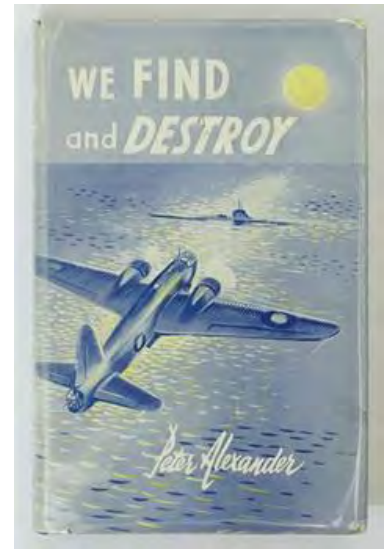
State/capital city. A further display of this unity was that the States passed a motion to institute “The 458 Squadron Council”, an over-arching body to coordinate with the States to look after the current/future needs of the Association nationwide (including overseas Flights i.e. branches). Thrilled to be elected the first Squadron Council President, Victorian “Johnno” (second Squadron C.O.: Lewis L. Johnston) said: “The Squadron’s spirit that I well remember has not diminished in these ten years.” And “I think that we can claim without fear of contradiction to have the most active Squadron Association in Australia.”

Even with these successes for the Association, the post-war world stage was changing and 458 alerted its Members to an ominous concern. In a short editorial, the next Squadron Council President, also from Victoria, Gordon Orchard (and former Flight Commander), used satire to deliver a prescient message. After all the Veterans had been through, this was a sobering thought. In conclusion, he spoke of duty, responsibility, respect, honesty, thinking of the future and acting in the best interests of future generations of Australians. This is in stark contrast to the communist ideology/tyranny he wrote about “..... a great part of the world is dancing to the tune piped by a few blokes who’ve taken up the late Mr. Marx’s funny ideas and they mean to impose those ideas upon the rest of us by every possible means.....”

In this wide-brown sun burnt land of ours, the cycle of floods once again came in late 1956. The mighty Murray, Australia’s longest river, let loose and wreaked havoc causing major flooding damage in the Irrigation Areas (VIC/NSW/SA) to homes and livelihoods – fruit growers e.g. wine and dried fruits and farmers. Some of the Veterans & families affected were Ken Cupper, Dave Firth, Roger Rodwell, Ian Showell and Fred Barnett. It’s difficult to imagine: “the battle (of the flood) has gone on for six weeks.” In true 458 Squadron style of coming to the aid of each other, “Our ardour was dampened, our backs were broken, but not our spirits, which we kept in our hip pockets. Next day a further battle with sandbags, levees, bulldozers..... very pleased to have had the opportunity of helping a fellow Squadroneer, also deeply conscious of the tragedy of the flood and the spirit of the people.”



At the close of the 1950s, emblematic of all that had been accomplished in the Association to this point was the completion and publishing of the Official History of 458 Squadron (1st Edition): “We Find and Destroy”. This being the translation of the Squadron’s motto (latin): *Invenimus et Delemus*. A competition had been held to decide its title & the cover design and many of the unique stories included were requested from all during the writing phase. Remarkably, the entire 500 copies of the first printing were quickly purchased, followed by a second printing which saw three-fifths sold (including 280 copies through book shops).



One Newsletter editorial described the Association this way: “458 has active Flights wherever the numbers are sufficient. We have all the marks of energy and achievement: Federal Union; All-States Reunions; Dances; Picnics; Squadron badges for lapels and cars; cricket caps; a Newsletter; stationary; blazer badges; and now Squadron Ties; Who’s Like Us?” Not to get too carried away it was followed by “We must see to it that we keep it up”.

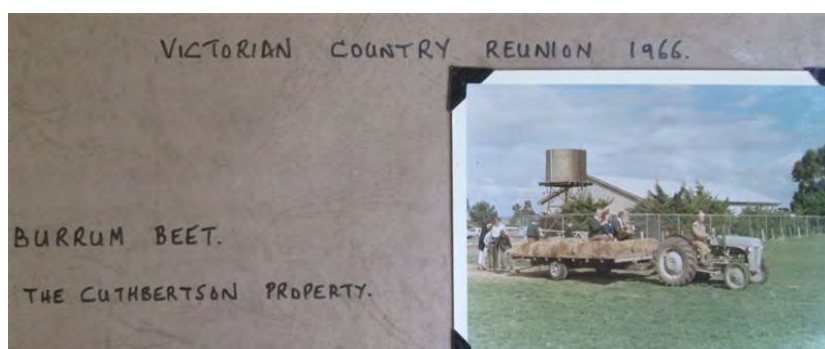
There are two important addenda/footnotes to mention about this decade: a poignant article was written clearly showing the respect and honour these men held for their 5 Commanding Officers (C.O.’s) during the war. Secondly, the Association & the Veterans were responsive to the new Government initiative: Civil Defence in Australia; a program addressing the threat of nuclear war. The weapon used on Hiroshima and Nagasaki had changed everything and the ‘cold- war’ had commenced between the world’s two superpowers. Five Newsletter articles appeared over a 3 year period, with ‘Australia and the Nuclear Weapon’ titles such as ‘30 Miles from Ground Zero’. ‘Out of the Fireball’. ‘What a Man Can Do’. ‘Those the gods would Destroy’. ‘So Much to be Done’. Also included was an article on: ‘Germs and Poison Gases’. 458 would do its part.

The new decade February 1960 Volume 11: No. 42, begins with the 8th All-States Anzac Reunion held in Melbourne. Anzac Day dawns the following year with the 20th Anniversary of the Squadron’s formation. How time flies. In the words of Vic Flight correspondent Frank (Shorty) Wilson: “Approximately 25 Squadron members gathered round the banner, on a morning that dawned cold and wet, but improved as time passed. Norm Cugley acted as C.O.” “The Unit paid homage to dead and absent members with all the seriousness such an occasion demands” “Because the Unit had a

band within earshot, they marched well and, it appears, they looked well on T.V.”
“After the March, the boys adjoined for a Reunion at Harry Ashworth’s place. After Norm Cugley had proposed the Loyal Toast, there was a buffet lunch and then the amber fluid flowed”.

The 50th Edition of the Newsletter was celebrated in Feb ’62 and a congratulatory letter received from one of the ‘Fathers/Pioneers of Flying’ in Australia, Air Marshal Sir Richard Williams (from Donvale, Victoria). He also thanked the Squadron for the gift of ‘We Find and Destroy’ (at the time there were only about 50 copies left, of 1000 printed). A complete listing of the Veterans from Victoria and their addresses was tabled in 3 editions of the Newsletter during the early 60s, providing efficient communications amongst all (this was also done for other States). One of the long serving Committee members of Vic Flight, Bill Carr described his extensive international (USA, Europe etc) business travels (escapades) with Kodak. He is one of many of the men, conducting business throughout the world in their post-war careers/lives.

Family life and get-togethers are values held dearly. The Annual Country Barbeque is expressed in these words: “The function takes the form of a family day in which all efforts are made to make it most enjoyable for all concerned with particular emphasis on the children. The Cuthbertson family [at their farm in Burrum Beet, western Vic] go to no end of trouble to organize such entertainments as a 40 foot high flying fox, pony rides, hay-rick rides, tractor rides and sled rides, sheep round-ups, numerous



sports activities, barbeque fires and stacks of hot water.” The yearly Children’s Christmas Party is described as “this annual event is now a well established function.....” held at the home of Lyle & Pat Wurr in Tooradin. No doubt, in many ways the Veterans would consider their Association a family, and its regular connections/ communications with the peak body, the Air Force Association (e.g. through the Annual Assembly and Federal Conference), to be a significant part of addressing the welfare issues of them & their families.



Fifty years since Australia's identity was forged in Gallipoli, the men commemorated the 50th Anniversary of Anzac Day (in '65). Half a century later their memories and sacrifices were honoured and the ode recited: We shall Remember Them, Lest we Forget. 458ers had followed in their footsteps. And their post-war lives were a reflection of this with frequent Notices appearing in the Newsletters about them; here are two: "458s hearty congratulations to its fourth and last adjutant, John Islip on his receipt of the honour of being made an Officer of the order of the British Empire in the New Year Honours. John, who is a Fellow of the Chartered Institute of Secretaries, has been for many years the Secretary of the Royal Victorian Institute of Architects in Melbourne." And commendably continuing his R.A.A.F. service, Victorian: "Air Commodore Jack Dowling, who commanded 458 Squadron in North Africa, has been given the distinction of being given the command of the R.A.A.F. contingent serving in Vietnam, as well as being 2 I.C. of all Australian Servicemen there. 458ers wish him and his fellow servicemen in Vietnam the very best."

As the 1960s came to a close, the Association celebrated twenty years of continuous publication of the Squadron News with 81 Editions. The Squadron President at the time, Victorian, Dave Firth summed it up this way: "I think it appropriate at this time to look back over the years of the activities of the Squadron Association and the part that the Squadron News has played. I think that 458 – with Flights established in each mainland State – is unique as a service unit Association. I know of no other Unit Association that enjoys the organization and activities of 458 Squadron. The State and interstate Reunions on Anzac Day have been a wonderful means of keeping members together and maintaining friendships, to say nothing of the fellowship we have enjoyed over the years. Together with my wife, Glad, I have been fortunate enough to have attended a number of interstate Reunions, 12 in all I think, and wherever we have travelled, I have been amazed at the number of ex-458ers who are taking part of the community activities of their particular town or district. In most cases, not only as a member but taking an active part, as leaders of the organization to which they belong. Truly, the members of 458 Sqdn. are 'serving still' in the interests of their fellow man. I firmly believe that this service in civic and community affairs has inspired....." Befitting the Association's comprehensive approach to all things, the Nominal Roll of the Squadron was also finished. Close to one thousand, seven hundred & fifty men served with 458 and the complete list, compiled from official records and careful research, was made available to all (It is now shown at the Squadron's website along with the Honour Roll). To top it off, in a further development, The National Library of

Australia (in Canberra) deemed the Newsletter a valuable historical record to be preserved. It requested a back set of the News and a copy of each future issue. This was a tremendous recognition of the Veterans and a wonderful tribute to all belonging to 458.

The decade of the 70s arrived and more milestones reached. The Jubilee (25 years after WWII) All States Reunion was held and the R.A.A.F. commemorated half a Century, 50 years of flying. The ladies/wives of 458 came into their own. Joan Russell was elected President of Victoria Flight's Ladies Auxiliary. Activities organized by them included the annual coffee & hot cross bun morning on Good Friday; Melbourne Cup Day celebrations, BBQ's and progressive dinners (just to name a few). Some of these gatherings doubled as valuable Flight fundraisers. "The cold Melbourne weather was enlivened recently for 40 when the Ladies Auxiliary arranged a progressive..... Thanks Ladies for a well-organized and successful night and we are all looking forward to a repeat performance, including the regular night owls who saw dawn break over the skyline." Joan's leadership was later recognized by the Australian Red Cross



Society, the recipient of a Meritorious Service Award for outstanding service to evacuees of the Darwin cyclone Tracy disaster. There are many other Squadron ladies/wives just like her.

Now in their fifties to sixties, the post-war health and well-being needs of the men (and their families) are more pronounced. There is an Aust. Govt. open enquiry (non-Parliamentary) and a Senate Inquiry into Ex-Servicemen and their needs (the terminology is also changed and they begin to be called Veterans). The World Assembly of Veterans, the first of its kind in history, is held in Australia. Tragically, a number of the Veterans pass away prematurely, and startlingly so because of heart attacks/ heart disease. Past Squadron Presidents such as Jim Munday and Bob

McKinna and Norm Cugley – the longest serving Vic Flight Committee member, (and others) are gone way too soon from amongst the ranks.

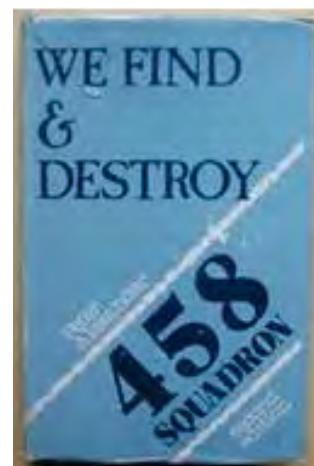
Victoria hosts the 16th All-States Reunion (in 1973) and by all measures is reported as another amazingly successful one. The meaning of Anzac Day is again emphasized by Squadron President (Victorian) Ernie Laming: “In this our Squadron we regard it as the day above all days when we remember those who did not return to receive the thanks of our nation.....We cherish the memory of all those who gave their lives in the Navy, the Army and the Air Force; and we think, too, of all the men and women who paid the supreme sacrifice in order that the lights of freedom and humanity might continue to shine. May they all rest proudly in the knowledge of their achievement, and may we and our successors in that heritage be worthy of their sacrifice.” The years roll on and some of the men are gladly entering into retirement. Long time Vic Flight Committee member, including President: Frank (Shorty) Wilson reflects on/writes about his 28 years in the Aviation industry after the war; well worth a read (Edition No. 97, Volume 24). Social activities and gatherings continue frequently, including wine bottling (and tasting!) days at John & Marj Bilney’s place at their Yarra River property in Kangaroo Ground.



A remarkable achievement is reached with the publication of the 100th Edition of the Squadron News in August '74. So much so, that Letters of Congratulations are received from dignitaries from all over the world: H.M Queen Elizabeth II, The Governor-General, West Australian Governor His Excellency Hughie Edwards V.C. (the only living Australian born Air Force Victoria Cross recipient), Prime Ministers of Australia, New Zealand and Canada, the Chief of the Air Force, Federal President of the Air Force Association, National Secretary of the R.S.L., the three living Squadron C.O.s, the Squadron President & Flight Presidents and many

other Government officials and Squadron units. The incredible list totalled over thirty. As the decade continues, there are also rising prices, inflation and cost of living concerns. Undeterred, the Association marches on; always thinking of their fallen mates in far-away places. Victoria Flight continues to send a Christmas present to Bill Mathews, a postman at Holme-on-Spalding Moor in the UK, who looks after the Squadron graves there. The service of Vic Flight’s Presidents and Secretaries from 1951 – 1979 is recognized and listed in the Newsletter. A decision is made by the

Sqdn Council to publish a second Edition of the Squadron History. In October 1979, the Second Edition of ‘We Find and Destroy’ is published. It is likely the first ever Squadron who’s History has been documented consecutively so; an emphatic way to finish the decade. This Time Capsule with the valuable historical records and stories of remarkable Victorians (added over 67 years and counting) can be “dug up” at any time. The sense of excitement one receives when unearthing and uncovering something special, mixed with thoughts of archaeology (I reckon), anthropology, social studies, history, individual/personal stories....A digitized treasure trove of our forebears’ history during times of great sacrifice and times of economic boom and enormous change in the way of life of Victorians (and Australians). During our special 75th Anniversary of the Squadron (1941 to 2016) we offer this unique experience of unearthing/opening the 458-Time Capsule (through 255 Editions of its NEWS), one which is available to all



Bill and Rose Carr



Amy and “Shorty” Wilson



To be continued (see part 2 in a future Newsletter for the 1980s, 1990s, 2000s)

By Jeremy Orchard, Victoria Flight Secretary

IN FOCUS: JOHN (JACK) BAKER

By Charles Baker

John (Jack) Baker was born in Paddington, Sydney on the 9th December, 1918. His early years were spent in several locations in Sydney as his father kept in work. In the 1920's he even spent several months on Lord Howe Island with his father who was convalescing from stress. As the Second World War loomed, Jack took leave from his employment as an apprentice from the NSW Railways and joined the Australian Army. Tiring of this he left the army and joined the RAAF in 1941.



**420367 W/OFF. J.C. BAKER
CAIRO 1944**

After unsuccessfully undergoing elementary flying training at Parafield in South Australia he was transferred to the U.K. to undergo further crew training and found himself at 458 Squadron that had recently been formed at Holme-On-Spalding Moor in Yorkshire. Staying with 458, he spent the rest of the war flying as a WAG on the Wellington in their area of operations in the Middle East and Mediterranean. He was discharged from active service in October, 1945 and joined the RAAF Reserve, remaining active until retiring from it in 1974. During this time he was actively involved in the Air Training Corps (ATC) with 17 Flight.

After the war Jack returned to the NSW Railways as a draughtsman, one of the highlights of this being his responsibility to design the bogeys of the rolling stock for the Indian Pacific cross-continental train. In the late 1960's Jack was promoted to the position of responsibility for the maintenance of all the rolling stock and track in NSW. He retired from this position at the end of 1978.

Upon retirement he was able to fully devote himself to his predominant passion for physical fitness. Running and swimming were his favourites. He ran full marathons (42 km) for many years as well as about 30 Sydney City-to-Surf fun runs (14 km). He was a member of an Eastern Suburbs (Sydney) Veterans Athletic Club



**HANOVER, GERMANY. 1979
FINISHING THE MARATHON
IN 3RD PLACE**

which held regular intra and inter club athletic meets. This passion took him to a number of overseas “games”, sometimes in conjunction with the Olympics, including Gothenburg (Sweden), Helsinki (Finland), Seattle (U.S.), Toronto (Canada), Montreal (Canada).

In December, 1946, Jack married Gladys in Melbourne and over the next 12 years fathered 5 children. Gladys sadly died in 1976. He married Patrine in 1980, divorcing several years later. Some time in the early 1990’s Jack was put back in touch with his current wife Grace, who he met during the war while he was in the U.K. Grace was by then a widow and Jack a widower. They married in England, lived there for several years then relocated to Sydney. For family and medical reasons Grace returned to England in 2013 and Jack remains in Sydney.

In his lifetime Jack has fathered 5 children and currently has 10 grandchildren and 4 great grandchildren (good possibility of more!)



AT 29 STIRLING STREET
EASTWOOD 18 1942



EN ROUTE BY TRAIN
SAN FRANCISCO -
NEW YORK



JACK BAKER & LAURIE FIELD
No.1 EFTS
PARAFIELD, STH. AUST. JAN.1942





**WORLD VETERANS GAMES 1979.
HANOVER W. GERMANY 10,000 METRES**



RAAF PARKES, NSW.



Swimming Pool Parkes, NSW.





Bournemouth, ENGLAND
 SELF AND LEO ABRAHAMS



ON THE STEPS OF
 ST. PAUL'S, LONDON.



458 SQDN RAAF REUNION
 SYDNEY 1950
 JOHN McPHEE JACK BAKER HARRY BAINES



MARITIME RESCUE NEPTUNE AND CREW
 JCB REAR
 RAAF RICHMOND 1956



MORE SCENES AT
 103 RUNNINGBROOK RD
 ENING



CRICKET AT PHILADELPHIA
 ON 20.3.79
 PAT AT REAR.
 MEGAN CHARLES (CAPT)
 CHRISTOPHER & SELF



(Left) Jack and his daughter-in-law Pat Baker

(Right) Jack and Charles Baker & unknown RAAF Officer, at Mark Donaldson VC House during the 2016 Anzac Day Hero Quilt Ceremony.



(Above) Jack's Grandson SQNLDR Chris Baker

EMAILS

Wed 08-Jun-16 From Charles Baker



Hello Roland, How're things? I just wanted to reply to your message in the latest 458 Squadron News regarding submissions for the 75th anniversary of 458 SQN edition. With regard to any publishable stories etc I don't think I can add anything to what you published in Issue no. 244 with the exception of some old photos that may be of interest to some. As an update to Jack, I have to say that his condition is steadily, albeit slowly, deteriorating. He's quite heavily drugged to keep him out of too much pain, he barely recognizes me or anyone else in the family, has no means of conversing except for an occasional call for " help! " and is getting smaller by the week. He is 97 but I don't think he will receive a telegram from the queen. When I look at these old photos it is so poignant to see the decline. So sad really. On a different note our son Chris has recently returned from a 4 month deployment to the Middle East as part of Operation OKRA. Some of the images you may have seen in newspapers or on TV he was part of. He is still at Williamtown and is now a Squadron Leader and the A Flight Commander of 77 SQN. Needless to say we are very proud of him. Anyway we hope you are doing well and not working too hard. I hope the photos attached are accessible. Feel free to use as many or as few as you wish. Best regards, Charles.

Fri 12-Aug-16 From Charles Baker



G'day Roland, Thanks for your email. Please find attached three photos. One of Jack (Dad) with his "Hero Quilt" at the Anzac Ceremony at Mark Donaldson House this year (on Right), one of Chris dressed for the Anzac Parade in Sydney this year one of him marching with 77 Squadron on Anzac Day in Sydney (see page 50). Keep up the good work mate! Regards Charles Baker



Fri 10-Jun-16 From Mike Netherway



Hi Roland, A face to the legend! Jim has just confirmed it's his Dad & his mate, Photo No 760 has no title but we can put an annotation now. No trace of dad although there's a couple of good ones of his tent mate Bob Helyar. I'm not sure if I told you that I received a small bundle of letters Dad wrote to his brother which included reference to him moving into Bob Helyar's tent & at last being able to settle down. Unfortunately, this was in mid July only 3 weeks before the prang! Bob, I believe died around 2000 up on or near the Gold Coast? I on another track so I'll write about that later – a comment Bill Fordyce made in 06. Cheers, Mike Netherway



Sun 12-Jun-16 From Jim Douglas



Roland, Mike, Back in cold wet UK. Attached is a short note (see next page) which you might like to add to the next edition of 458 newsletter, about how Mike's Dad and mine ended up in SL3. Also a request to help identify crew members from a photo that Mike found in the archives. If anyone has any info, to whom should they send their comments? Also, a photo of when I met up with Mike – he's the hirsute one with glasses! Choose whichever one you think is least bad! Roland, Mike please feel free to add to the note or edit it as you see fit. I guess Mike, you're still a bit busy with coping with the aftermath of the break-in? Regards, Jim Douglas

HELP IDENTIFY A CREW

The following article 'HELP IDENTIFY A CREW' was written by Jim Douglas, son of Flt Lt John Douglas. Both Jim and Mike (Netherway-son of Len Netherway) wish to identify John's crew members. Fl Lt Douglas with his distinguished moustache is unmistakable and in the centre of the photo. Sgt Herb Kontzie is almost certainly the one standing to the left but the rest of the crew are unknown. Len Netherway is not present in this photo but was aboard the Wimpy on that fateful day the crew went down in the Mediterranean, killing Sgt Herb Kontzie. If anyone can recognise the crew members, please contact Roland Orchard. editor@458raafsquadron.org or mobile (Australia) 61400433382.



NOTE: Len Netherway not present in this photo.

Help Identify Crew continued....

On 1st August 1943, Wellington C took off from Protville for an armed anti-shipping patrol off the South East Coast of Sardinia.

The crew comprised:

Flt Lt John Douglas, captain, RAF

Flg Off Len Netherway, co-pilot, RAAF

Sgt Wheatley WOP/AG, RAAF

Sgt Ryan, WOP/AG, RAAF

Sgt McLellan, WOP/AG, RCAF

Sgt Herb Kontzie, WOP/AG, RCAF.



The patrol initially did not sight any potential targets until about 0430, when an enemy destroyer was seen stationary just off-shore, about 50 kms north of Cagliari. The captain decided to attack the ship but the initial approach was not satisfactory, so they flew off for about 15 minutes and made a second approach from the coast using the darkness of the coastline to conceal the aircraft. The Wellington was flying at about 20 feet above the water when it appears that it struck the water, possibly a wing tip, a large wave or simply the open bomb bay doors. The aircraft crashed and unfortunately, the tail gunner, Herb Kontzie, was killed. The crew were, eventually, all taken prisoner. The SNCOs were separated from the officers and sent to different camps.

With the capitulation of Italy, Sgts Wheatley and McLellan managed to make their way to Allied lines after several weeks of walking and numerous adventures, avoiding German troops. John Douglas and Len Netherway remained together for the rest of the war, transiting through various camps before arriving at Stalag Luft 3.

After liberation, Len returned to Australia and John to the U.K. Through the medium of the 458 Squadron Association and emails, John's and Len's sons made contact several years ago and have exchanged much information about their fathers' activities. Jim Douglas, lives in West Sussex, UK whilst Mike Netherway lives in Emu Park, Queensland. Through social media, Jim managed to trace the relatives of Herb Kontzie in Canada and advise them of his exploits with 458 Squadron where he was a regular member of John's crew. Mike has managed to uncover a mine of information from various archives.



**(L-R) Jim Douglas
& Mike Netherway**

Help Identify Crew continued....

One such item is a photo of John's crew, almost certainly taken at Protville in 1943. Mike and Jim would like to be able to identify the crew members, the only known ones are John, in the centre with the SD cap and Herb Kontzie standing on the left of the photo. They would also like to know whose archive photograph this is. Also attached is a photo of Mike and Jim looking through John's log book at Mike's house taken in March 2016 when Jim and his wife Sue visited Mike & Max in Emu Park, Queensland, Australia.



**(L-R) Mike Netherway
& Jim Douglas**

EMAIL Mon 13-Jun-16



Roland, Thanks. I hope someone might shed some light on who was who from the photo. When you make your plans to come to the UK, give me plenty of advance warning, so that I can be around. Ah retirement – a fantastic state and no, there a plenty of things to do. Just waiting for the pool man to come and open our pool after the winter. The water is like pea soup.

You might find the following amusing. In 1987, when I was still in the RAF, I was the personal slave officer to the top engineer officer, a 3 star, a knight of the realm. We planned a jolly to visit the RAAF calling in at Hong Kong along the way – still a colony then. One of the highlights of our visit – overwhelming hospitality incidentally from the RAAF – was a lovely Sunday in Sydney. The admiral in charge of coastal defences let us use his barge and there was a party of about 10 RAAF & RAF people on the boat, which was run by 3 matelots. A chest fridge full of liquid refreshments and food. A day out on Sydney Harbour – brilliant.

January 2016. We're in Sydney, my wife goes to look at the shops whilst I visit the Maritime museum. There's a destroyer, a sub and a motley collection of boats of special interest. There, as a museum piece, is the same barge that we had so much fun on in 1987 – I felt old! Kind Regards, Jim Douglas

Happy Birthday Tom Ridgway. From all of your 458 Family.



The Ridgway family celebrating Tom Ridgway's 98th birthday.
(L-R) Dianne, Ranjini, John, David, Frank. Ruth in middle. Katherine, Tom Ridgway.



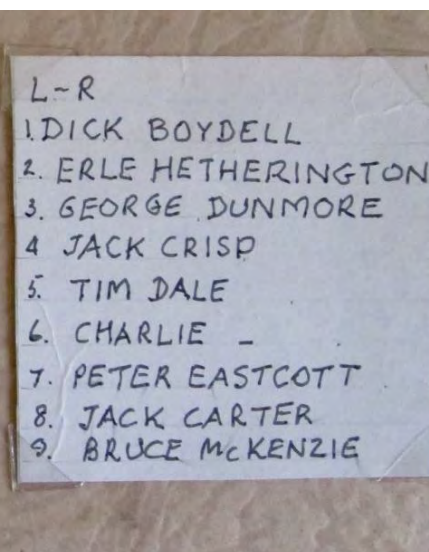
Thanks Rob Wilkinson for forwarding on Tom's birthday photos. - ed.

LETTERS FROM: George Dunmore

George Dunmore has moved to Aussie!!

Yes, you heard it right here. George has moved from the old Dart to the warmer climes of Parkhurst, Queensland, Australia. (Parkhurst is just north of Rockhampton.) George moved late last year with son Ian and daughter-in-law Brooke.

The trip over was tiring according to George “but there was much support from the air and ground staff, which was outstanding”.



George Emails - Further to the photos which Ian has forwarded to you he omitted a few details which may be of use to you. The sheet contains snaps of our crew; we flew out to the Middle East in 1942. The sheet was sent to me by Bryan Quinlan a while ago. Bryan and I are pictured in photo 2 with our gunner Peter, I can't recall his surname. Photos 1 and 2



(1)



(2)



(3)



(4)



(5)



(6)

George in his RAF Days



(L-R) Ian, George & Brooke.



Letters from.... George Dunmore continued - Received 30/3/2016

Dear Roland

Pen and Ink still comes easier to me than emailing, hence the letter.

As I think Bryan Quinlan informed you I have travelled to Australia. Brooke, Ian's wife started a Masters Degree course at University in October, 2014 and decided she wanted to stay in Australia. Her parents live in Rockhampton. Ian naturally wanted to be with her and was quite happy to consider settling here. The problem was the elderly parent. Ian would not have me go into a home and decided to take me with him overseas. To take a 93 year old man, in a wheelchair, on a several thousand mile journey presents a formidable objective. He was told by many people that he was mad!



He persisted, however and after nine months of hassle form filling, organising, buying, selling, shipping, arranging travel- on the 9th of November, 2015, we flew out from Heathrow. I had very little to keep me in the UK. Family, close friends were like me, growing older and becoming much more involved with their own families. I was apprehensive about the long journey but in fact the care and attention I received from the flight and ground staff of Etihad & Virgin Airlines was outstanding and although tiring, particularly the terminal changes, the journey was not too difficult. On arrival in Australia we stayed overnight in Sydney and then a double hop via Brisbane and Rockhampton.

We have a very nice, roomy house located at Parkhurst a developing area on the northern outskirts of Rockhampton. It's a single level so I have no battle with stairs and with the aid of a "wheelie" can get around the house reasonably easily. After the increasingly restrictive confines of Inner London, I find the space of the house and surrounding country side more than welcome. I have an area at the end of a large living room, next to a wide French window looking out over a patio and grass area fringed at the far end with palm trees. Provided with a comfortable recliner and a large television, I'm well cared for.

Australians love their sport, as do I, and arrived in time for the 'Big Bash' cricket series. The 20/20 live screening provided numerous hours of pleasure. Then to be included, matches with the West Indies, New Zealand. The Australian Open Tennis Championship followed, now the beginning of the Rugby Football season – what more can I ask for!?

We arrived in Australia at the beginning of summer and the temperature change from winter in UK to summer here was quite a jump. Since our arrival the temperatures have been in the thirties. This has not been a problem as the wide spread air conditioning in houses, cars, buildings and shopping malls has kept everything comfortable. I am only exposed to direct sunlight for short periods.

Health wise I seem to be holding my own. The odd additional daily ache is usually of a minor nature so no complaints. I've needed to adjust to the difference between the Health service in UK and Australia. The N.H.S was particularly beneficial to the elderly and I find paying to see a doctor and paying for medication, somewhat strange. I have, however, found a good doctor, laid back with a sense of humour, with whom I feel at ease. The clinics I've visited for minor treatments have been good! Well, Roland, this seems to have turned out to be a personal narrative without any Squadron relativity; at least, however, it brings my activities up to date. I hope you and your family are keeping well and enjoying life.

I'm sure you are as busy as ever.

With Best Wishes,
George Dunmore.





LETTERS FROM: Jim & Evelyn (Peggy) Browne

Dalby Queensland, Australia – Received 11/2/16

Dear Mr Orchard

Just to let you know that Jim Browne ex F.O J.K. Browne 404140, is still with us at the age of 95 years (96 in May, 2016). He lives with wife of 72 years, Peggy, in Dalby, Queensland, still in their own home. Jim sold his farm and retired about 10 years ago. Until recently he still played golf and bowls, but knee trouble has made these activities difficult, although he still retains membership of both clubs. He and Peggy are both Life Members of Dalby Probus Club, attending monthly meetings and joining in many activities. They are also active members of their local Anglican Church. Apart from his knee problem, Jim's health is good. He takes an interest in life in general, enjoys gardening, plays pool with a group of friends and still retains his driver's licence. He has 3 sons, 8 grandchildren and 11 great grand children, who visit and keep in touch and generally look to his and Peggy's welfare. I hope this is what you wished for. I have recently written a memoir of Jim's life, which a daughter-in-law is currently typing up. If you would like a copy when it comes to hand I will send you one.

Thank you for all your good work on behalf of 458 Squadron Association, it is much appreciated. Sincerely, Peggy Brown (pp. Jim)

Editor- Yes, Peggy I would love to have a copy of Jim's memoir. I look forward to reading it. I'm sure many others will too Roland Orchard

Received 25/4/16

Dear Roland

Many thanks for your letter. I'm glad it was what you wished for. So much of our history is lost because no one was interested enough, or had the inclination to record it while there was someone still around to remember.

I waited a while to reply hoping Jayne (daughter-in-law) would have Jim's memoirs finished, she is a busy lady and says it won't be long now. I will certainly send you a copy when it comes to hand. However, I didn't want to leave it too long before I got in touch. Today is ANZAC Day, a day that brings back so many memories. Although Jim no longer attends the Dawn Service – stumbling about in the dark with a crook knee not the best!! – we don't miss out. Our Rector holds a service in our church, which is always well attended. The church is suitably decorated with Rosemary etc. Jim, as the oldest ex-serviceman, lays a wreath (Rosemary again) at the altar then the congregation file up and lay sprigs on the altar and light a small candle. The Last Post sounds and silence kept and the Ode recited. Abide with me is sung. The service ends with the Anthem and another hymn. It is all very moving, a time of solemn

remembrance and thanksgiving for sacrifices made; and Reverend Tom makes it very special. He does the same on November 11th. I wonder how many other local churches hold a service?

I was interested that you had not heard of Dalby, though not surprised. Toowoomba is inclined to take all the publicity but it – Dalby- is a quite pleasant place to live with most amenities one could want- most sporting facilities, two independent High Schools as well as State offerings, choirs, little theatre, good medical and hospital and reasonable climate. Should you at some stage have reason to venture further west than Brisbane and find yourself in our neck of the woods, we would very much enjoy a visit from you- bear it in mind. Alas, our travelling days are over, unless one of the family comes and fetches us, but mustn't complain, they visit quite often and we are not neglected.

Arthur (No.2 son) and wife Janette were here last Friday. He found the website for Jim and was glad to have the right way to find it. He had been looking without the RAAF!! Now we will certainly log on from time to time.

I will send you a copy of Jim's story as soon as it comes to hand. I told Jayne she has a deadline. Feel free to use it as you see fit.

Thank you for all you do to keep 458 alive and kicking. Keep up the good work. I also read the Squadron News, so thanks from me too. God bless, From Jim & Peggy.

Editor- I would love to come and visit one day Jim & Peggy- Roland

Received 27/6/16

Dear Roland

Since last writing to you I have suffered a "silent heart attack"! No pain and so I didn't recognise it as such, until breathlessness and blood tests showed it up. A spell in I.C.U. and a few days in hospital but am home again now. Jim doing a great job as Chief Cook & Bottle washer, with family and friends rallying round. Meals on Wheels etc. so just a matter of rest and time. No guarantees from my Dr. as to how much better I will get but at 93 yrs. something has to give sometime.

Our son (eldest) Ken and wife Jane were here yesterday. She is the one doing up Jim's story and it is coming along well with quite a few photos, ancient and modern. I have her your address and hopefully she will be in touch. She murmured something about a disc but being completely computer illiterate am not sure about that. She is a pretty busy lady, but will get there eventually.

Feel free to edit, correct etc. as you see fit – Jim agrees too. I find the grammar I have used not the best but my error. Best wishes and keep up the good work.

Sincerely, Peggy (B)

*Editor - earest Peggy – n e al o all ers we wis you a s eedy recovery ac
to good ealt Roland*

WEBSITE: Continuing along the Flight Path Set by the Veterans by Jeremy Orchard



We stand on the shoulders of those victorious Veterans that are our fathers, grand-fathers, uncles, relatives. They have inspired us 75 years later to document the historical record of their service and sacrifice and what they accomplished. We honour and commemorate their heritage. Recently, the Victoria Flight committee was privileged to build a Website to illuminate their collective and individual stories that can be accessed by all Victorians, Australians and a world-wide audience. It continues – in late-20th/21st century format, what the Veterans have already created. Quoting an esteemed Australian, Historian C.E.W. Bean (when he reflected on the edifice of the Australian War Memorial):

“Here is their spirit, in the heart of the land they loved; and here we guard the record which they themselves made.”

If I may be so bold as to say that this sentiment applies to the unique shared record which is the 458 Squadron’s Website.

Victoria Flight’s committee historian, Peter Hedgcock (the son of the late 458er Flight Lt. Peter Henry Hedgcock) typifies this trait. He completed a remarkable work by digitally re-producing the Squadron Official Albums, which appear on the Website. They currently reside in the Australian War Memorial, with the Assistant Director’s (Branch Head National Collection) noteworthy comment that no other service unit of WWII had produced anything like them. And thanks to Peter, they can now be viewed on-line.

The post-war record of the men and their families is equally enthralling. Telling these stories (since 1949) is the entire collection of 255 copies of the Squadron Association’s quarterly Newsletter which can be found at the Website (apart from 4 copies – can you assist finding them?). Recording the many stories of those who served is another feature of our Website on the Servicemen’s Stories page. One example of the many incredible hard-working/talented men is the late Melburnian, Ian Beer (aka Ian Alison). After the war he followed his passion as a commercial artist. Here is one instance of his creative work and some wartime photos with his crew – fellow Melburnians John Bilney and Harry Ashworth, and inter-State’rs Ralph Bailey, Arthur Lehdey, Tony Glassford:



(L-R) John Bilney, Ian Beer, Harry Ashworth, Ralph Bailey, Arthur Lehdey, Tony Glassford
 W.Op A.G, W.Op A.G, Navigator, 2nd Pilot, Captain, W.Op A.G.

I invite all to visit and re-visit the many moving parts that make up the 458 Website:

- Honour Roll,**
- Nominal Roll,**
- Anzac Day for 458,**
- About Us: WWII Mission,**
- Post-War Reunions & Conferences,**
- Education,**
- News & Events,**

in addition to those listed above and many others..... I hope it whets your appetite to also read/re-read the Squadron's official history in print 'We Find and Destroy' (refer to Publications page). A path that will take you through the wartime, social, community, family and local history of some extraordinary people during a unique timeframe of our nation's history.



CREW PHOTOGRAPH ON RETURN TO TB OKU. EIN SHEMIA. PALESTINE.





NEW MEMORABILIA

With our seventy-fifth anniversary this year, it is interesting to consider that 458 is only one score (that's "twenty" years in old parlance) younger than the RAAF itself. Therefore what a more fitting way could there be to reflect on these occasions (and evermore after) than to indulge your favourite beverage from 458s NEW 75th anniversary cup. And while you sip or guzzle, may your reflections bring warm and happy memories, laughter and tribute for your dear loved ones. "Special" price for the rest of 2016 is AU\$22.95 (airmail anywhere in Australia). Buy now before it goes up next year. Thank you. Please order yours today via our Memorabilia webpage. Please Note-Price on application for international delivery.



Please visit our Website Memorabilia page showing all of our other items in the shop.
<http://458raafsquadron.org/memorabilia-shop.html>

ORCH'S ORATE

75 Years since the call came from “Mother England” to all of her Commonwealth Allies. Men of the calibre of Eric Munkman, Jock McGowan and many more (see list on page 13) were part of 458 Squadron from the start to the finish.

These men formed the core of The Squadron during the war. They worked hard keeping Squadron aircraft maintained around the clock, watching as aircrew came,



Bob Shearman

completed tours of operations and went on to other Squadrons or all too often, losing their lives in the course of active duty or tragic accident. The legacy of the ‘Originals’ and all who served with 458 Squadron live on today through men like Bob Shearman's son, **LIEUTENANT Andrew Shearman RAN (Ret.)**, Wing Commander Andrew Shearman Australian Air Force Cadets. Vietnam Veteran; grandson **FLYING OFFICER Kim Shearman, RAAF**, currently serving as an FA18 pilot.



Bob Shearman



Lieutenant Andrew Shearman OAM



Wing Commander (AAFC) Andrew Shearman OAM
Officer Commanding 7 Wing Australian Air Force Cadets



Flying Officer Kim Shearman

SQUADRON LEADER

Chris Baker, RAAF, FA18 pilot AND grandson of John (Jack) Baker.



John (Jack) Baker



John (Jack) Baker



Squadron Leader Chris Baker



77 Squadron AN AC Day 2016 Sydney.



(Left) FLIGHT LIEUTENANT John Douglas' son (Right) SQUADRON LEADER Jim Douglas. (ret) 20 years in the RAF; another example of our 'Originals' legacy.



These are but a few, that I know of, who have or are currently serving their countries as their fathers or grandfathers did. To these men and women, I tip my lid and thank. For it is to these men and women we should look up to and be honoured. These men and women who unselfishly work toward a world where we can truly be safe and free from tyranny and despair.

I can only hope that come the 100th Anniversary and beyond someone will carry on this great tradition of tribute and memorial to those who served valiantly with 458 Squadron RAAF.

Front Cover photograph is of Williamtown RAAF Base 1941 courtesy of "RAAF Base Williamtown : the first 50 years : a short history of Australia's premier tactical fighter base", compiled and edited by Peter Muller and John Hutchison for the Aviation Society Inc., Newcastle

Rear Cover SQNLDR Chris 'Bakes' Baker piloting his FA18 Hornet in the skies over the Middle East. The Hornet closest to the camera is being flown by Chris.

FLGOFF Kim 'Sheep' Shearman in the seat of his FA18 Hornet and beside his hangered aircraft. Photos courtesy and Copyright of SQNLDR Baker & FLGOFF Shearman.

Bibliography "RAAF Base Williamtown : the first 50 years : a short history of Australia's premier tactical fighter base", compiled and edited by Peter Muller and John Hutchison for the Aviation Society Inc., Newcastle

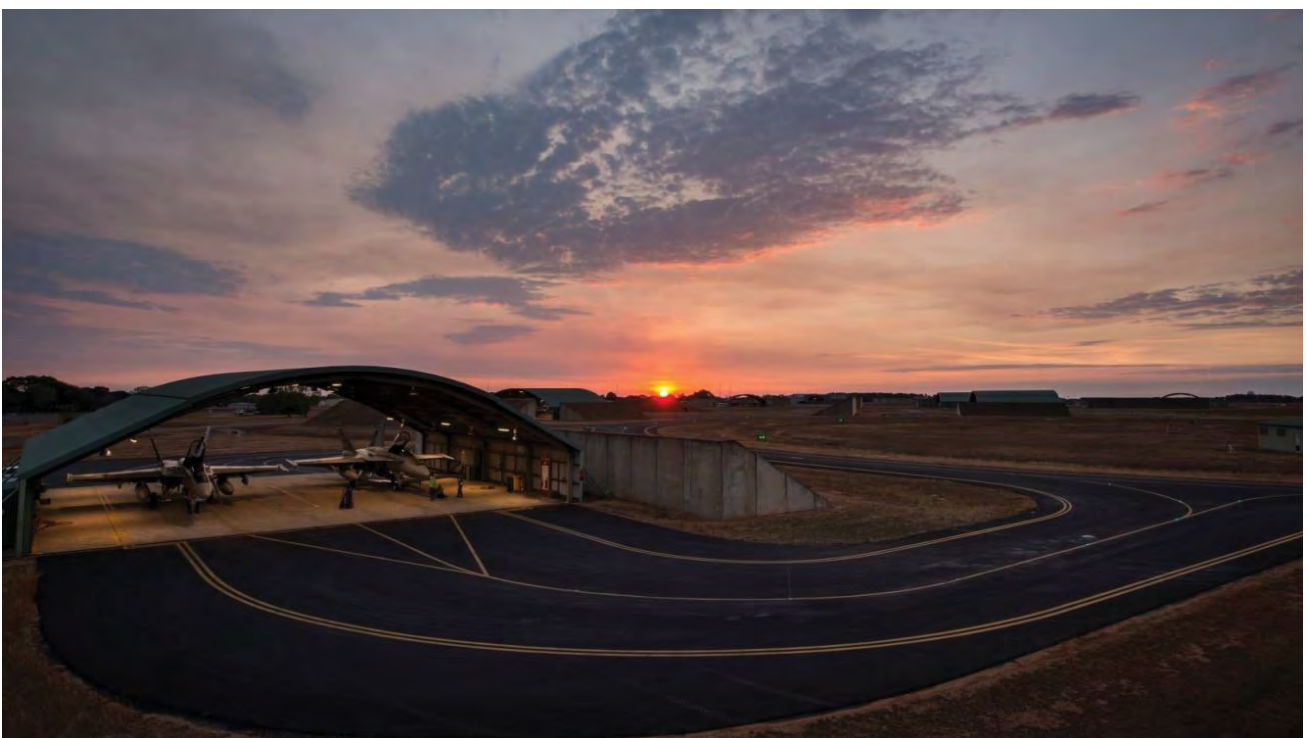
Photographs featured in the 75th Special Edition Article are taken from 458 Squadron Official Squadron Albums. Currently these albums are being preserved and kept at the Australian War Memorial, Canberra Australia and may be viewed in an edited form on our 458 Squadron Association Website. Photographs also gratefully received from the private collections of featured current RAAF Servicemen and Retired 458 Servicemen and their descendants

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No 2 Operational Conversion Unit (2OCU) 14 ship display formation fly over RAAF Base Williamtown as a celebration of the latest pilots to graduate from the Operational Conversion Course (OPCON) on to the F/A-18A/B Hornet Aircraft. 2016



458 SQUADRON RAAF

HONOUR ROLL

ROYAL AIR FORCE

1063543	F/Sgt	B. E. Adams	995859	Sgt	T. Jackson
1133860	Sgt	M. V. Aungier	1333888	Sgt	L. H. Johnson
1159702	Sgt	A. S. Austin	1384540	Sgt	F. C. Kingston
1295239	Sgt	F. E. Baker	1135628	Sgt	G. W. Knox
960943	Sgt	J. G. Barlow	1020882	Sgt	W. S. Lees
946569	Sgt	K. T. Bates	1388415	Sgt	J. McIlhatton
987758	Sgt	D. E. Bottomley	657704	F/Sgt	W. H. Milne
1289528	Sgt	A. E. Brown	1069843	Sgt	H. Milner
1315187	F/Sgt	H. F. Bryson	1025192	Sgt	R. Musgrove
1245327	Sgt	R. E. Burrows	1316142	Sgt	T. Musto
1189409	Sgt	R. E. Clark	119810	F/O	J. Outerbridge
968155	Sgt	A. Y. Condie	496888	Sgt	D. B. Pepper
1270898	Sgt	E. J. Cuming	1270949	Sgt	G. R. Potter
1213637	Sgt	W. E. Dixon	1117324	F/Sgt	W. B. Ralph
122475	P/O	P. R. Driver	1286457	Sgt	E. L. Rayner
745531	F/Sgt	H. W. Duffield	1050936	Sgt	E. Rowlands
1266506	Sgt	D. Dunnett	1365035	Sgt	E. Stanfield
1001432	Sgt	C. Ebbage	144087	F/O	E. E. Tatt
12969	P/O	D. K. Fawkes	118487	F/Lt	J. L. Taylor
912835	Sgt	P. J. M. Hamilton	137297	F/O	M. Tuckwell
1332496	Sgt	L. S. Hill	1219231	W/O	J. M. Wagstaffe
127301	F/O	J. Hillen	1315073	Sgt	J. Whittaker
752964	Sgt	F. Hinton	1239994	Sgt	R. Wilkinson
645979	Sgt	R. J. Hobbs	1252008	F/Sgt	R. H. Williamson
120970	F/O	G. Holt	1316300	F/Sgt	E. L. Wilson
1019209	Sgt	J. S. Hornsby	1212913	Sgt	M. E. Windsor
1020873	Sgt	J. R. Hunter			

ROYAL CANADIAN AIR FORCE

R.93115	WOI	A. Aikman	R.101976	WOI	H. E. Kontzie
R.84883	WOII	G. J. Banks	J.9691	F/O	G. H. Lawson
J.20378	F/O	G. L. Barker	J.11132	F/O	E. A. McCorkell
J.20439	F/O	M. L. Brechin	J.11125	F/O	A. R. Pagan
R.111309	Sgt	G. A. D. Cameron	J.13982	F/O	A. Renton
R.92308	WOII	P. E. E. Brown	R.102787	Sgt	T. P. Scandiffio
J.17063	P/O	L. H. Gleason	J.20438	F/O	R. C. Scott
R.86232	WOII	J. R. Grasley	R.91441	WOII	H. E. Stanley
R.98819	WOII	T. E. Griggs	R.105554	WOII	N. A. Stelter
J.10642	F/O	W.C. Hailstone	J.11225	F/O	M. H. Tarrison
J.17587	P/O	R. W. J. Hudson	R.101306	WOII	R. M. Westman
J.9516	F/O	M. M. Kempton			

AT THE GOING DOWN OF THE SUN AND
IN THE MORNING, WE WILL REMEMBER THEM.
LEST WE FORGET.





Currently serving with
77 Squadron RAAF,
SQNLDR Chris Baker,
grandson of
458 Squadron Veteran
John (Jack) Baker



Currently serving with
75 Squadron RAAF,
FLGOFF Kim Shearman,
grandson of
458 Squadron Veteran
Bob Shearman

