



# Après Moi

The 617 Squadron  
Association Newsletter



October 2022



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**Cover Photo:** Memorial Service at St Clement Danes for Lawrence 'Benny' Goodman

## Editorial

I hope you have all enjoyed the rather warm summer. Cooler nights are certainly ahead of us, so I recommend dusting off your formal wear and joining us at the Petwood Hotel in November for the Tirpitz dinner! The reunions are getting back to normal so hope to see you there if you can make it.

This edition of *Après Moi* brings another great range of stories including the energetic exploits of a team of cyclists undertaking the Dambusters Ride and a memorial to the crew of A-JK at Harlingen. I hope you enjoy it and look forward to hearing any feedback or articles that you may wish to share with our members.

617 Squadron has seen a change in leadership with Wing Commander Stew Campbell now the Officer Commanding. Stew is certainly a friend of the Association, having served with the Squadron during the Tornado era. I have spoken with Stew to congratulate him on his appointment, and he offered some introductory words:

“I am delighted and honoured to be OC 617 Sqn. My fondness for the Squadron and its remarkable history makes this appointment very special. The Association plays an integral role in this history, so I intend to play a full part during my tenure. I wish Association members all the very best and look forward to seeing you at the reunions. Stew”

**Stu Clarke**

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## Dams Dinner 2023

The 2023 Dams Dinners will be held on Saturday 20th May at the Petwood Hotel, Woodhall Spa. A memorial service will be held at the Squadron Memorials on the morning of Sunday 21st May.

## Walters' Warblings

**B**usy as they are, your Association's relationship with the Squadron at RAF Marham is blossoming and we welcome and congratulate their new Officer Commanding, Wing Commander Stew Campbell. Stew is a long-term member having served on the Squadron during the Tornado era as well as being, until recently, the Squadron's Executive Officer. He is very ably supported by our Lightning Rep, Lt Adam Vines and our recently promoted Groundcrew Rep, Sergeant Alix Dennet-Cook. We are looking to establish an Association trophy that can be awarded annually to an outstanding member of the current Squadron. Despite the heavy operational commitments of the RAF's premier Squadron, we are hoping to combine for more events and expand the membership so we can all share in the squadron's rich history.

Looking ahead, we have the Dams Raid 80<sup>th</sup> anniversary commemorations at the Petwood on 20 May next year. The Committee is planning to make this as big an event as the 75<sup>th</sup>, with the possibility of our members accompanying the Squadron on a 'force development' battlefield tour of the Ruhr Dams in Germany beforehand. We will keep you informed as plans develop. Prior to this, we have another joint Tirpitz Dinner with our IX(B) Squadron cousins over Remembrance Weekend in November this year. Please brush up on your history about the sinking in the Spring 2020 edition of *Après Moi* (available on our website) before attending!

Despite our reunions, we are, of course, primarily a charity. And our Fundraisers, Heather and Nigel Favill, have been very active. Not only do we now have an Association logo, but we also have our first 'ambassador', former pop star Jim Dooley, who was a significant fundraiser for the Bomber Command Memorial on Green Park. Jim and his business partner Mark Montgomery have very kindly donated a large moving 'lenticular picture' of the Beachy Head across which the BBMF Lancaster flies as the viewer moves side to side. This was auctioned at the Goodwood Revival in September and raised £5000! The proceeds will enable us to support the installation of a stained-glass window dedicated to the Squadron at Scampton Church that will form a permanent memorial to the Squadron following RAF Scampton's closure. It will also fund two flying scholarships, whereby we sponsor underprivileged young people to go solo in a light aircraft as the first step on a career in aviation that might otherwise be denied to them. We have named these sponsorships the *Guy Gibson VC* and *Leonard Cheshire VC Flying Scholarships*. We all also support several smaller ad hoc charitable endeavours.



'Lenticular picture' of the BBMF Lancaster at Beachy Head

Following the AGM earlier this year, we have a number of new Associate 'friends'. We welcome our Association chaplain, Revd Gordon Craig, who served in the RAF for 20 years and was an honorary member of 617 Squadron at both RAF Marham and Lossiemouth. Air Vice-Marshal (retd) Chris Elliot is the Controller of the RAF Benevolent Fund, through whom we hope to expand our charitable endeavours. We also welcome Emma Brealey, Managing Director of the Petwood Hotel, who continues to support our reunions so generously. Also elected was Sander van der Hall, a member of the Royal Netherlands Air Force Historical Flight who inaugurated the memorial to Lewis Burpee's AJ-S Dams Raid crew at Gilze Rijen Air Base and who has been a great supporter of our Association. Welcome to you all!

As I mentioned, we are looking to expand the membership, particularly within the Lightning and Tornado eras. But above all, we are hoping to increase the groundcrew membership who have been so pivotal to the Squadron's successes. Your committee would appreciate your help in reaching out to your friends and colleagues to help us achieve this. Application forms are available on our website. And, of course, we continue to welcome close relatives of former members to help us maintain our links with our founding members.

As always, I must thank all your Committee members for their hard work and I hope you all stay warm and healthy as the Summer climes recede.

**Andrew**

ST JOHN THE BAPTIST  
CHURCH SCAMPTON  
DAMBUSTERS MEMORIAL  
WINDOW

REMEMBRANCE CROSS  
AND POPPY  
CHRISTIAN SYMBOL - CROSS

A CONTEMPORARY  
TWIST ON THE  
DIAMOND PATTERN  
IN THE EXISTING  
WINDOW

SIHOUETTE OF THREE  
LANCASTER BOMBER

GLASS TO BE  
DIFFERENT SHADES  
OF BLUES TO  
REPRESENT SKY  
AND WATER WITH  
HIGHLIGHTS IN  
AMBER/PURPLE  
AND GREEN TO  
CO-ORDINATE  
WITH THE SISTER  
WINDOW

BOMBER COMMAND  
BADGE AND  
617 SQUADRON  
BADGE

A SILHOUETTE OF  
ONE OF THE AIRMEN  
ON THE BOMBER  
COMMAND MEMORIAL  
NEXT TO A CROSS

V SHAPED LINES TO  
REPRESENT THE LIGHTS  
UNDER THE  
LANCASTER BOMBER TO  
SHOW WHEN THE PLANE  
WAS AT THE RIGHT  
HEIGHT TO RELEASE  
THE BOUNCING BOMB

THE DATE 617 SQUADRON  
WAS FORMED

RED POPPIES NEXT TO  
THE DEDICATION



[WWW.CLAIREWILLIAMSONGLASS.CO.UK](http://WWW.CLAIREWILLIAMSONGLASS.CO.UK)

St John the Baptist Church, Scampton  
Dambusters' Memorial Window design

## Tirpitz Reunion Weekend

This year's Tirpitz Dinner will be held on Saturday 12th November in the Woodland Suite of the Petwood Hotel in Woodhall Spa. Once again, we will be joined by members of the IX(B) Sqn Association. The programme for the weekend will be:

### **Saturday 2pm**

A screening of the film Lancaster in the Kinema in the Woods, Woodhall Spa. If you haven't seen this film, you are missing a treat! Tickets costs £10 per head (£2 of this will go to the charity of our choice). The film will be shown in the small theatre so you must book ahead to ensure a seat.

### **Saturday 4pm**

Informal gathering in the Petwood Hotel bar.

### **Saturday 7pm**

Pre-dinner drinks in the Petwood Hotel Woodland Suite.

### **Saturday 7.30pm**

Dinner

### **Sunday 1am**

Bar closes. Note that for licencing reasons drinks after 12pm must be signed on to a room account.

### **Sunday 13th 9.45am**

Remembrance Service in St Peter's Church, Woodhall Spa -Timing to be confirmed. Following the service, we will join the parade from the church to the town centre and assemble in Royal Square for the wreath laying at the 617 Sqn memorials.

### **Sunday 12am**

Wreath laying at Woodhall Airfield.

## Harris Room – RAF High Wycombe



The 617 Squadron Association Historian, our very own Dr Robert Owen, took a trip to RAF High Wycombe this year. The Station has taken tremendous efforts to maintain Air Chief Marshal “Bomber” Harris’s office in its original condition.

Despite the pressure on office space at Air Command, keeping Harris’s office as a record of its former Bomber Command heritage is really special. While not open to the public, small groups of two to four visitors are possible, especially from Associations.

The Harris room contains wonderful artifacts, including Harris’s original desk, grandfather clock and intercom. A Bakelite telephone and sliding briefing map complete the atmosphere. Outside the office, a red light over the door provides an historic reminder of the business that took place within the office; indeed, a sobering reminder of the lethality of war and the burden it must have of placed on the Bomber Command leadership.

RAF Heritage has two attractions at this Station, the Heritage room in the Oakeshott Centre and the Bomber Harris Office and tunnels on 1 Site.

For more information or to arrange a tour contact:

**Email:** [Dave.Brown580@mod.gov.uk](mailto:Dave.Brown580@mod.gov.uk)

**Phone:** 01494 493019

## 617 Squadron Lossiemouth Chapter – Dambusters' Ride – Saturday 7 May 2022

It was a fine, clear day, if a little cool to start, as our intrepid cyclists, gathered at Windswept at 0740 for the pre-departure photos. The team was joined by Tamsin who, due to sickness in her team, would undertake the event alone and had decided to step-up from the 60-mile event to the 100-mile event! With everything in order, we started as planned on the stroke of 0800. To keep things simple, we had decided to stick closely to the route that we took last year, and the initial route



took us out through Garmouth and across the River Spey towards Buckie and onwards to Cullen. We set a decent pace to start, and it was 25 miles before our first, short, 'comfort' break was required. We were quickly back on our way and heading towards Keith, just over 38 miles in, for the first of the planned pit-stops. Colin's route planning and effective pace-making ensured that we arrived exactly on schedule. As last year, the Boog'e Woo'ie café was our chosen destination. The coffee and egg and bacon bap did not disappoint.

Suitably replete, it was time to hit the road again and to head for the next planned stop at the 60-mile point at Millbuies Country Park. The aim was for Terry Mitchell to meet us with a car full of goodies so we kept our fingers crossed that her navigation and time keeping would match ours. Our progress was again brisk but we were not disappointed and Terry was in position for our arrival; as was an excellent coffee van.

Still running to schedule, there was plenty of time to change clothing, take onboard a few sandwiches and sausage rolls and to replenish our water bottles. Al had braved shorts and a short-sleeved shirt from the start and Colin and Nigel now decided to join him whilst the old guy decided to remain in long sleeves and full-length trousers; body temperature must be an age thing! Colin again began to crack the whip to keep us to time and we set off for the final pit-stop at the Mosset Tavern in Forres.





Both our timing and navigation skills were confirmed when, shortly after crossing the Cloddach Bridge, we had a brief RV with another former Squadron member. Regrettably, none of the team managed to capture any photographic evidence but the event did lift our spirits during the post-lunch lull and on what was probably the toughest leg of the day for most of us; despite a unanimous decision to drop Califer Hill from the route this year.

Colin was doing a great job of keeping us to time and that meant another meeting with friends at the Mosset Tavern. With 76 miles already behind us we were still in

good spirits as we set off on the last leg back towards Lossiemouth and a well-earned beer or four at Windswept Brewery.

We quickly crossed the River Findhorn and left Kinloss Barracks in our rear-view mirrors. There was time for one final 'comfort' break at the 93-mile point before a final burst to the finish.

We knew that we were running very close to the 100-mile distance on arrival at Windswept so, in order to prevent any embarrassment of arriving at 99.8 miles, we threw in a very small extension. However, we were still back at Windswept shortly after 1600 for a few well-earned beers! We had completed the 100 miles at an average speed of 16.3 MPH.

What of Tamsin? She completed her 100 miles at around 1930; a fantastic effort!!

As I type, we have raised a little over £1300 (including Gift Aid) for the RAF Benevolent Fund. A great effort!

See <https://rafbf.enthuse.com/cf/thedambustersride>

We are already talking about next year and taking on the Dambusters' Ride on the 80th anniversary of Operation CHASTISE. As they say at Windswept #bestwhenyouveearnedit.

## Harlingen Memorial Unveiling

In a small Dutch graveyard, a trumpeter played the Last Post and the small group gathered there – Dutch, Belgian, German, New Zealanders and British – stood in silence. As the notes faded into the warm summer air the happy voices of children in a nearby playground rang out. We remained still for two minutes, marking the loss of seven British and Canadian aircrew in the 1940s war against fascism, and around us echoed the joyous innocent sound of a generation who we thought until recently would grow up in a continent unmarked by war.



Ms Ina Sjerps, the Burgemeester (Mayor) of Harlingen, the pretty Dutch coastal town in whose graveyard a 32-year-old Canadian flight sergeant and father of two, James McDowell, had been buried 79 years previously, had just delivered a remarkable speech. While writing it, she must have been thinking along similar lines. She said:

“In preparing for today’s event, I studied the pictures of these young men. As a mother of two men of about the same age, I found it heart-breaking to see their young, optimistic faces. How hard it must have been for their mothers,

to say goodbye to them, not knowing whether, when or how they would see their sons again. And then, learning about their fate. Six of them, never to be found again. Only one of them, James McDowell, found, and buried in a foreign country, in our town.

Their lives were not lost in vain, as they helped end the Second World War and start a long period of peace and prosperity in Europe. But as we experience today, to our great regret, this period did not last long enough. Once again, there is a war going on in Europe. A war we never expected and were unable to prevent.

Too often, the lives of men and women are sacrificed for the delusional and criminal ambitions of autocrats and dictators, supported by their indoctrinated nations. The dreams and aspirations of generations shattered for the egos of leaders.”

Ms Sjerps’s speech was followed by words from Fg Off Brad Duesbury, assistant defence attaché at the British Embassy. It too was an inspiring contribution. A flying officer aged 23 himself, he remarked that he was the same age and rank as many of the 133 men who flew on the Dams Raid.

The event had been organised by Jan van Dalen and his daughter Marielle (Macy) of the 617 Squadron Netherlands Aircrew Memorial Foundation to dedicate a memorial to the six members of the Dams Raid crew of Lancaster AJ-K whose bodies were never found after their aircraft was shot down and crashed into the Waddensee, some 35 miles from Harlingen, on 16 May 1943. A new memorial plaque commemorating all seven men is now placed on a marble plinth a few yards from McDowell’s grave.



Marielle ‘Macy’ Plugge and Jan van Dalen

The crew was Vernon Byers, pilot; Alastair Taylor, flight engineer; James Warner, navigator; John Wilkinson, wireless operator; Neville Whitaker, bomb aimer; Charles Jarvie, front gunner; James McDowell, rear gunner. Several members of the Taylor family were in attendance and unveiled the memorial. Also present were community representatives from Antrobus in Cheshire, John Wilkinson's home village.

Besides Jan and Macy there had gathered others who have become good friends of this blog over the years. These included Wim Govaerts, the Belgian photographer whose work has graced this pages on many occasions, Sander van der Hall, organiser of the AJ-S memorial at Gilze Rijen airfield, Melvin Chambers, organiser of the Les Knight memorial in Den Ham, and Volker Schürmann, of the Heimatverein Haldern in Germany, who has demonstrated his country's determination to build new structures and move on from the tired shibboleths which still obsess too many British people. These new pan-European alliances are more and more important in the troubled times we now find ourselves.

Once again, our Dutch friends, who know to their cost what it means to stand firm against an oppressive regime, have demonstrated why they are the best allies we have. Long may our mutual respect endure.



Sqn Ldr George 'Johnny' Johnson with print presented by members of the current squadron

## Letter from Australia

It was really good to participate in the annual meeting of 617 Squadron. Thank you to the executive and committee for their excellent work at keeping the Association functioning during the COVID emergency and the various restrictions. This has been very difficult, and I commend everyone's efforts at this difficult time. Well done. True Dambusters spirit.

Doing the meeting via online means was an excellent way of keeping Australian and overseas members in touch with developments. Thanks for doing the meeting via this medium. It was good to see people again. I particularly like the way the present-day Squadron leaders are embracing the Association.

Well known historian and author Colin Burgess has issued a new version of his excellent book entitled Australia's Dambusters: Flying into Hell with 617 Squadron. The book details using many interviews with many of the Australians and aircrew veterans who participated in the Dam Raid and subsequent operations with 617. The Australians mentioned include Harold "Micky" Martin, David Shannon, Les Knight, Norman Barlow, Jack Leggo, Bob Hay, Bob Kellow, Tammy Simpson, Toby Foxlee, Tony Burcher, Lance Howard, Fred "Spam" Spafford and Charles Williams.

The post-Dams period including the Tirpitz and other Tallboy operations are documented through the stories of six Australians serving on 617 Squadron and includes Phil Martin, Howard Gavin, "Bunny" Lee, Ross Stanford, Jack Sayers, Bill Carey, Ian Ross and Arthur Kell. The Australian members of the crews are also documented and provide some interesting and amusing perspectives on what living and flying with the Dambusters was truly like.

I was honoured to participate in the launch of the book at the Sutherland Military History Society in October 2021 where author Colin Burgess and SMHS member Peter Hunter did an excellent digital presentation about 617 Sqn complete with simulations of the Dams raid. Part of the presentation used Google Earth to identify and document the operations undertaken by my father, Arthur Kell during 1944. This type of digital recording is an interesting trend and direction for future historical recording and preservation of 617's achievements and making them accessible to a new generation tech savvy followers. The proceeds of the book are being donated to veteran organisations and this updated book leaves an enduring record that members of the association might be interested in.

Last year my son, Toby Kell and I participated in the Dambusters Bicycle Challenge doing the 56-mile ride as the "Aussie Dambusters" team. We did the

ride to Point Cook the birthplace of the RAAF and ended it at the Shrine of Remembrance. We raised our donations target and enjoyed an unusually fine and windless day in Melbourne to do the Challenge. Thanks go to Lisa Hunt and team at the RAF Benevolent Fund for their support.

I understand the wreck of E-Easy flown by Australian Bill Carey lies near the Northern Swedish village of Porjus in the province of Norrbotten. The crew survived the crash after attacking the Tirpitz and were interned and repatriated. By chance I was able to visit this wreck in 1996 when I was on a university exchange in North Sweden. It lies in a marsh and is accessible by car and foot over a set of duckboards. The wings, parts of the tailplane and the fuselage were still there and the crest of 617 was visible. Has the association ever visited the site? Does the Association commemorate this site in some way? It's an isolated site but I think it's one of the only examples of an actual 617 Lancaster still in existence. Some details and photos of her at are <https://www.flyvrak.info/porjus.html>

Once again thanks for all your work.

Best wishes

**Peter Kell**

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## Final Landings

### **SYDNEY GRIMES**

Born in Essex in 1922 Syd Grimes left school and joined the E K Cole (later Ekco) radio factory as a clerk. Sight of the damage done by bombing to the East End of London convinced him that he needed to be a more offensive part of the war. At the age of 18 he enlisted in the RAF, partly since he could not swim, and he did not want to experience the potential horrors of trench warfare.

Volunteering for aircrew he trained as a wireless operator, in de Havilland Dominies (the military version of the Dragon Rapide) with No 4 Signals School at Madley, subsequently qualifying as an air gunner at 8 Air Gunner's School, Evanton, flying in the notorious twin engined Blackburn Botha. In August 1942, at No. 14 OTU, equipped with Wellingtons at Cottesmore in Rutland, he joined his first crew, captained by Plt Off Clifford Stephens, as wireless operator. The crew passed on to No 1654 Conversion Unit in February 1943, to convert via

the Manchester to the Lancaster before being posted to No. 106 Squadron for operations, shortly after Wg Cdr Gibson had left to form No. 617 Sqn.

Syd's first operation was a relatively easy trip against Kiel on 4 April 1943. Then the difficulties and hazards of operations began to emerge. Two trips over the Alps to Spezia saw landings away from base due to low fuel and on a long-range operation to Stettin they experienced heavy flak which resulted in numerous holes in their aircraft. The night after an operation to Duisburg, where they reported "huge fires and hundreds of searchlights", they were despatched to Pilsen, but almost immediately forced to return when their heavily laden Lancaster suffered a port outer engine failure shortly after take-off. Yet, after this run of inopportune fortune, lady luck seemed to favour them as the Battle of the Ruhr drew to a close. A run of nearly a dozen operations to Ruhr and Rhineland targets, and a further trip to Italy before undertaking all three attacks comprising Operation Gomorrah – the intensely onslaught against Hamburg – saw the completion of their first tour without major incident.

Posted from No 106 Squadron in September 1943, Syd then was screened as an instructor at No. 1668 Conversion Unit, Balderton – during which time he flew as wireless operator to Wg Cdr Leonard Cheshire, who was converting to the Lancaster prior to taking command No. 617 Squadron. Despite Cheshire's need for a crew Syd remained at Balderton and followed the Conversion Unit to Syerston where it became No. 5 Lancaster Finishing School and remained with them until June 1944 when he was posted to Scampton for three months ground course. In preparation for returning for a second tour of Lancaster operations in September 1944 he was then posted to No. 1661 Conversion Unit at Winthorpe where he crewed up with New Zealander Flt Lt Bernard Gumbley.

Gumbley and his crew arrived at Woodhall Spa on 29 September. A month's intensive training then commenced to bring the crew to operational status with the SABS and on 29 October they were ready for their first operation. It was a challenging introduction to the Squadron, the target being Tirpitz, now moored at Tromso. The Squadron were unsuccessful in this attack, owing to the weather but his second visit to Tromso saw Tirpitz successfully despatched.

Further Tallboy operations followed against the Urft Dam, E-boat pens, Politz and the Dortmund Ems Canal. In February and March 1945 operations concentrated on the Bielefeld viaduct, providing one of the major rail links to the Ruhr, finally destroyed on 14 March. With the Squadron now operating the Lancaster B I (Spec), which did not carry a wireless operator or mid-upper gunner, Syd was stood down from the crew. This twist of fate was to save his

life, for a week later while attacking a railway bridge near Bremen Gumbley's aircraft received a direct hit from flak, and all aboard were killed.

Syd was then posted briefly to No. 9 Sqn and then ended his flying career with No. 50 Sqn in September 1945.

On leaving the RAF with the rank of Flt Lt, post war Syd trained as an accountant and re-entered the electronics industry, becoming a financial director. In 2014 he was awarded the Russian Naval Ushakov Medal for "courage and bravery shown during the Second World War, with the participation in the Nordic convoys."

His death came only three weeks after he celebrated his 100th birthday – the third of the Squadron's wartime veterans to achieve this landmark.

### **TERRY KENNY**

Flt Lt Terry Kenny joined the RAF in 1955. He was posted to the Squadron, then commanded by Wg Cdr Mike Hines, as a Vulcan captain.

Almost immediately he was involved in what was, at that time, the largest exercise yet undertaken by the combined NATO forces, Exercise Strong Express – operating as part of the Squadron's Maritime Radar Reconnaissance (MRR) force. The following month saw involvement in a further exercise – "Blue Moon" – this time tasked with low level sorties over Denmark.

His first Goose Ranger, to Goose Bay, Labrador, was unsuccessful owing to poor weather which resulted in the crew returning a day early without having completed any training exercises. Three months later a further attempt to carry out a Goose Ranger was thwarted when weather conditions caused a diversion to Bagotville. When the aircraft was later able to recover to Goose Bay it became unserviceable.

During this period the Squadron's prime role was that of MRR and in April 1973 they were provided with "real" targets in the form of a Soviet Sverdlov Class cruiser accompanying 4 destroyers which was operating 165 miles north of Tromso. Appropriately, owing to the long range of this sortie, the Vulcan used Kinloss as a forward operating base, just as the Squadron's Lancasters had used Lossiemouth as an advanced base to attack Tirpitz.

From the Arctic circle the Squadron's focus switched to the Mediterranean in June when they deployed for a month's detachment to Luqa, Malta, for the annual exercise "Dawn Patrol" encompassing a range of tactical scenarios, including attacks against targets on the Italian low-level routes. Back at Scampton the



following month, they found themselves operating over Central Europe as part of Exercise “Reno Roulette” a test of the continental air defence system.

They were back to their MRR role in July 1973, when the crew were tasked to undertake an MMR mapping of surface vessels in the Bay of Biscay and Eastern Atlantic, Exercise “Square Deal”. The purpose of this was to establish the pattern of the passage of shipping in the area to establish background noise levels to assist submarine patrols.

By now Flt Lt Kenny had become the Squadron’s display pilot and the crew were despatched to Texas, for the opening of Dallas Fort Worth airport – “the largest in the world”, where in addition to an aerial display, the aircraft was seen as a static exhibit, in addition to a Concorde. Further displays were in order back home to commemorate Battle of Britain days at Biggin Hill, Cottesmore and Teesside airport, while sorties for “Square Deal” continued.

The pace was maintained during November when the crew completed a Western Ranger to Offutt, returning to take part in Exercise “Ocean Spam” at the end of the month.

1974 saw several further central European exercises – low-level routes taking them over Denmark, North Holland and Germany with a dispersal exercise to Wittering later in March. By the summer the annual “Dawn Patrol” was on task and the Squadron again deployed to Luqa.

Display flights were still high in demand, with a performance at the Scampton families’ day in June, followed by a trip “across the pond” to appear at three flying displays in Winnipeg and Cleveland in August.

The following month Terry was posted from the Squadron as a supernumerary, before transferring to No. 1 Group Standardisation Unit, thus remaining at Scampton, in October 1974.

In June 1975, the month that he retired from the Service, Terry was awarded the Queen’s Commendation for Valuable Service in the air for work undertaken on the Lightning Simulator used by No. 56 Squadron in Cyprus.

In his latter years Terry retained his interest in aviation, becoming an active volunteer with the Avro Heritage Trust.

**Robert Owen**

# 617 Squadron Association

Registered Charity No 1141817

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J Dooley



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Layout and Typesetting by Chris Henderson

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