

Presentation by Tom Carney



Good morning gentlemen.

MOVE OVER JULES VERNE'S
"ROUND THE WORLD IN 80 DAYS"?
I CIRCUMNAVIGATED AFRICA BY SEA
IN 1,500 DAYS! (NEARLY)

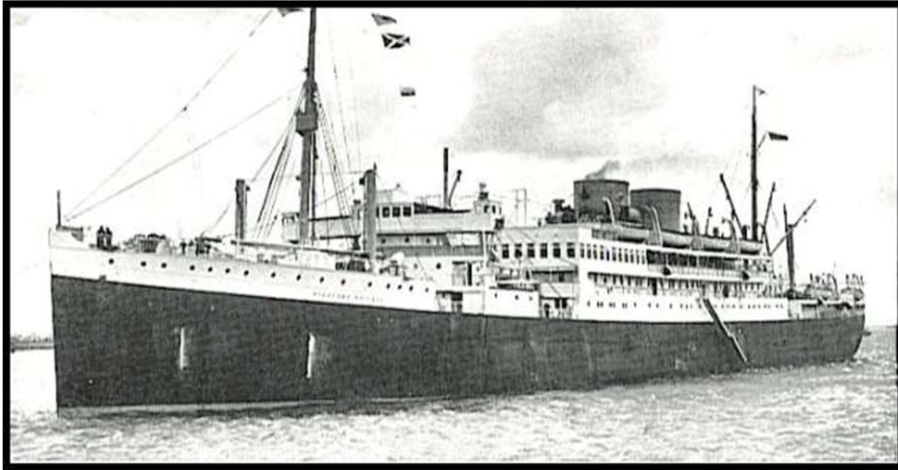
Intro: (Slide 1) I served as a pilot with the RAF in the Second World War. A few years ago I realized, for the first time, how close I'd come, to circumnavigating the African mainland *by sea*. My talk will be about that journey; plus a bit about my experience as a pilot in the war; about the aircraft I flew. It will also be an abbreviated travelogue. But first, a bit of war history to set the stage.

Disposition – Axis v Allied early 1942

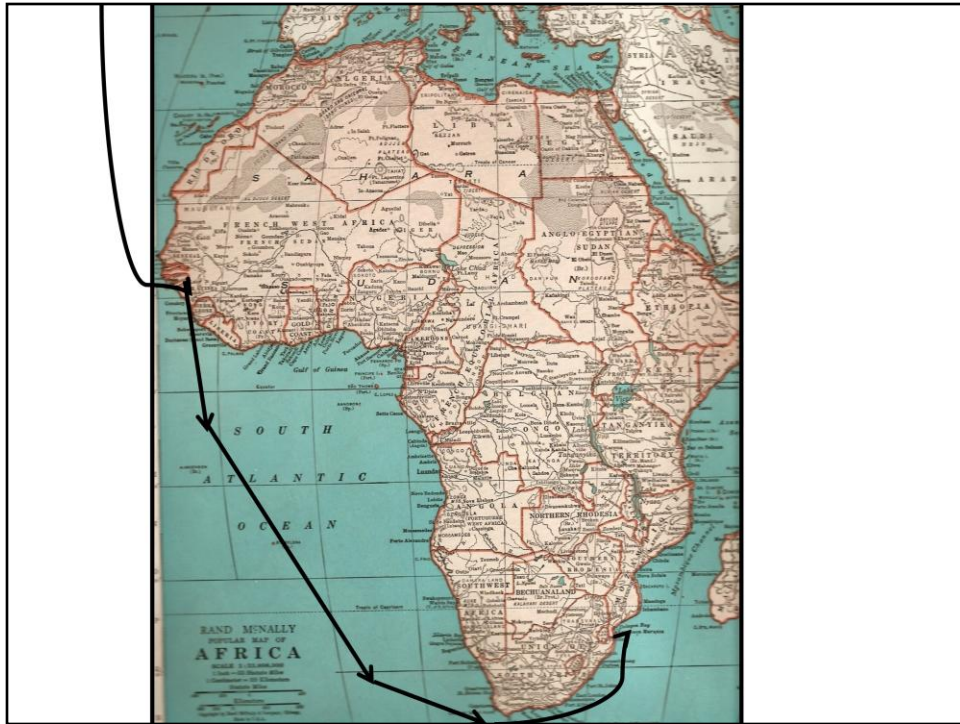


(Slide 2) This shows the disposition of Axis and Allied Forces in early 1942 starting with the 1939 split of Poland by Germany and the Soviet Union; the annexation of Lithuania, Latvia, Estonia, and part of Finland by the Soviets; the German conquests in Western Europe. In 1941 the Axis powers turned south and east, attacking Yugoslavia, and Greece, while coercing Hungary, Bulgaria, and Romania into joining the Axis. This was a prelude to Germany's attack on the Soviet Union. In March 1941 Germany fostered a military coup in Iraq, and based several He111 bombers at Damascus, in Vichy Syria to support the coup. This threatened Britain's oil supply from Iraq to Haifa in Palestine. Franco won the Spanish civil war, posing a threat to Gibraltar and to the south shore of the Med in Spanish Morocco and Vichy French Algeria. Italy declared war, advanced from Libya into Egypt, from Eritrea into British Somaliland threatening Kenya. Japan entered the war, attacking Pearl Harbor, Hong Kong, etc This brought into play The Tripartite Agreement of 1941, Germany, Italy, and Japan, which plans for a combined attack on India. When the USA responded by declaring war on Japan on Dec. 8 Germany declared war on the USA on December 9 thus bringing the U.S into the European war. Britain and the Commonwealth no longer stood alone. Still, the Mediterranean theatre was the focal point of the Western Allies for the next 2 years. So, what was my small role? How did my journey start? My story starts on December 7, 1941, my 18th birthday; the same day as the Japanese attack on Pearl Harbour, Hong Kong, and other Asian points. That was the day I joined the Royal Air Force. Early in January 1942 I reported to the Air Crew Receiving Centre in London. 1 week later I was sent home on embarkation leave. Quite a surprise! Normal pilot training was 10 weeks Initial Training Wing – ground courses only, and *always* in the U.K. *Flying* Training was often overseas, especially in Canada. On return to London I was issued with tropical kit, hardly what I'd need in Moose Jaw in January.

HIGHLAND BRIGADE (Capt. Bligh's 20th Century Bounty)



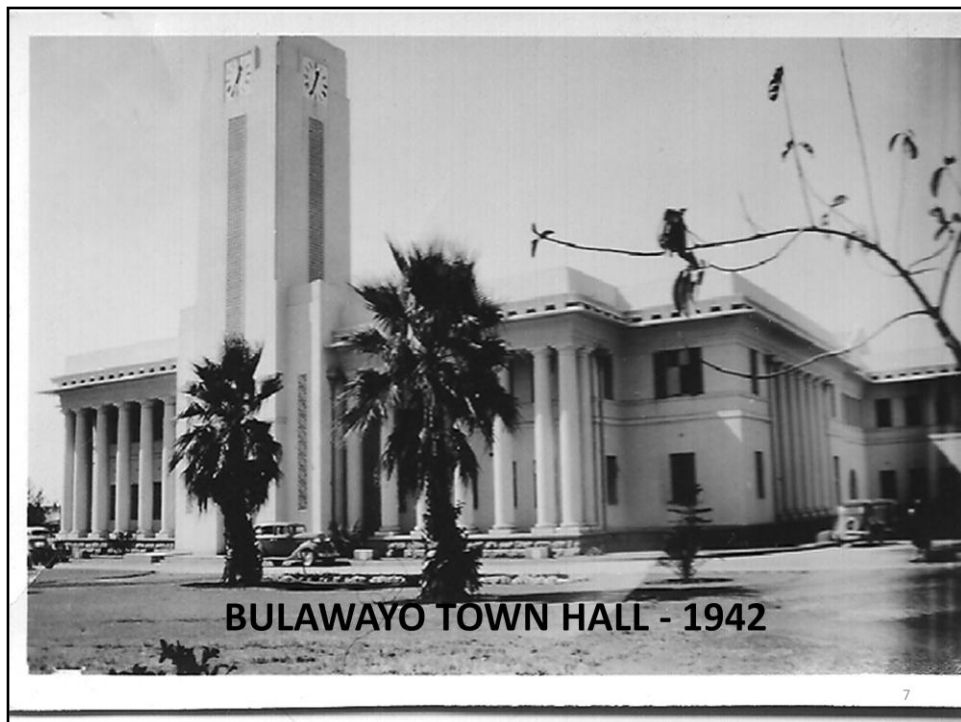
(Slide 3 and 4) A few days later, my contingent boarded the Troop Ship Highland Brigade, already overflowing with army types, which was part of a convoy of about 40 ships. Thus began what was probably the worst 7 weeks of my young life. No one was keel hauled or lashed at the mast, but conditions – food, water, sanitation - could be compared with those of Captain Bligh's infamous Bounty. However, we got used to it!. We steamed westward into mid Atlantic, then turned south. We didn't see land again for 3 1/2 weeks, when we arrived in Freetown in Sierra Leone and got our first glimpse of Africa. Our convoy had weathered 2 major storms but had lost 3 ships to U-boats.



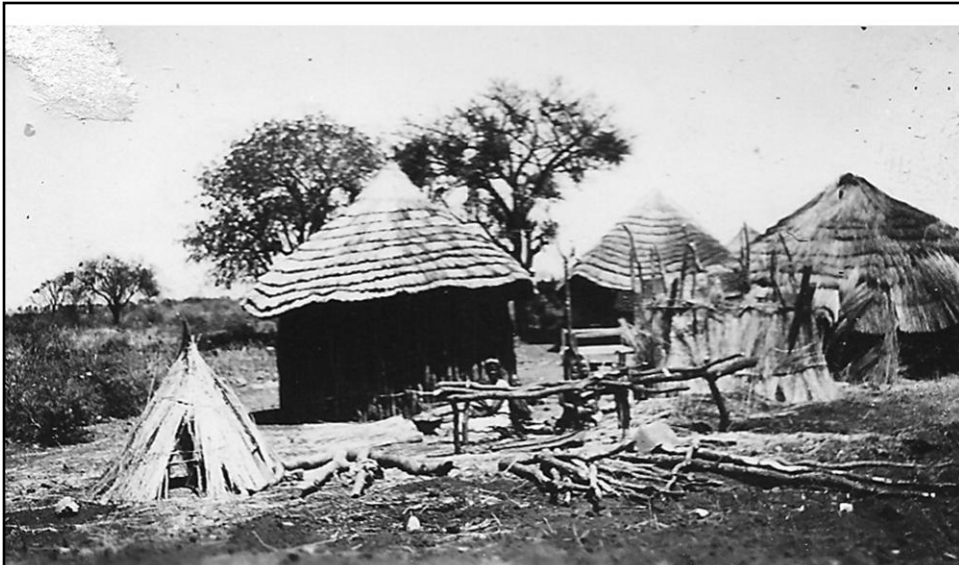
(Slide 4) We had a quick turnaround, and set off on the same pattern – west to mid Atlantic, then south. When we turned to the east we were finally told what some of us had guessed. We airmen were going to Southern Rhodesia (now Zimbabwe) for our training. Our army colleagues were reinforcements for the British 8th Army facing Rommel's Afrika Korps at El Alemein. Another 3 1/2 weeks, 7 weeks since we had boarded our troop ship, we arrived in Durban on the east coast of South Africa and we "would-be" aircrew, disembarked.



(Slide 5) The journey from Durban to Rhodesia was Paradise after the hell of the troopship. We left Durban in the evening twilight, and as we climbed up through the Drachensberg mountains the sight of the lights in the small villages was wonderful to behold, after 2½ years of complete blackout conditions in Britain. It was a 2 or 3 days journey, and a most touching event happened at a stop in Mafeking in South Africa. As we pulled in to the station platform we saw many tables filled with tasty dishes we hadn't seen in years. Ladies were dressed in evening gowns, and men in tuxedos. They had been holding a Saturday night formal dance in the town. When they heard our train was coming through, they packed up the tables and trimmings, and set it up in the station to await our arrival. Our journey continued through Bechuanaland, now Botswana, home of the Kalahari Bushmen; then across the Limpopo River at Plumtree, concluding at Bulawayo where we would do the Initial Training we'd skipped in Britain. I was surprised to learn that the white population of the country was about 50,000. Here are a few pictures of Bulawayo and The Great Zimbabwe.



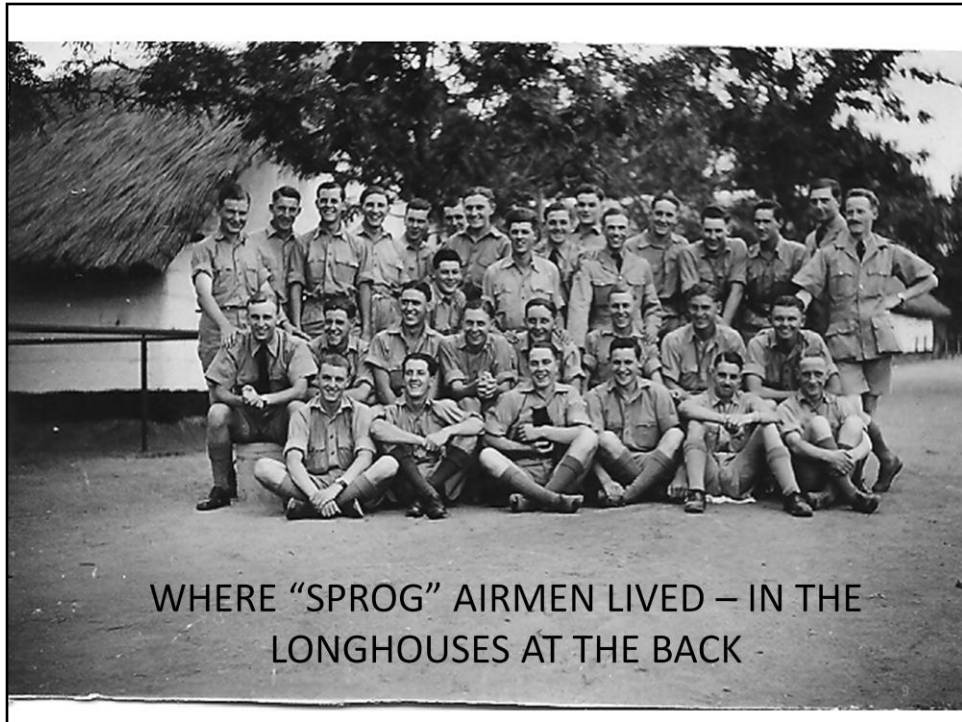
(Slides 6,7,8,9,10,11) Initial Training consists of ground courses such as, Theory of Flight, rudimentary Navigation and Meteorology, Engine Handling, Armaments, and so on. We were also dumped out in the bush or bundu, and given a time limit to find our way back home



A TYPICAL NATIVE KRAAL (VILLAGE)

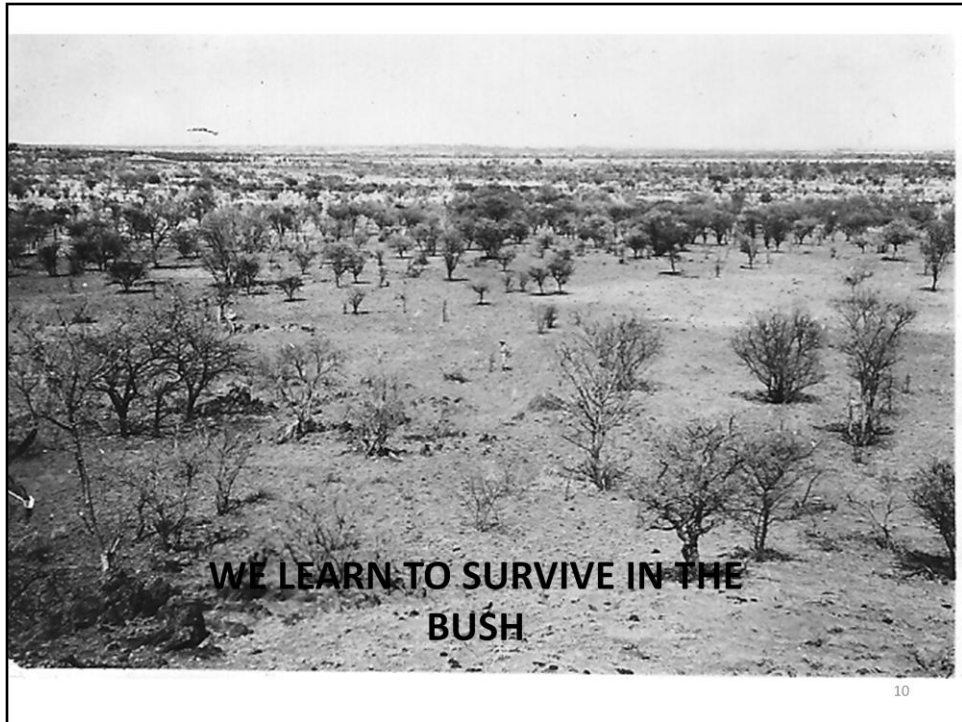
8

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WHERE "SPROG" AIRMEN LIVED – IN THE
LONGHOUSES AT THE BACK

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THE GREAT ZIMBABWE EXTERIOR

11

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THE GREAT ZIMBABWE THE INNER SANCTUM

12

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NEXT STOP HARARE (FORMERLY SALISBURY)



**FOR ELEMENTARY
FLIGHT TRAINING**

13

(Slide 12) On completing ITW I was sent to Salisbury, (now Harare) to 28 Elementary Flight School. At long last, after 22 weeks in the RAF I was going to get to sit inside a real plane, maybe even learn to fly it.

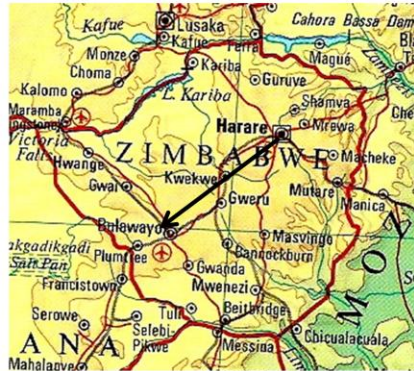


TIGER MOTH
ELEMENTARY TRAINER

14

(Slide 13) Our elementary trainer was the DH82ATiger Moth, open cockpit, tailskid instead of tail wheel, no brakes. Great moments were my first flight with my instructor; my first solo; my first slow roll. Of course our ground instruction continued at a more advanced level. On completion I was given a choice – become a Tiger Moth Instructor; go on Harvards at Fighter School; go on Oxfords at Bomber School. I had experienced over 50 German air raids, on civil defence work and Home Guard. I chose Oxfords. So back to Bulawayo, to 23 Service Flying School at Heany.

BACK TO BULAWAYO



**FOR
SERVICE FLYING
TRAINING**

15

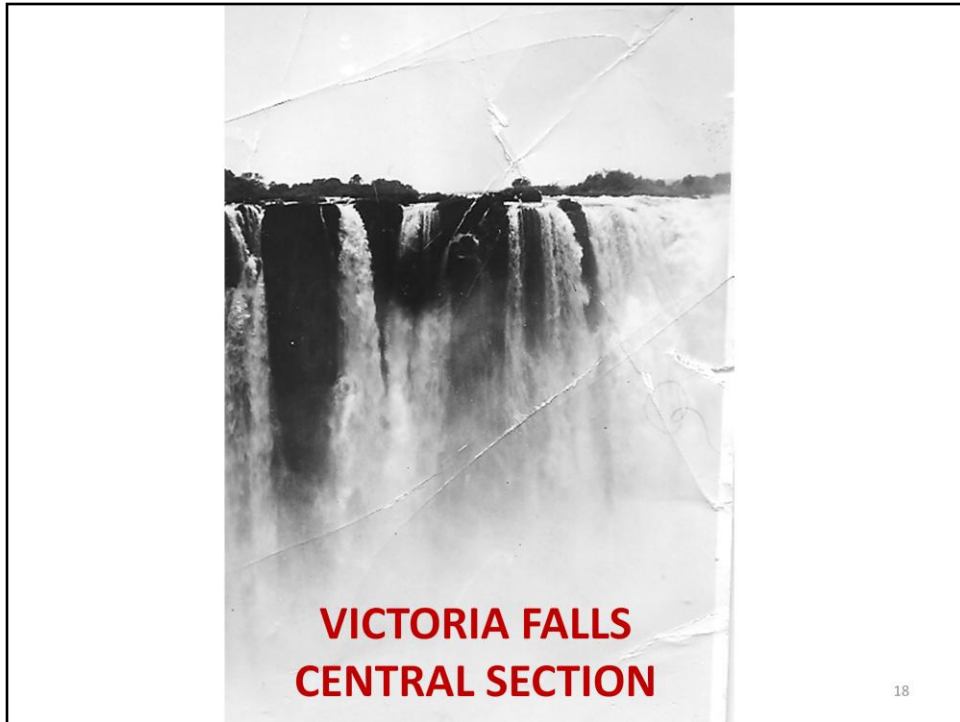
(Slides 14, 15) At 23 Service Flying Training School I enjoyed flying OxforDs and the advanced program.



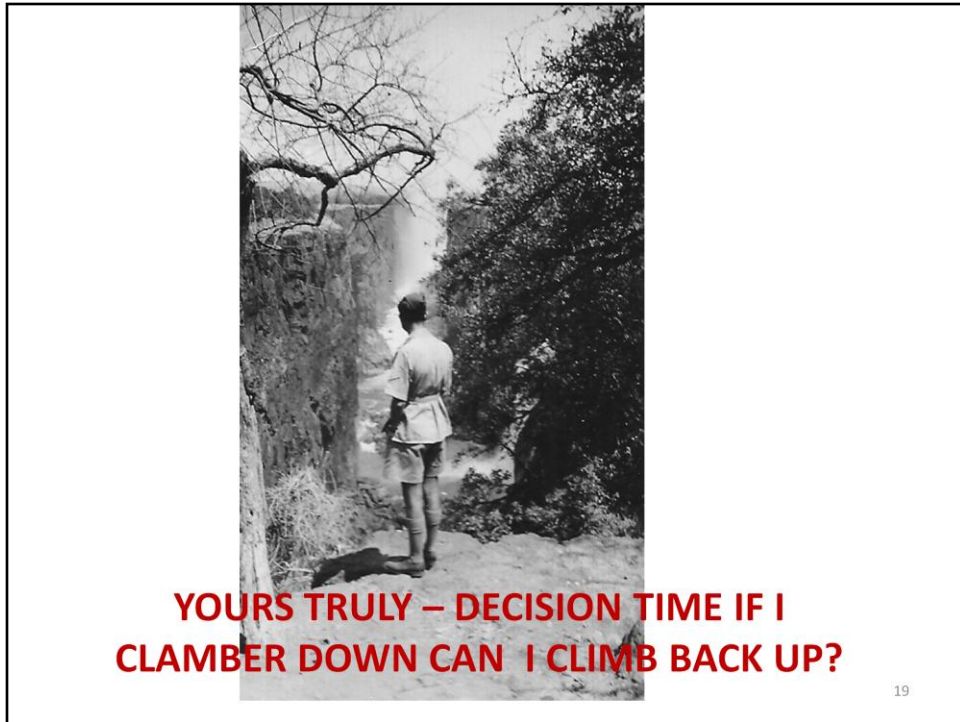
(Slides 15) At 23 SFTS I enjoyed flying Oxfords and the advanced program.



(Slides 16) This is the wings presentation at 23 Service Flying Training School, Bulawayo, Zimbabwe.



(Slides 17) Following graduation we got some leave. What better place to spend it than at Victoria Falls, "the Cloud that Thunders" . Its spray rises 2,600 feet.



(Slides 18) Following graduation we got some leave. What better place to spend it than at Victoria Falls, “the Cloud that Thunders” . Its spray rises 2,600 feet.



(Slides 19) I copied this coloured picture from a magazine about 5 years ago. It shows a replica of a World War 1 Vickers Vimy bomber flying over the falls. In June 1919 the Vimy was the first plane to fly across the Atlantic. It was flown by Alcock and Brown. Captain John Alcock and Lieutenant Arthur Whitten Brown, in a modified [Vimy IV](#), made the first non-stop aerial crossing of the Atlantic. They took off from Lester's Field, near St. Johns, Newfoundland on June 14,1919, and landed June 15,1919, at Clifden in Ireland. The time for the crossing was sixteen hours, twenty-seven minutes.



21

(Slides 20 to 24) Here is some of the wildlife downstream on the Middle Zambezi with its crocodiles, hippos, rhinos, elephants, water buffalo in their natural habitat. It is *not* a game reserve.

BELOW THE FALLS THE MID-ZAMBEZI PROVIDES WATERING HOLES FOR WILD LIFE

22

(Slides 20 to 24) Here is some of the wildlife downstream on the Middle Zambezi with its crocodiles, hippos, rhinos, elephants, water buffalo in their natural habitat. It is *not* a game reserve.



A GROUP OF THIRSTY ELEPHANTS

23

(Slides 20 to 24) Here is some of the wildlife downstream on the Middle Zambezi with its crocodiles, hippos, rhinos, elephants, water buffalo in their natural habitat. It is *not* a game reserve.



THIS WATER BUFFALO SAYS
“MOVE OVER GUYS. I’M THIRSTY TOO”

24

(Slides 20 to 24) Here is some of the wildlife downstream on the Middle Zambezi with its crocodiles, hippos, rhinos, elephants, water buffalo in their natural habitat. It is *not* a game reserve.



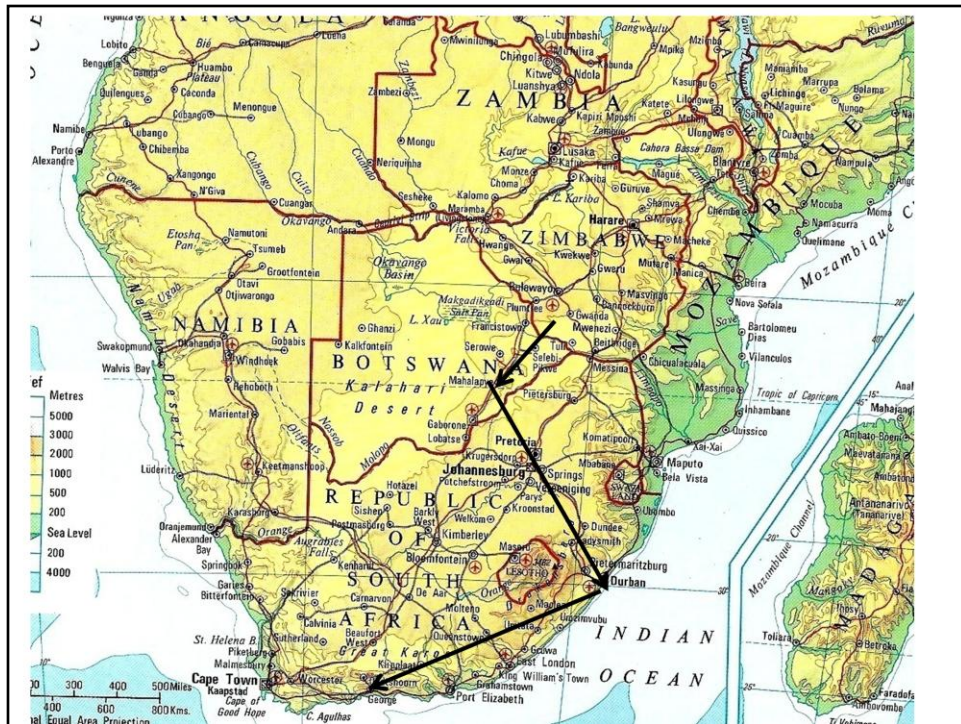
WHILE MR. & MRS. RHINO SAY,
"THERE GOES THE NEIGHBOURHOOD. WE'LL
FIND OUR OWN WELL"

25

(Slides 20 to 24) Here is some of the wildlife downstream on the Middle Zambezi with its crocodiles, hippos, rhinos, elephants, water buffalo in their natural habitat. It is *not* a game reserve.

BACK TO DURBAN
THEN
ON TO GEORGE, SOUTH
AFRICA, AND DID GENERAL
RECONNAISSANCE SCHOOL
ON ANSONS
AND BACK TO DURBAN

(Slides 25 to 28) Then it was back to Durban and from there to General Reconnaissance School at George, in Western Cape Province, South Africa, for 8 weeks of intensive training in Advanced Navigation including Astro Navigation; Radar Systems, still in their infancy at that time. We flew Avro Ansons, half the time as pilots, half as navigators, and provided escort to convoys between Cape Town and Port Elizabeth. Apart from having to wind up the undercarriage manually – 148 turns – it was a fine aircraft. Most weekends were spent surfing at nearby Mosselbai. Had I seen this picture back then, I don't think I'd have done much surfing.



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Avro Anson

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Smile and Show Us Your Nice Teeth



No! Don't Take Them Out – Just Smile

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Durban – 1942, A Modern City



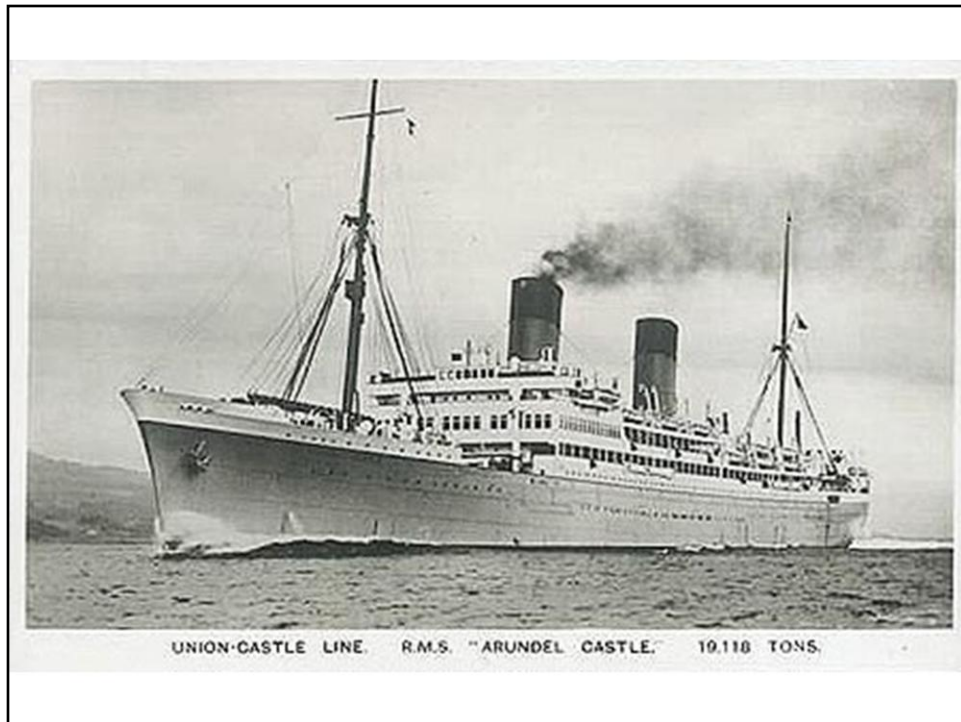
(Slides 29, 30) On completion we moved again to Durban. This time we had a chance to see it as tourists. (Lady in White & Zulus)

Durban's Zulus - A Proud Race

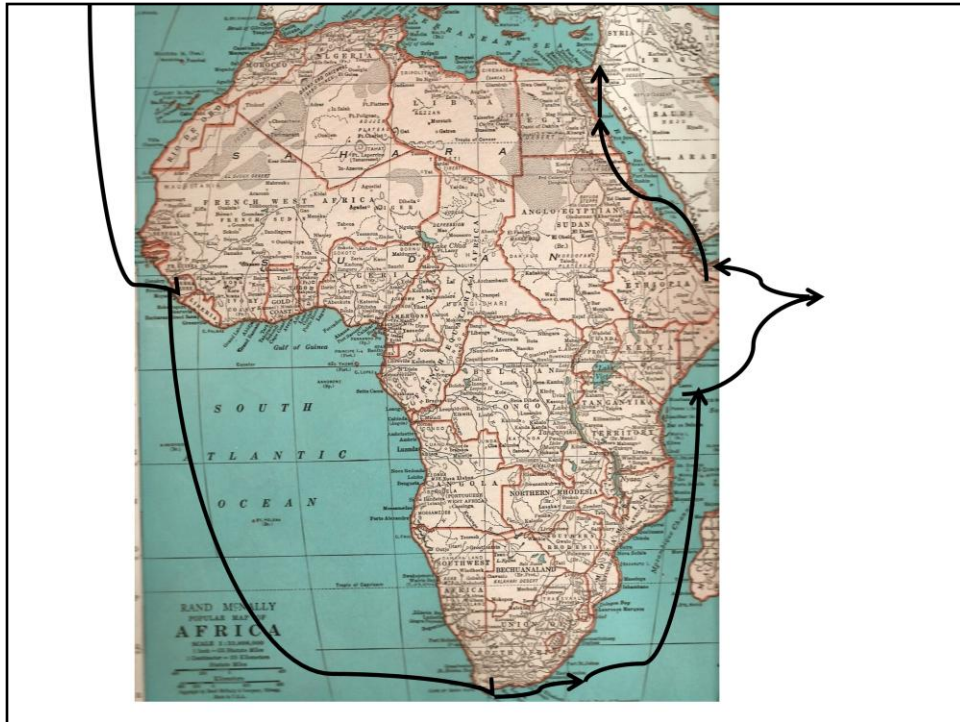


But Reduced to Rickshaw Drivers

(Slides 29, 30) On completion we moved again to Durban. This time we had a chance to see it as tourists. (Lady in White & Zulus)



(Slides 31, 32) From there it was to be Up North to the Med on board the Arundel Castle. Conditions were much better than on the Highland Brigade, and with only a small destroyer escort we sailed at high speed through the Indian Ocean, past Vichy French Madagascar which was providing refuelling facilities to German *and* Japanese submarines in the Indian Ocean. Our voyage took just over a week, with short stops at Mombasa in Kenya, and Aden in Yemen. We disembarked at Suez, and entrained east to Jerusalem in what was at that time Palestine. It was now May 1943.



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Disposition – Axis v Allied early 1942



(Slides 33, 34) We'll look again at the change from 1942 to 1943.

Disposition – Axis v Allied early 1943



(Slides 33, 34) On the Eastern front, Soviet forces have driven the Germans some distance west. All German and Italian forces have been driven out of North Africa, as the result of Monty's 8th army advance from El Alemein to Tripoli and Operation Torch, the U.S.A.'s first land engagement which began in Algeria. Italian forces in East Africa have been defeated. British troops have replaced Vichy France in Syria and Lebanon. Though the north side of the Med is still controlled by the Axis Powers, the south is now in Allied hands. It is open to shipping, to Suez access, to oil supplies from Iraq. WW2 land battles during 1942 to mid 44 were almost entirely fought in the East by the Soviets and in the Mediterranean by the Western Allies. Note the disappearance of the Japanese flag near Sri Lanka. That refers to Canadian Leonard Birchall and his warning to Ceylon of the approach of a powerful fleet. That's a story for another day.

My own role in the Mediterranean began in May 1943. The task was to follow up on the success of our predecessors in North Africa and the Levant to do some damage to the Axis forces controlling the north of the Med, especially Italy and states near Neutral Turkey. Of course they retaliated in kind.

PALESTINE
JERUSALEM NEW CITY 1943



(Slides 35 to 39) Meantime I managed to explore the more interesting parts of Jerusalem, a city which is either blessed (or fated) to be a major shrine for the world's 3 most influential monotheistic religions. Then it was on to the Operational Training Unit (O.T.U.) at Ein Shemer, near Haifa, to convert to Wellingtons and form a crew.

JERUSALEM – THE CHRISTIAN CONNECTION



DAMASCUS GATE



VIA DOLOROSA

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CHURCH OF HOLY
SEPULCHRE



ENTRANCE TO
TOMB



CLAIMED TO BE
THE TOMB



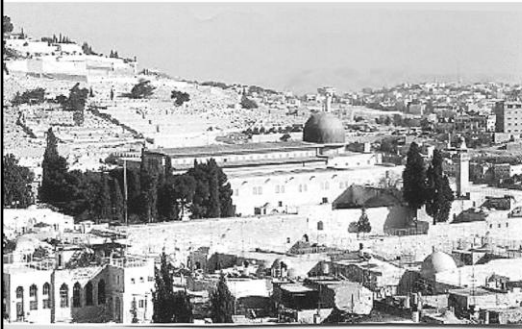
GARDEN OF GETHSEMANE



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JERUSALEM – THE ISLAMIC CONNECTION



EL AQSA MOSQUE (FOREGROUND)

El Aqsa means “The Farthest”

2,000 km from Mecca, it was the farthest travelled by the Prophet.

The mosque is the third in holiness after Mecca and Medina



THE DOME ON THE ROCK

Part of El Aqsa

Built above the Wailing Wall which is reputed to be the remaining wall of the Second Temple of David

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JERUSALEM – THE JEWISH CONNECTION



**JEWISH MEN PRAY AT WESTERN
WALL (WAILING WALL)**

THE WALL IS REPUTED TO BE THE LAST
REMAINING PART OF THE SECOND TEMPLE
OF DAVID



**CROWDS GATHER AT THE WALL
FOR JEWISH CELEBRATION**

(NOTE THE MUSLIM TEMPLE ABOVE THE
WALL, & THE EL AQSA MOSQUE IN
BACKGR)OUND

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CAIRO – THE SKYLINE 1943



(Slide 40 to 42) My crew made a great team. We said farewell to Palestine, and proceeded by train to Cairo in Egypt, where we saw some of the sights.

ABDIN PALACE – (KING FAROUK'S COTTAGE)



(Slide 40 to 42) My crew made a great team. We said farewell to Palestine, and proceeded by train to Cairo in Egypt, where we saw some of the sights.

NEAR CAIRO – GIZA – THE SPHINX



THE GREAT PYRAMID OF GIZA

(Slide 40 to 42) My crew made a great team. We said farewell to Palestine, and proceeded by train to Cairo in Egypt, where we saw some of the sights.

The "Goolie Chit"
Our "Insurance
Policy"
In case of a
Forced Landing
In the
Desert

الى كل عربي كريم

السلام عليكم ورحمة الله وبركاته ويسد هذا الكتاب ضابط بالجيش
البريطاني وهو سديق وفي لشكافة الجنوب الغربية فخرجون قدامهم بالطف والاحكام
وان حافظوا على حياتهم من كل طاريء . وامل عند الاضطرار انتم تقدموا
له ما يحتاج اليه من طعام ونظاف .
وان تردوه الى اقرب معسكر بريطاني .
وستكافاكم مالياً سواء على ما تسدونه اليه من الخدمات .
والسلام عليكم ورحمة الله وبركاته
القادة البريطانية العامة في الشرق

السلام عليكم ورحمة الله وبركاته

TO ALL ARAB PEOPLES — Greetings and Peace be upon you.
The bearer of this letter is an Officer of the British Government
and a friend of all Arabs. Treat him well, guard him from harm,
give him food and drink, help him to return to the nearest British
soldiers and you will be rewarded. Peace and the Mercy of God
upon you.

The British High Command in the East.

Useful Words.

English	Arabic	English	Arabic
English.	Ingleesi.	Water.	Moya.
English Flying Officer.	Za-bid Ingleesi Tye-yar.	Food.	A'Id.
Friend.	Sa-dib, Sa-deek.		

Take me to the English and you will be rewarded.
Hud-nev eind el Ingleesi wa bi-hud moya-ia.

20/2/42 PMAEB/2,000-2/42

Important Note!
I Got
No Reply to
The Question
"What if the
Arab
Can't Read?"

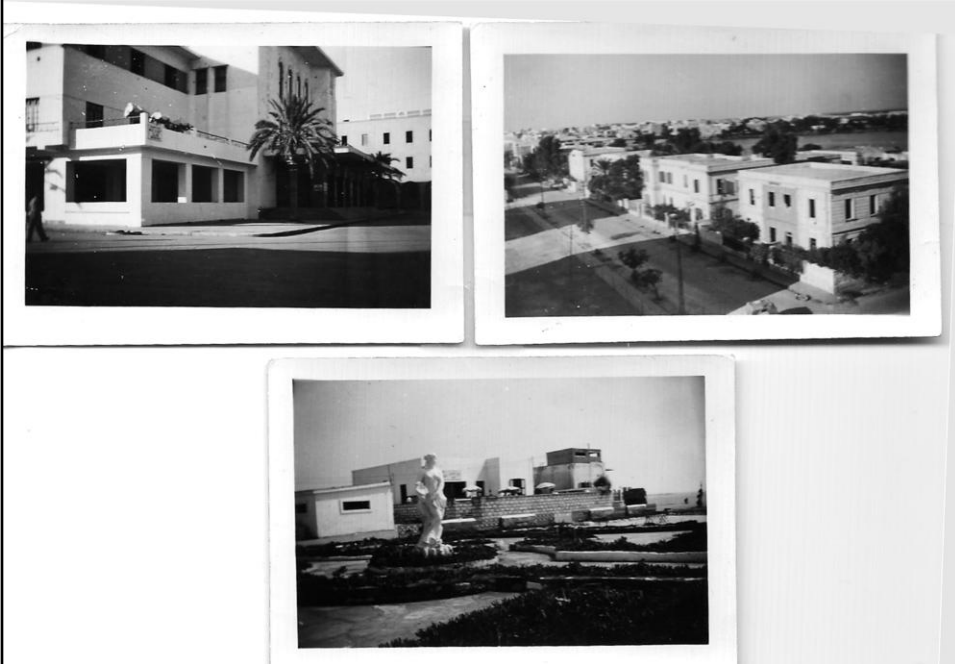
(Slides 43 to 49) There we picked up a "Goolie Chit"; a Wimpy, as the Wellington was dubbed, from Maintenance and flew to join 38 Squadron, based at Berka 3, about 12 miles outside Benghazi in Libya. For the next 2 years, I would be living in tents, and flying out of Sahara Desert stations against Italian and German targets in southern Europe, and the surrounding waters – the Med, the Adriatic, and the Aegean Seas. The following slides show, the Italian style of Benghazi; second, the water carriers of our Arab neighbours at Berka; a camel train from the interior desert; RAF living conditions which included no beds, (so BYOB Bring Your Own Bed) and frequent sand storms.



VICKERS WELLINGTON MARK XI
("STICKLEBACK WIMPY")

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BENGHAZI – ITALIAN CENTRE



(Slides 45 to 49) The following slides show, the Italian style of Benghazi; second, the water carriers of our Arab neighbours at Berka; a camel train from the interior desert; RAF living conditions which included no beds, (so BYOB Bring Your Own Bed) and frequent sand storms.

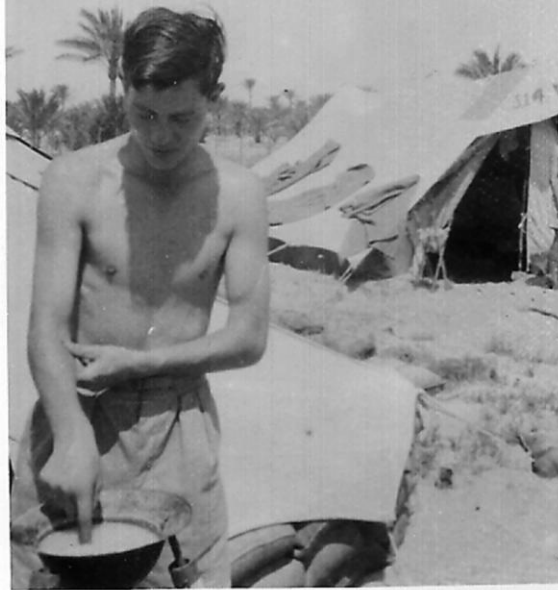
ARAB VILLAGE NEAR BENGHAZI



(Slides 45 to 49) The following slides show, the Italian style of Benghazi; second, the water carriers of our Arab neighbours at Berka; a camel train from the interior desert; RAF living conditions which included no beds, (so BYOB Bring Your Own Bed) and frequent sand storms.

OUR MODERN PLUMBING SYSTEM

(BYOB)



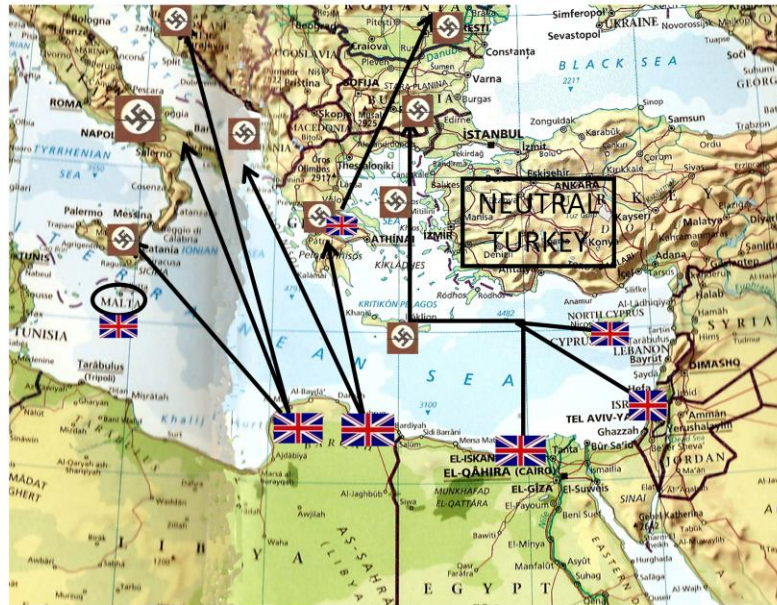
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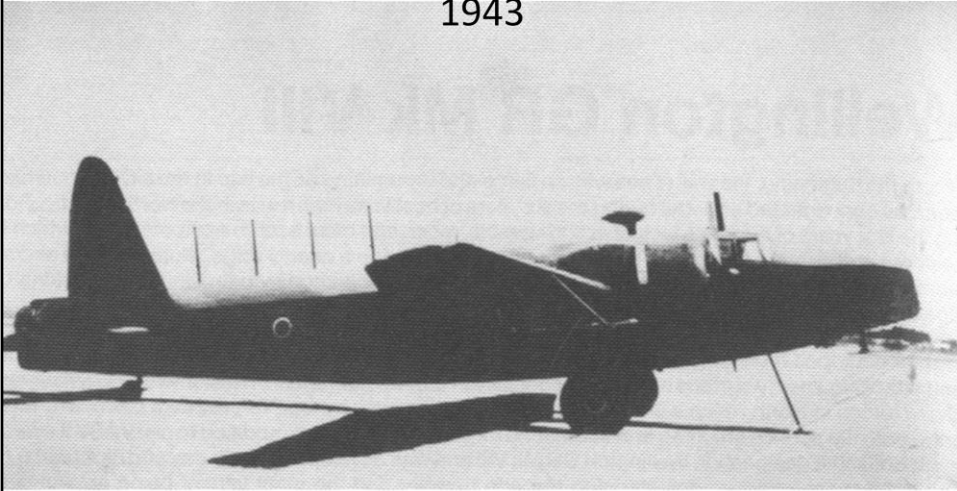
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RAF OPERATIONS 1943/44/45

(Slide 50) This slide shows the target areas in Europe and Mediterranean waters.

38 Squadron Wellington XI
Berka III, Benghazi
1943



(Slides 51 to 53) These slides show the types of aircraft at our disposal in what was now classified as Eastern Med. (Aircraft which had arrived in Algeria as a result of 1942's Operation Torch were additional) The combination of Wellingtons, Baltimores, and Beaufighters, though few in numbers, gave us day and night capability against enemy land forces and convoys. I completed an operational tour of 30 ops. Then flew a variety of tasks, mainly from a Cairo base, before starting a second tour with 294 Squadron.

BALTIMORE
AS FLOWN BY
454 SQUAD. RAAF



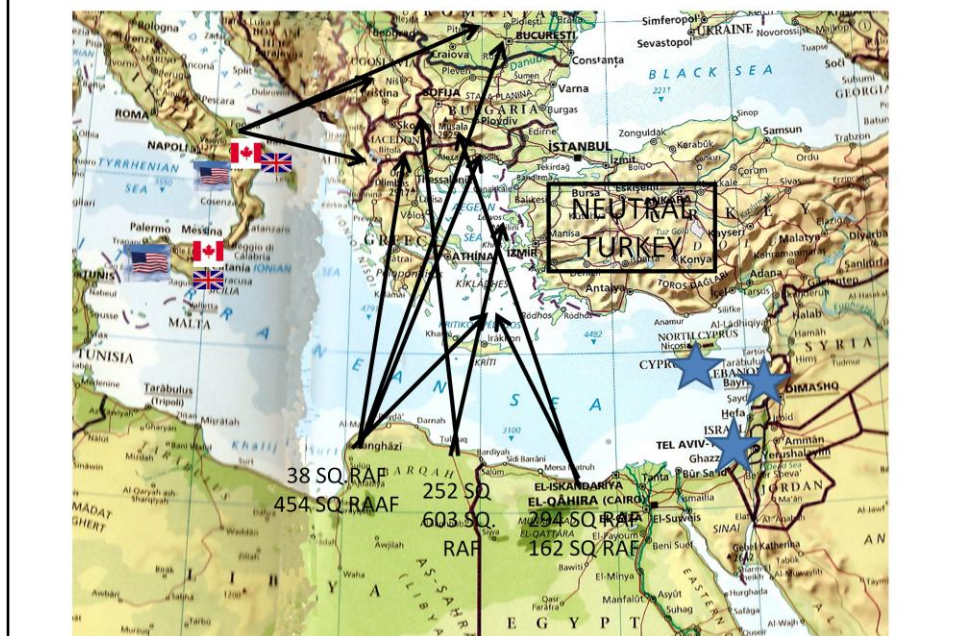
(Slides 51 to 53) These slides show the types of aircraft at our disposal in what was now classified as Eastern Med. (Aircraft which had arrived in Algeria as a result of 1942's Operation Torch were additional) The combination of Wellingtons, Baltimores, and Beaufighters, though few in numbers, gave us day and night capability against enemy land forces and convoys. I completed an operational tour of 30 ops. Then flew a variety of tasks, mainly from a Cairo base, before starting a second tour with 294 Squadron.

BRISTOL BEAUFIGHTER
AS FLOWN BY
252 & 603 SQDNS AT GAMBUT

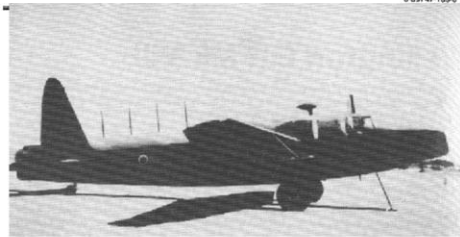
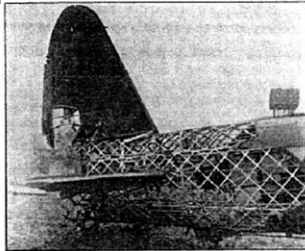


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EASTERN MED OPS 1944/45



(Slide 54) This shows the re-alignment of the 6 Eastern Med. Squadrons

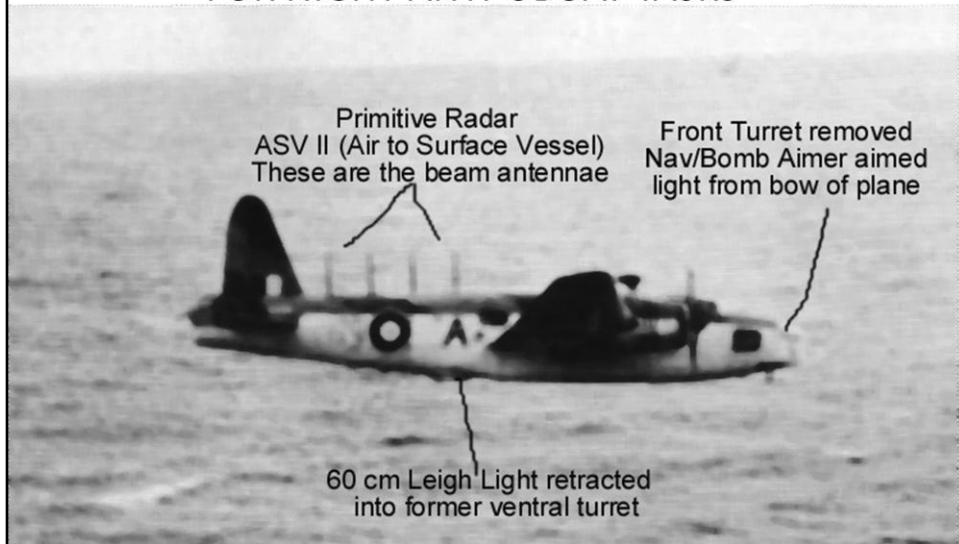


**Based at Various Detachments -
Alex, Tobruk, Benghazi, Palestine, Cyprus, etc.**

**294 and 162 Sqdns. Flew A.S.R. Anti-Sub, Minesweeping,
Convoy Escort, Bombing, throughout Eastern Med.**

(Slides 55 to 57) These are the planes I flew on most operations.

WELLINGTON X111 (LEIGH LIGHT WIMPY)
AS FLOWN ON 294 SQUADRON
FOR NIGHT ANTI-UBOAT TASKS



(Slides 55 to 57) These are the planes I flew on most operations.



VICKERS WARWICK 2 AS
FLOWN BY 294 SQUADRON ON
AIR SEA RESCUE TASKS
(LIFEBOAT UNDER FUSELAGE
DROPPED BY PARACHUTE TO
DITCHED CREW)



(Slides 55 to 57) These are the planes I flew on most operations.

WELLINGTON DW1 (WEDDING RING WIMPY) AS FLOWN BY 162 SQD., EDKU



(Slides 58 to 62) 294 Squadron shared Edku with 162 Squadron, another Wellington Squadron, and with 2 Egyptian Air Force Hurricane squadrons, defending the Alexandria region, including Edku from German and Italian bombers based in Greece, and Dodecanese Islands. 294 was supposed to be for Air Sea Rescue, but did everything I'd done with 38, while 162 was Special Duties, plotting enemy radio and radar, and their frequencies. In actual practice we shared crews, and became "Jack of All Trades".

In advance of our troops landing in Greece I did some magnetic mine clearing with 162 Sqd.'s "Wedding Ring" Wellingtons. These had a V8 automobile engine inside the fuselage which drove a generator, which sent electric power around the 40 foot diameter ring. Flying at 50 feet above the water, at a speed of 110 knots, this simulated a ship, which exploded the mine. At the beginning of November I was sent, with a 294 Wellington, on detachment to Megara airfield, west of Athens, now cleared of enemy forces. These are the few photos I managed to take in Greece.

Supermarine Walrus



From the Folks Who Gave Us the Spitfire

(Slides 59) Sometime around August/September I flew some Special Operations Executive people in to Greece, in a Walrus amphibian, to help organize the partisans. I was scared. VERY! But all went well. A couple of weeks later I repeated the task – this time with senior Greek officers attached to the Greek government in exile. When they saw what they'd be flying in, they were even more scared than I'd been.

AERIAL VIEW OF ATHENS,
GREECE IN 1944



(Slides 60) At the beginning of November I was sent, with a 294 Wellington, on detachment to Megara airfield, west of Athens, now cleared of enemy forces. These are the few photos I managed to take in Greece.

ATHENS – THE ACROPOLIS



THE PARTHENON



THEATRE OF DIONYSUS

(Slides 61) At the beginning of November I was sent, with a 294 Wellington, on detachment to Megara airfield, west of Athens, now cleared of enemy forces. These are the few photos I managed to take in Greece.

ATHENS



A CELEBRATORY PARADE



TYPICAL EVZONE
SENTRY

(Slides 62) At the beginning of November I was sent, with a 294 Wellington, on detachment to Megara airfield, west of Athens, now cleared of enemy forces. These are the few photos I managed to take in Greece.

GREECE CIVIL WAR!!! GOVERNMENT IN EXILE V. EDES V. ELAS

(Slide 63) My sojourn was interrupted in December 1944 by civil war, primarily between right wing EDES forces and left wing ELAS forces sponsored by the Greek communist party EAM. ELAS was winning, advancing on Megara, and I was ordered to Ramat David in Palestine

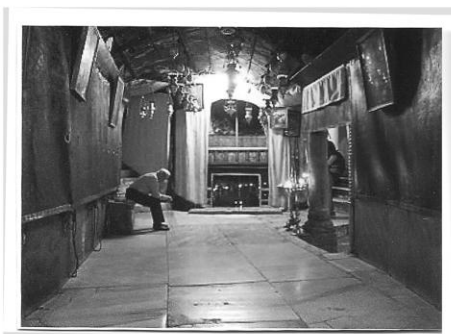
BETHLEHEM CHRISTMAS 1944



ENTRANCE TO CHURCH OF THE NATIVITY

(Slides 64 to 65) What an opportunity! On Christmas Day, I and 2 of my crew, "Tiny" Fuller, navigator, and Arnold Brewer, WOP/AG, travelled to Bethlehem, using the Arab Palestine's bus. We got a warm welcome from our fellow passengers, Arab farmers taking their produce to market in Jerusalem. It was fun chasing squawking chickens, escaped from their cages, as they flopped around the bus. Our goal was the Church of the Nativity. These are some slides. Our visit was an emotional experience; our return to Ramat David much quieter. We had just visited the birthplace of the Prince of Peace. Now we were on our way back to continue our bloody war. About a week after our return, conditions stabilized in Greece. It was back to Megara, and to operations over Bulgaria and Rumania.

BETHLEHEM CHRISTMAS 1944



ENTRANCE TO THE GROTTTO



BELIEVED TO BE THE ACTUAL
BIRTH PLACE OF
JESUS

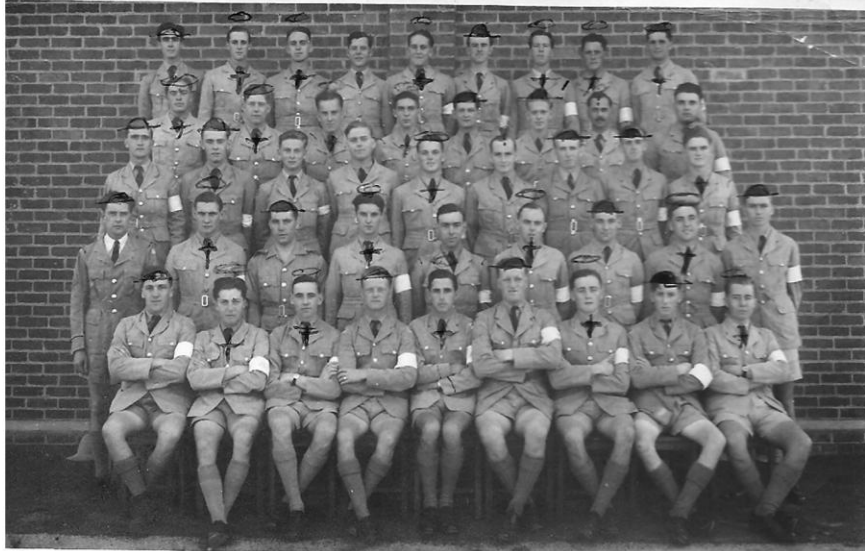
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EASTERN MED ON VE DAY MAY 1945



Slide 66) The last week in April 1945 I was back at 294 Squadron's main base, Edku in Egypt. I had flown 26 missions with them. I was sent to a transit camp near Cairo. One week later Germany surrendered. The war in Europe (**and** Africa) was over.

SFTS HEANY, RHODESIA	TOTAL CLASS SIZE	44
DID NOT COMPLETE COURSE (BOWLER/DERBY HAT) –	<u>19 = 25</u>	
GRADUATED, BUT KILLED IN ACTION (HALO & CROSS)	21 = 84%	
SURVIVED THE WAR	4 = 16%	



(Slide 67) But at what cost? This slide shows its effect on my little group of 44 wannabee pilots. 19 didn't finish the course. 25 graduated. 21 killed (most in no known watery grave) i.e. 84%. 4 survivors. i.e 16%. Every Remembrance Day I am touched by the recitation of John MacCrae's In Flanders Fields. But *my* thoughts are elsewhere. Poppies don't grow, nor are there Crosses Row on Row, in the Aegean, Adriatic, or Mediterranean, yet these seas are the final resting place of many of my comrades; and as worthy of Remembrance. Was their sacrifice worth while? Look at that region today.

**SO METHINKS – BACK TO BLIGHTY
AFTER 3 YEARS & 3 MONTHS**

- * Get My Civvie Clothes On?
- * Have a Wee Dram Aged in the Distillery?
- * Get a Date wi' a Bonnie Scots Lassie?
- * No More Bully Beef (Desert Chicken)?
- * Get Fish & Chips Wrapped in Newspaper?
- * Or at Least – Some Mince and Tatties?

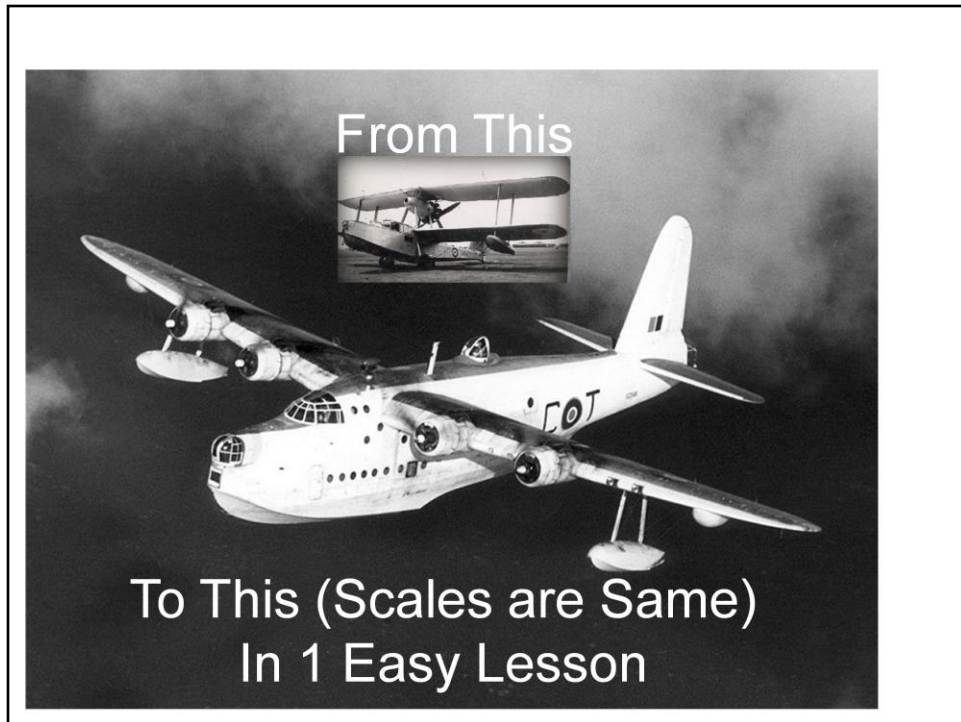
BUT AN IMPOSSIBLE DREAM

PERSIA & IRAQ GOT ME FIRST!!!

(Slide 68) I had been away 3 years and 3 months. A Blighty posting was a certainty!
But NO. Somehow *my* name came out of a hat when Persia and Iraq needed a pilot.



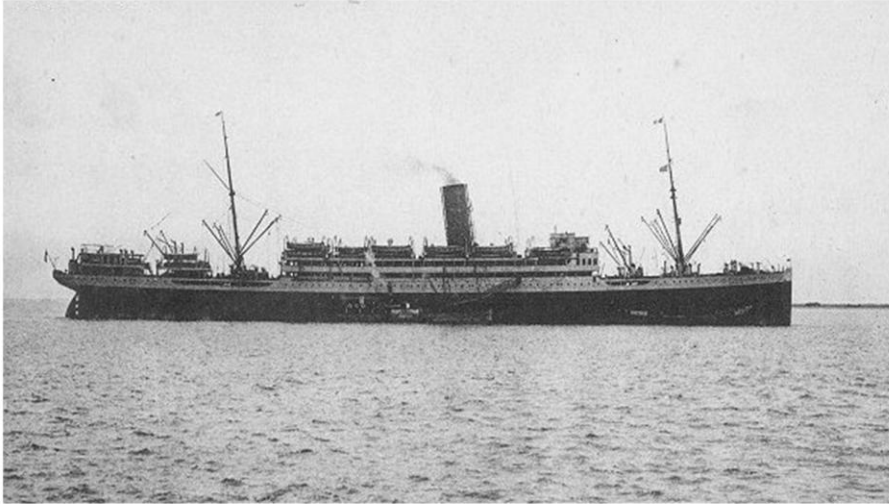
(Slide 69, 70, 71) I arrived at Habbaniya the following day on a Transport Command DC3. Two Shocks! The first. Temperature was 129 deg. F., 54 deg. Celsius. Second. I would be flying the huge 4 engine Sunderland Flying Boat. This map shows the territory we covered. Most flights became routine, but 2 in particular were very emotionally disturbing. These were when I supplemented a Transport Command assignment, and flew British soldiers taken by the Japanese at Singapore and in Burma, who had endured over 3 years slave labour to the Japanese. One trip was from Karachi to Habbaniya. The other from Mumbai to Bahrein. These slides show a few views of the Sunderland



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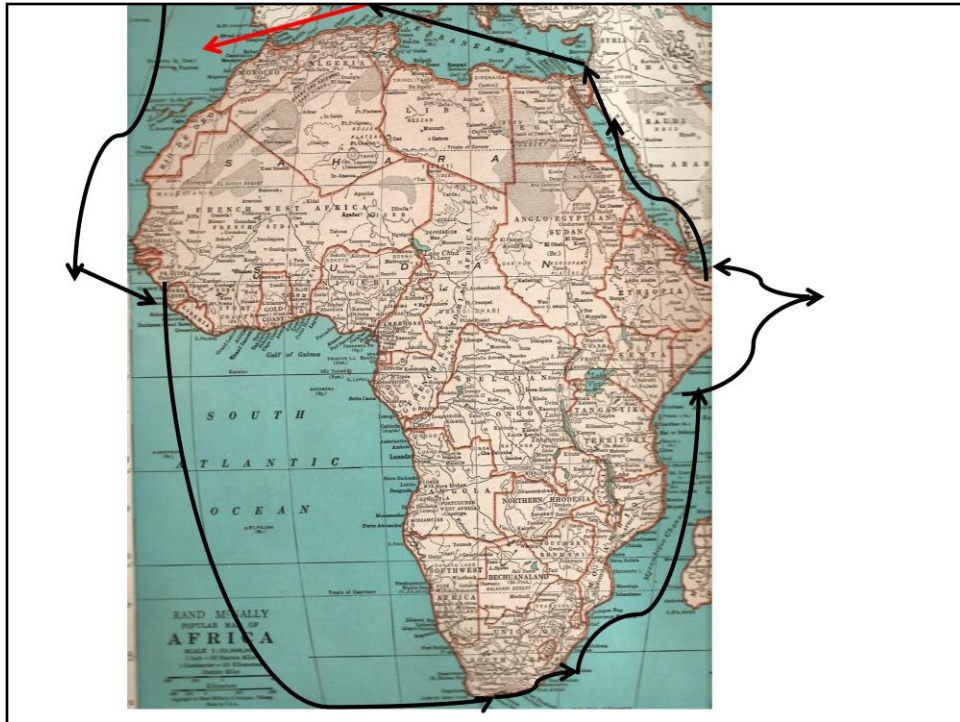


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THE GOOD SHIP ORBITA FEB. '46 HOMEWARD BOUND

(Slides 72) At long last my exile was to end. In February 1946, the powers that be decided to apply the rules. It was now 4 years since I had boarded the Highland Brigade. Since Persia and Iraq was considered a double time posting, my credited time overseas was 4 years 10 months compared to the official 3 years maximum. Once more I was sent to the transit camp near Cairo. A few days later I was on my way to Port Said where I boarded the beautiful ship Orbita. And YES! We sailed west – that's where home was. We made a short stop in Malta then on to Toulon where we disembarked and travelled by train through France to Dieppe, across the channel to the U.K.



(Slides 73) I have measured the lines which show my *sea* travel only. It totals 16,400 nautical miles just going around Africa. The distance from Toulon to Gibraltar, which I *didn't* do is only 600 nautical miles. Maybe I'll go back and do the Toulon to Gibraltar leg. Would anyone like to sponsor me?