



We Salute You

By Philip E. West

The Primary Edition is signed by:

Philip West (Artist) is recognised as one of the world's finest aviation artists. Collectors of his original oil paintings span the globe, many waiting patiently for his next breathtaking canvas to appear. Self taught, Philip has won many accolades for his paintings, not the least of which was the prestigious Duane Whitney Award for Excellence at the 1997 (the last time he entered the competition) American Society of Aviation Artists Exhibition.

and

Ronald Clark DFC (Pilot) volunteered for flying duties in 1941 and after interviews completed initial training in Paignton. A flying grading course followed at Kingstown near Carlisle surprisingly near my family, before being sent as "Ambassadors" for Britain across the Atlantic to be trained by the USAAF. After more initial training to learn the American way, not a bad way, we embarked on the flying training and after receiving the silver wings, the next port of call was Bournemouth in a hotel which shortly afterwards was demolished by the Luftwaffe.

Several courses preceded our arrival at Lindholme heavy conversion unit before joining the "Battle of the Ruhr" with No 100 Squadron based at Waltham near

Grimsby. My crew and I were assigned a brand new Lancaster III EE139 which we almost did for on our twenty-fourth trip with her to Manheim, but she went on to complete 120 operations before being unceremoniously scrapped. Little did we think that over 60 years later she would be “recalled to life” by the Battle of Britain Memorial Flight.

After a period of instructing I was then posted to No 7 Sqn for deployment to the Far East, which was stymied by the dropping of the atomic bomb, I did a lot more instructing before applying for a secondment to BOAC.

(Publishers note): A very modest potted biography by Ron! I highly recommend a visit to this web site where you will find a lot more information about Ron’s flying career.

<http://www.bbmf.co.uk/bomber.html>

The Artist Proofs and Remarques are also signed by:

Lishman Y. Easby (Wireless Operator) joined the RAF in 1941 after service in the Home Guard. He was selected for training as a Wireless Operator/Air Gunner but after training as a W/Op he was posted to Coastal Command 159Gp HQ, Liverpool, and served in 1942 as a ground wireless operator. Later in the year he was called for training as a W/op (air) which was followed by an air-gunner course. Following this he was posted to an Operational Training Unit and joined Ron Clark and his crew as a W/op (on 4 engined aircraft – the two jobs were separate). The crew were later posted for further training, first on Halifax and then on Lancasters; then posted to 100 Sqn, Waltham, near Grimsby, where they were given a brand new Lancaster which they named the “*Phantom of the Ruhr*”. Their Flight Engineer, Harold Bennett DFM painted its name and insignia on the nose of the aircraft. The same name today adorns the Lancaster which flies as part of the “Battle of Britain Memorial Flight”.

In the Phantom they completed 21 ops to Germany and two to Italy, after which the Phantom was taken in for extensive repairs due to enemy damage. The crew completed a further four ops which then completed their tour. For their 27th op the crew were transferred to 625 Sqn Kelstern (Lincs) which turned out to be their final operation and they were then disbanded. Lishman Easby was then posted to OTU near Shrewsbury to help with the training of new crews. Later he was posted to 298 Sqn Transport Command with another pilot (Ian Forbes) and crew where they received training in towing Horsa Gliders in preparation for an airborne attack on Singapore. However, the war ended suddenly and the Sqn was posted to India and eventually to Burma to take part in “Operation Hunger”. This entailed dropping sacks of rice on isolated villages thus saving them from famine.

This ended his service and he was released from service in 1946. He agreed to his name being held in reserve as a “Minute Man” until aged 45. During this time he could be called back in an emergency for immediate service. However, this never happened.

Flt. Lt. Joe Petrie-Andrews DFC DFM (Pilot) joined the RAF at “about 14 or 15 years of age.” Rejecting the opportunity to become a bomb-aimer, Joe was determined to pester the RAF until they would accept him on a pilot’s training course. Flying mainly Lancaster and Halifax aircraft, Joe joined 158 and 35 Squadron’s, and later became part of the Pathfinder Force.

During an operation to bomb Cannes in southern France on 11th November 1943, Joe’s (aged only 19) Halifax was badly shot up, forcing him to ditch the aircraft in the Mediterranean, where he and the crew spent three days in a dingy before being rescued; for this operation

Joe was awarded an 'immediate' DFC. He completed 68 operations, 60 before his 20th birthday on 11/7/1944.

Sqn. Ldr. Lawrence "Benny" Goodman (Pilot. 617 Sqn) volunteered for aircrew at 18 years of age and was called up in 1940. After basic training he went to RAF Abingdon – a Whitley O.T.U – for what he was told would be 'straight through' training. This did not materialise and he found himself in the role of a Ground Gunner. In 1941, a posting eventually came through to the Initial Training Wing followed by Elementary Flying School at Peterborough and an instructor's course at Woodley, Reading; then to Clyffe Pyparde, a holding unit. A sea journey to Canada followed and Service Flying Training School on Ansons. On completion he was posted to Kingston, Ontario, to instruct Acting Leading Naval Airmen on the Royal Navy tactics of the time. e.g. jinking after take off, dive bombing etc. "However, I had to learn everything first, so I was just about one step ahead of the students! said Benny.

Eventually returning to the UK and O.T.U. on Wellingtons at Silverstone and Heavy Conversion Bomber Unit at Swinderby on Stirlings. Then a short course at the Lancaster Conversion Unit. After an interview Benny and his crew were surprised and delighted to find they had been selected for 617 Squadron – this was in 1944 and they stayed together as a crew on 617 Squadron until the war in Europe ended.

He completed 30 missions – all with William "Jock" Burnett as his flight engineer. Notable raids Benny took part in were on the Tirpitz (29/10/44), dropping the Grand Slam 22,000 bomb on the Arnsberg Viaduct (19/03/45) and the attack on Berchtesgarten 'Eagles nest' (25/05/45).