

# Tally Ho!

by

**Philip E. West**

*The Primary Edition is signed and numbered by Philip E. West and:*

**Squadron Leader Geoffrey Wellum DFC** joined the RAF with a Short Service Commission in August 1939. He joined no 92 Squadron flying Spitfires in June 1940 at the time of Dunkirk. He flew throughout the Battle of Britain, later completing over 50 fighter sweeps and escorts over northern France and Belgium until August 1941. He then joined 65 Squadron as Flight Commander in March 1942 operating over northern France and flew off Aircraft Carrier Furious on operation Pedestal, to Malta. (Geoff was a Flt. Lt. during "Operation Pedestal") He returned to the UK as a test pilot Gloster Aircraft and finished the war as a Pilot Attack Instructor.

Geoffrey was credited with three destroyed, four probables and several damaged and was awarded the DFC in July 1941.

**Geoff's Best Selling book "First Light", recalling his wartime flying career, is highly recommended by SWA Fine Art. To give you some idea of the popularity of this book, sales to date have reached 250,000 copies! The book is available to order through most book shops. Alternatively, the book can be ordered online at [www.Amazon.co.uk](http://www.Amazon.co.uk)**

*The Artist Proofs and Remarque Editions are also signed by:*

**Wing Commander Peter Ayerst DFC.** Few RAF pilots flew operationally from the beginning to the end of the Second World War. Fewer still can claim to have experienced action from Dunkirk and the Battle of Britain, El Alamein and the D-Day landings, to bomber escort duty in the closing days of the war in Europe. Peter Ayerst is one such man.

Peter joined the RAF in 1938 on a short service commission and was despatched to France when war broke out. After serving with legendary fighter ace Douglas Bader, Peter was posted to North Africa in 1942 where he was forced to crash-land his Hurricane in a minefield. Peter flew Spitfires on intruder sorties over France before and during D-Day, on bomber escort duty against V-weapons sites and in support of mass daylight raids deep into Germany. Awarded the DFC in December 1944, he also flew as fighter escort to King George VI's Dakota. By the war's end, Peter had flown every mark of Spitfire and Hurricane in the RAF's inventory! This stood him in good stead after the war when he worked with famous test pilot Alex Henshaw: he was part of the flight-test crew when Henshaw rolled a Lancaster.

**Flight Lieutenant Murray Anderson, DFC\*, US Air Medal,** flew Spitfires with No 1 PRU then moved to No 4 PRU in Algiers before returning to England and joining 542 PR Squadron at Benson. While here he brought back pictures of the "Prince Eugene" in Kiel Harbour.

Having trained on Lysanders in late 1940 he was happy to move to 161 SD Squadron at Tempsford in 1943, to be re-united with his favourite aircraft. Among other difficult operations, he flew six double Lysander missions, all except one with his friend, Leslie Whittaker, who had moved from PR work with him and who was killed during an operation in May 1944. Andy's navigational skill was obvious and on one triple operation he was able to recognise where an accompanying 'lost' pilot was from his description of the ground below and return him to the correct course to the pick up. He is also remembered for his records of sentimental French songs and his performances on the bagpipes. In June 1944 he transferred to 2<sup>nd</sup> TAF to fly Mustangs after D-Day.

**Flight Lieutenant R G (Bob) Large, DFC, Legion d'Honneur**, learned to fly in Scotland in 1940 and in 1941 joined 616 Squadron as part of the Tangmere Wing, commanded by the famous legless pilot Wing Commander Douglas Bader. The Squadron flew Fighter and Bomber sweeps over Northern France. The remains of Bob's Spitfire lie at the bottom of the sea ten miles off Hythe (where he now lives) after being bounced by eighty plus ME 109Gs over the English Channel.

Having learned of the activities of 161 SD Squadron he was interviewed by the CO, Wing Commander Lewis Hodges, and joined the Lysander Flight. He then flew many important missions into occupied France in single, double and a memorable treble pickup when his excuse for being late at the rendezvous was that he had had a haircut "in the firm's time" because "it grew in the firm's time"! After D-Day he returned to Fighter Command and later flew Meteors. (Bob's dog, Patrick, became the first dog in the Allied Forces to fly in a jet which took place in a Meteor 3 on 11<sup>th</sup> May 1946 and is now recorded in the Guinness Book of Records!)

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