

In Memory of  
Flight Sergeant

## Llewellyn Grey

403187, Royal Australian Air Force who died on 31 January 1943 Age 26

Son of William and Edith Grey, of Beelbangera, New South Wales, Australia.

Remembered with Honour  
Scampton (St. John the Baptist) Churchyard

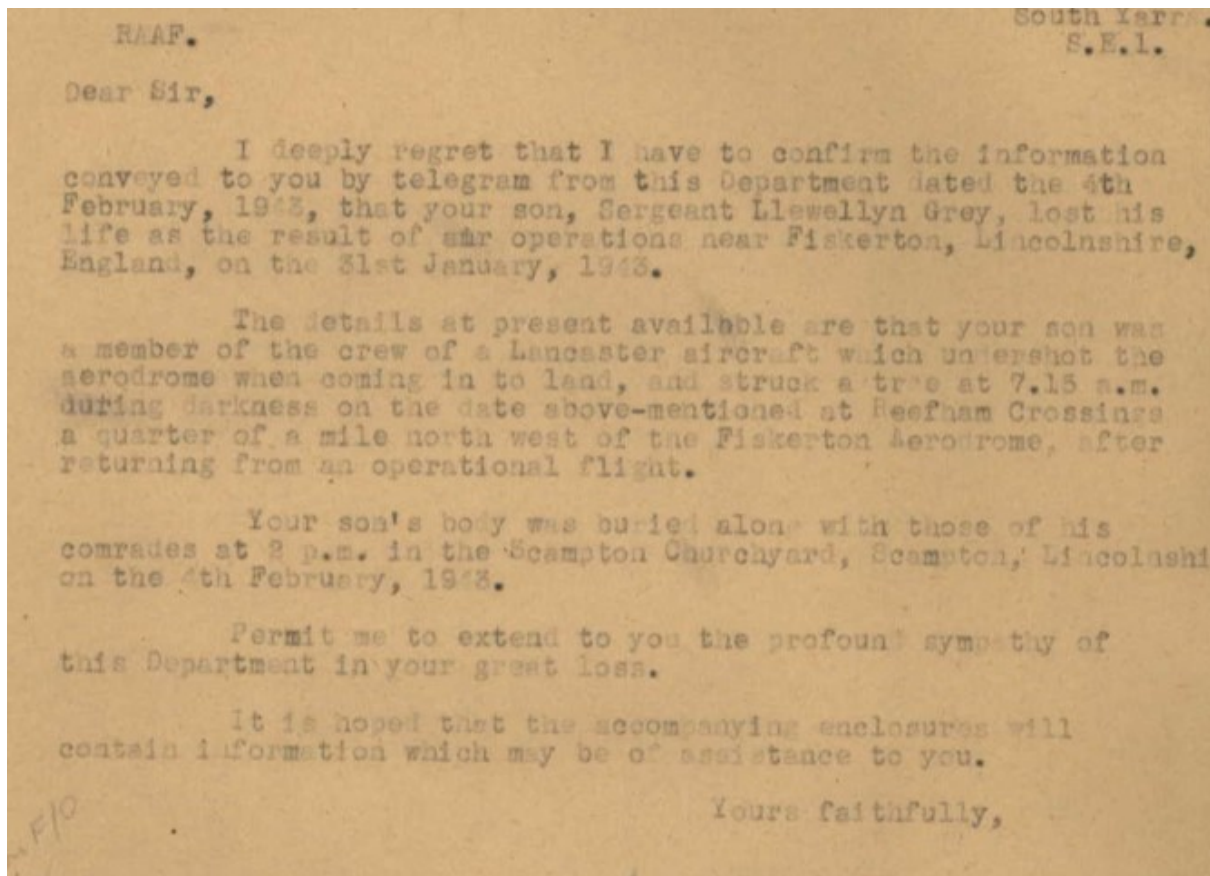


Commemorated in perpetuity by  
the Commonwealth War Graves Commission

Flight Sergeant 403187 Llewellyn GREY, RAAF was killed when Lancaster ED428, crashed at Reepham level crossing, Lincolnshire, at 0715hrs on 31<sup>st</sup> January 1943

The aircraft, callsign 'E-Easy' of 49 Squadron, had taken off at 0226 that morning from RAF FISKERTON on a mission to Hamburg. A letter to F/Sgt Grey's father tells how, after successfully completing the mission, the aircraft undershot the runway of Fiskerton aerodrome while coming in to land, struck a tree and crashed at Reepham Crossings, ¼ mile north west of the aerodrome ( and 2 miles east north east of Lincoln).

A circumstantial report prepared on behalf of Wing Commander SLEE, Commanding 49 Squadron, stated that, from questioning Sgt PHILLIPS, the sole survivor, it would appear that the wrong QFE (air pressure at ground level) was set on the aircraft altimeter. This would cause the altimeter to indicate that the aircraft was at a greater height than it actually was.



Six of the crew were killed:

[401302](#) F/Sgt Elliot Livesey COLE - Pilot RAAF(Age 23)

[111535](#) Fg/Off Frank RIDLEY (Nav.B)

[404849](#) Sgt James Arthur Gerald BROWNE (WT/AG) RAAF (Age 25)

[403187](#) F/Sgt Llewellyn GREY RAAF (Age 26)

[572542](#) Sgt Frederick Stanley Tristram PITTARD (F/E)

[1324081](#) Sgt William Charles WOOD(R/G)

1001700 Sgt E PHILLIPS, the Mid Upper Gunner survived but was injured.

F/Sgt COLE, Fg/Off RIDLEY, Sgt Browne and Sgt PITTARD rest with F/Sgt GREY in Scampton (St John the Baptist) Churchyard.

Llewellyn GREY was born in Kincumber, New South Wales on 11/07/1916 to Edith and William Grey. He attended Griffith Intermediate High School, Griffith, NSW from 1929 to 1933 before leaving to take up employment as a clerk.

As war clouds gathered in Europe Llewellyn enlisted in 21<sup>st</sup> Light Horse, a mounted infantry, part time militia, unit tasked with Australian home defence.

In February 1940 Llewellyn applied for enlistment as an airman in the RAAF, stating his desire to enlist as a Wireless operator and that he had been studying wireless operating with the Australian Air League. The result of his trade test, a recommendation for Aircraft Hand duties, is crossed through and amended to the recommendation "suitable for TRAINEE W/T", Llewellyn got his wish. Comments are written on the form that he is a "Good Type, Keen, Respectful, Answers well".

On 2<sup>nd</sup> July 1940 Llewellyn applied for Air Crew and stated that had previously applied to be Wireless operator and passed the exam to qualify. On 13 July 1940 he enrolled in reserve of the RAAF at No.2 Recruiting Centre, Sydney

On 11<sup>th</sup> December 1940 he was back at No.2 Recruiting Centre to be attested as an Aircraftman 2<sup>nd</sup> Class (AC2) in the Citizen Air Force of the Royal Australian Air Force and the same day he was appointed to No.2 Initial Training School, LINDFIELD.

On 11 January 1941, during 12 days pre embarkation leave lasting from 4<sup>th</sup> to 12<sup>th</sup> January Llewellyn was promoted to Leading Aircraftman (LAC) and on 23/01/41 Embarked Sydney for Canada and then the UK.

On 16<sup>th</sup> February he arrived at No 3 Wireless School Winnipeg, Manitoba, part of the Empire Air Training School Scheme. Llewellyn spent 24 weeks there learning the theory and practise of both wireless and visual communications before graduating to No.3 Bombing and Gunnery School (B&GS) at MacDonald, Manitoba on 6<sup>th</sup> July 1941. His time at No3 Wireless School was not without incident because he was admitted to the Station Hospital no less than three times for three, two and five days respectively.

On 05/08/1941, the graduation day from the B&GS, Llewellyn was awarded the Air Gunner's Badge and promoted to the rank of Sergeant. The next day he was posted to No.1 'Y' Depot Halifax to await transport to the UK. Llewellyn embarked for the UK on 20<sup>th</sup> August, not arriving until 8<sup>th</sup> September when he was posted to the strength of No.3 Personnel Reception Centre, Bournemouth.

On 29<sup>th</sup> September he was posted to No.1 Signals School to continue his Wireless Operator training and on 9<sup>th</sup> December 1941 he was posted to 14 Operational Training Unit (14 OTU) at RAF Cottesmore where the various trades undertook joint training in order to form future crews for operational units.

On 5<sup>th</sup> February 1942, while at 14 OTU, Llewellyn was promoted to Flight Sergeant although the notification did not reach him at the time.

It wasn't until 31<sup>st</sup> May 1942 that Llewellyn was posted to 49 Squadron, at that time based at RAF Scampton. He does not seem to have arrived as part of a formed crew as the Squadron Form 540 records the posting in of five Wireless Telegraphist/Air Gunners and two Air Observers but no pilot! This may have been due to the fact that 49 Squadron were in the middle of converting from the infamous Avro Manchester to the Avro Lancaster which had a different crew composition.

Llewellyn did not fly any operational missions in a Manchester aircraft and instead undertook conversion training to operate in the Lancaster.

Flight Sergeant GREY was normally part of the crew of Sgt GOULD together with, amongst others, two of the other men who would die in Lancaster ED 428, Sergeant BROWNE and Flying Officer RIDLEY.

15<sup>th</sup> August 1942 the three of them undertook their first operational mission to DUSSELDORF as part of Sgt Gould's crew.

Further missions followed:

OSNABROOK on 17/08/42

DUISBERG on 06/09/42

FRANKFURT on 08/09/42

BREMEN on 13/09/42

WILHELMSHAVEN on 14/09/42

ESSEN on 17/09/42

Mining Off SWINEMUNDE on 19/09/42

MUNICH on 20/09/42

WISMAR on 23/09/42 when their aircraft was damaged by flak.

WISMAR on 01/10/42 when they returned with a 1000lb bomb hung up!

OSNABROOK on 06/10/42 when they returned early with a port engine and the rear turret u/s.

The Schneider factory at LE CREUSOT in daylight on 17/10/42

MILAN on 24/10/42

On 15/11/42 two of the regular crew, the now Flight Sgt Gould, the pilot, and Sgt Seaman, were posted from the Squadron. The same date Flight Sergeant GREY, Sergeant BROWNE and Flying Officer RIDLEY were posted to 1654 Conversion Unit to form a new crew together with Flight Sergeant COLE as Pilot, Sergeant BRAMLEY as Flight Engineer, Sergeant PHILLIPS as mid upper gunner and Sergeant WOOD as rear gunner. Despite Flight Sergeant GREY being, primarily, trained as

a Wireless Operator/Air Gunner, in the Squadron Operational Record Book he is described as an Air Bomber and from the crew composition he appears to have acted as the Bomb Aimer.

The first mission of the newly constituted crew was on 21/12/42 to MUNICH and on 16/01/43 the same crew flew a mission to Berlin.

The next night, the 17<sup>th</sup> January, they again attacked BERLIN but for that mission Flying Officer RIDLEY, the Navigator, was replaced by Flying Officer WATTS.

When ED 428 took off on its final mission Flying Officer RIDLEY was back but flying in Sgt BRAMLEY's place as Flight Engineer in a change that cost his life was Sgt PITTARD.

Flight Sergeant Llewellyn GREY, RAAF, was killed on his seventeenth operation, a little over half way through the thirty that normally comprised a first 'tour' of operations with Bomber Command. His father received the dreaded telegram on 4<sup>th</sup> February 1943, the day Llewellyn and four of his comrades were laid to rest in Scampton Village Churchyard.

Call and Preface	IN OUT	No. of Groups <b>GR</b>	Office Date Stamp <i>Exc. JA.</i>									
DELIVERY PERSONAL. TO* <b>MR. W. GREY, BILBUL, BEEBLANGERA, N.S.W.</b>		(Above this line is for Signals use only.)										
FROM* AIR BOARD, MELBOURNE	Originator's Number. P.A. <b>660</b>	Date. <b>4/FEB</b>	In Reply to Number and Date.									
DEEPLY REGRET TO INFORM YOU THAT YOUR <b>SON, SERGEANT LLEWELLYN GREY</b>												
HAS LOST HIS LIFE AS RESULT OF												
<b>FISKERTON</b>												
AIR OPERATIONS NEAR <b>LINCS. ENGLAND.</b> ON <b>THIRTY-FIRST JANUARY, 1943.</b>												
THE MINISTER FOR AIR JOINS WITH AIR BOARD IN EXPRESSING PROFOUND SYMPATHY IN YOUR SAD BEREAVEMENT.												
TO: POSTMASTER P.A. REQUEST ADVISE AIR BOARD BY COLLECT TELEGRAM WHEN ACCOMPANYING WAR CASUALTY TELEGRAM ADDRESSED TO												
HAS BEEN DELIVERED FROM: AIR BOARD.												
This message must be sent AS WRITTEN and may <del>NOT</del> be sent by W/T. Signature <i>Chas Brown F10</i>		This message must be sent IN CYPHER and may be sent by W/T. Signature										
Originator's Instructions.* Degree of Priority.*		TIME of ORIGIN <b>2130/3/2.</b> T.O.R.										
(Below this line is for Signals use only.)												
System in.	Time in.	Reader.	Sender.	System out.	Time out.	Reader.	Sender.	System out.	Time out.	Reader.	Sender.	T.H.I.
*The Signal Department is responsible that these details are transposed to the appropriate portion of the message form and that all possibility of compromising distinguisher signals, etc., by omitting to remove their signification from the address, etc., is avoided. Before delivery of the message these details are to be re-inserted in P/L.												