

**SOUTH AUSTRALIAN AVIATION MUSEUM
SIGNIFICANT AVIATOR & AVIATION EVENTS PROFILES**

FLTLT WILLIAM DAVID “DAVE” KENNY^(Ref 1)

DFC, 1939/45 Star, France & Germany Star,

Defence Medal, Pathfinder Force Badge^(Ref 2)

MILITARY SERVICE Nos - 417493 (RAAF)^(Ref 2 & 4) **& S10167 (ARMY)**^(Ref 6)



“Dave” 1944/45^(Ref 3)



“Dave” 2014^(Ref 3)

This article was based on a hand-written personal history by Dave Kenny before he died. Additional information has been supplied by his immediate family (Photos, Log Book, Pay Book & Appointment to the Citizens Air Force) and SAAM History Group member I.B. Leatherland who sources were mainly via the Internet (see References).

FAMILY^(Ref 1)

William David (“Dave”) Kenny was born 1 May 1921 at Gunyah Private Hospital, Unley; married Valerie Kenny (nee Webster) on 2 March 1946 and died 2 July 2014. ^(Ref 1 & 4)

His parents were William Tidswell Kenny and Hilda Catherine Kenny (nee Green).

Of Dave’s grandparents, three died before 1921. The surviving one, Margret Adelaide Kenny, tragically died in a road accident in May 1942, aged 81.

Pictured right^(Ref 1 & 5)

Dave’s only brother, Thomas Claude Kenny (born 23 July 1919) tragically died at sea with the foundering of the 640 ton collier “SS Birchgove Park” during a storm -off the northern beaches of Sydney 2 Aug 1956.



EDUCATION^(Ref 1)

He was educated at MLC Kindergarten, Pultney Grammar and St Peters College.

CIVIL EMPLOYMENT^(Ref 1)

Dave worked at Howard Smith Ltd for the periods 1936-1941 and 1946-1976; then Adelaide Brighton Cement 1976-1981.

WAR SERVICE 1941-1946^(Ref 1)

1941-1942 Australian Military Forces (AMF)^(Ref 1&6) Dave (S10167) began his military career on 28 Apr 1941 with the 18th/25th Light Horse Machine Gun Regiment (Adelaide Lancers.), 4th Military District (South Australia) as a Trooper. He trained at Woodside and Noarlunga for three months, returned to civilian employment for some six months and then joined the RAAF after discharge from the AMF on 27 Jan 1942.



Dave Kenny AMF centre row extreme right, 1941^(Ref 3).

1942-1946 RAAF service^(Ref 1,3A, 4 & 6A)

Dave (417493) enlisted in the RAAF on 23 Mar 1942. He completed basic training at RAAF Military Training & Flying Training establishments in South Australia: Victor Harbour (4 Initial Training School - May-August 1942), Mount Gambier (2 Air Observer School - 20 August-11 November 1942), Port Pirie (2 Bombing & Air Gunnery School - November 1942-January 1943); and at Nhil in Victoria (2 Air Navigation School - January 1943). He qualified as an Air Gunner/Navigator/ Bomb Aimer.



SS Nieuw Amsterdam^(Ref 7) and *Queen Mary* off Fremantle, WA on 18 February 1943 after dropping off the 9th Division RAA.

He was posted to England (via 4 Embarkation Depot (4ED) Scotch College, Brighton - March 1943), leaving from Melbourne (1 ED Randwick VIC - March 1943) on board the Dutch liner turned troopship (capable of carrying 6800 personnel), the *SS Nieuw Amsterdam* ^(Ref 7) on 6 Mar 1943. The ship crossed the Pacific and docked in San Francisco.



The SS LOUIS PASTEU transporting troops. Leaving port as part of convoy WS19^(Ref 8).

Dave disembarked in San Francisco and travelled across America by train to Camp Miles Standish, Massachusetts (through New York non-stop), where he spent 10 days. He then travelled by train to Halifax, Nova Scotia in Canada, where he embarked on the troopship "SS Louis Pasteur"^(Ref 8), crossing the Atlantic (not in convoy, dodging German U-boats) to Liverpool, UK, followed by travel by British Rail to a RAAF Holding Unit in Bournemouth (No. 11 (RAAF) Personnel Despatch and Reception Centre (PDRC))^(Ref 10), Dorset, for several weeks.

To give pilots a little more flying experience they, together with a few aircrew members who included Dave, were sent to 29 Elementary Flying Training School (29EFTS) RAF Clyffe Pypard^(Ref 9), Wiltshire where they flew Tiger Moths and had fun for about a week (18-27 May 1943^(Ref 3A)).

While this was going on, Bournemouth suffered a fairly severe air raid and the RAAF Holding Unit (No. 11 (RAAF) PDRC^(Ref 10)) was evacuated to Brighton, East Sussex, where they all spent a further few weeks (28 May to 11 Jul 1943), including a fair amount of leave. At this stage Dave had been in England for two and a half months without contributing anything to the war effort and was somewhat disgruntled.

The group of RAAF aircrew were informed there was a shortage of Bomb Aimers and that the RAF was calling for volunteers from those of them who had been categorised as Navigators and had done Bomb Aimers training. Dave had not been in the services long enough to learn the golden rule of never volunteering for anything – he volunteered! He was posted to No 9 (Observer) Advanced Flying Unit (No 9 (O) AFU) at RAF Penrhos^(Ref 11), Gwynedd, Wales, for further bombing instruction and practice, including a little air gunnery practice (Browning 0.303" Machine Gun) and Navigation. This course occupied 6 weeks (12 Jul to 24 Aug 1943^(Ref 3A)).



Some of the typical "luxurious" accommodation on board the SS Nieuw Amsterdam troopship – some of the up to 6800 "passengers" (Ref 7).

RAF Vickers Wellington MkX 82 OTU - Red 17-J HE575, England^(Ref 13).



They were given a fortnight's leave and posted to 17 Operational Training Unit (17 OTU – 24 Aug to 13 Nov 1943^(Ref 3A)), on course No 68, at RAF Silverstone (in the middle of the racing track!)(^{Ref 12}), Northamptonshire, flying Vickers Wellingtons(^{Ref 13}). Here they were “crewed up”!

The usual crewing method was the pilot (aircraft captain/skipper,) having spent two or three weeks getting to know the airmen on the course, would ask the individuals he thought suitable to be a member of his crew. Peter Cornish, the crew's skipper, selected Bob Westphal (RAAF, Australian) as Navigator, Dave Kenny (RAAF, SA) as Bomb Aimer, Ken Wall (RAF, English) Wireless Operator, John Macdonald (RAF, Scottish) Flight Engineer, Alan Maunder (RAF, English) Mid Upper Gunner and “Mo” Morissby (RAAF, Tasmania) Tail Gunner. They all got on well together, although the last pick, “Mo”, due to ill health and after a few months, was replaced by Paddy Gillespie (RAF, Irish). Paddy was an excellent gunner but was unruly and did stupid things at times so he was eventually “dropped” at the end of the crew's first tour. He was replaced with a Londoner (RAF) whose name, unfortunately, escaped Dave's memory. He was well experienced when he joined the crew and was also very competent. He had earned the George Cross prior to joining the RAF for gallantry in rescuing bomb victims.

Returning to the sequence of events, they flew the Vickers Wellington III & X bombers(^{Ref 13}) at 17 OTU and completed the course on 13 Nov 1943.

From 17 OTU they were sent to a “so called” Commando School at RAF Scampton, Lincolnshire(^{Ref 14}), where they did lots of strenuous physical exercises for a few weeks, apparently to make them fit for combat flying. This was late Nov/early Dec 1943 before going on Christmas leave

*Pictured right(^{Ref 16})
Short Stirling
bomber of
No. 1651 Heavy
Conversion
Unit at RAF
Waterbeach,
Cambridgeshire.*



From RAF Scampton they were given a fairly generous leave including Christmas, after which they were posted to 1654 HCU (Heavy Conversion Unit)(^{Ref 15}), RAF Wigsley, Lincolnshire. Here they converted to four engine aircraft, which was quite a change, particularly for the pilots. This type of unit was responsible for the final training of heavy bomber crews before they were assigned to an operational squadron. The aircraft at RAF Wigsley were Short Stirlings (^{Ref 16}), which were becoming outmoded and compared with Lancasters and Halifaxes, were relatively cumbersome and slow with restricted bomb load mixes!

The crews' next move was to the Avro Lancaster^(Ref 18) at No 5 Lancaster Finishing School (established Jan 1944), RAF Syerston^(Ref 17), 3 to 17 Mar 1944, where they converted to the Lancaster – Dave's crew thought it was a magnificent aircraft!

*Pictured right^(Ref 20)
Avro Lancaster B1
PA474
of the RAF Battle of
Britain
Memorial Flight.*



From RAF Syerston, the crew were posted to 49 Sqn, ^(Ref 18) 5 Group, Bomber Command, RAF Fiskerton, Lincolnshire, where they had their first real taste of things to come. The crew arrived on 18 Mar 1944 and that night was a bad one for 49 Sqn. Four Lancasters failed to return and of the dozen or so aircrew that Dave met that afternoon in the hut in which they were billeted, eight did not return.

The crew completed their first operational flight on the 25th Mar 1944 to a target in France – a town called Aulnoye - and it was a fairly quiet trip with only one aircraft lost. The second trip was to Nuremburg in which 96 aircraft were lost plus a number crashing on return to base. It was the worst result of the war for RAF Bomber Command.

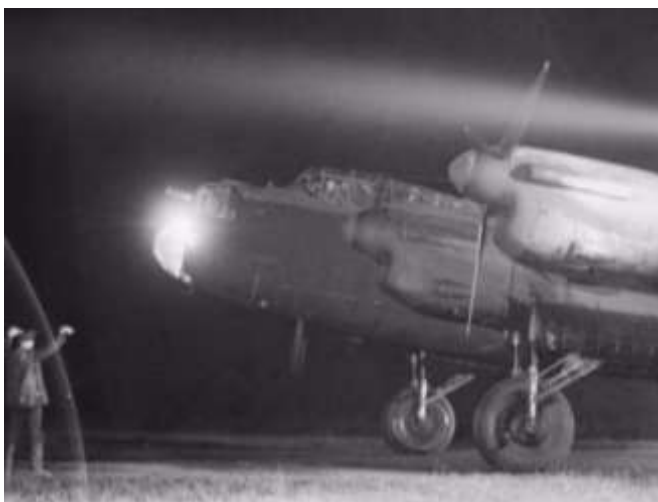


Pictured left^(Ref 20) A Bomb Aimer. Sgt H H Turkentine, the bomb aimer on board an Avro Lancaster B Mk I of 57 Sqn RAF, in the nose of the aircraft. Sgt Turkentine was killed with the rest of the crew of Lancaster R5894 'DX-T' ("T for Tommy") when it collided with high tension cables near Scampton upon returning from a raid on Berlin in the early morning of 2 March 1943. IWM

The crew completed a further nineteen operations with 49 Sqn, some being “a piece of cake”, some not. They took part in the “D” day bombings (5/6 Jun 1944) with a further four trips supporting the landings. The last trip on 12 June 1944 was Dave’s final trip with 49 Squadron.



Picture right^(Ref 3) A poor quality photocopy of Dave’s 49 Sqn aircraft at its dispersal. AvroLancaster B Mk III JB475 EA-W (“W for Whisky”) at RAF Fiskerton.



Pictured left^(Ref 14)

The DANGERS of Bomber Command. An Avro Lancaster of 49 Sqn RAF. A ground crew member, illuminated by a lamp in the bomb-aimer's position, guides Lancaster B Mk III, JB362 'EA-D' (“D for Donald”) to a dispersal point after returning from the most destructive raid mounted on Berlin to date (22/23 Nov 43). WO H Blunt and his crew arrived safely back at dispersal on 22 Nov, but were shot down and killed in “D for Donald” on their next visit to Berlin on 27 Nov 1943.

Pictured right 49Sqn Association^(Ref 18) recognition of Dave’s service posted on their web site.

Personnel Index - Detail	
Name	KENNY
First Names	W
Rank	Pilot Officer
Service	RAAF
Service Number	A417493
Crew Position	Air Bombardier
Posting Details	Posted in 3/44 and out 6/44 to 83Sqn
Awarded the DFC.	
Flew 21 operations with 49Sqn.	

Not having learned from previous mistakes, the crew volunteered to join Pathfinder Force (PFF)^(Ref 21) 5 Group, Bomber Command and after 9 days on leave from 49 Sqn they were posted on 21 June 1944 to Pathfinder Navigational Training Unit (PFNTU) at RAF Warboy^(Ref 22), Huntingdonshire (now Cambridgeshire). Following PFNTU the crew was posted to 83 Sqn, Pathfinder Force (PFF) at RAF Coningsby, Lincolnshire^(Ref 19).

At 83 Sqn the crew did a further fortnight's training and completed their first PFF trip on 18 July 1944. They completed 33 operations with PFF, making a total of 54 trips, i.e. two "tours" plus nine trips of his third tour – they ran out of war at that stage!

*Pictured right^(Ref 19)
A RAF Avro Lancaster B Mk I
(R5852 "OL-Y") of 83 Sqn
Based at Scampton,
Lincolnshire (UK) 1942.*



Dave had earned a DFC for a very hazardous trip to Hamburg. This was due principally to the forecast winds being most inaccurate. The crew had the best navigator on the squadron (Bob Westphal) resulting in the aircraft arriving at the target area at the appointed time but three



*Typical Navigator position^(Ref 20) Flying Officer
P Ingleby, navigator of an Avro Lancaster B
Mk III of 619 Squadron RAF based at
Coningsby Lincolnshire, at his Nav station.*

minutes earlier than other aircraft (approximately 30 of them) so they were over a very heavily defended area on their own. They lost one engine and sustained major damage to the undercarriage, losing a wheel. They, of course, crash-landed on return to base but suffered no injuries other than, in Dave's case, a jarred back.

All Dave's flying on main force Bomber Command was as a Bomb Aimer (official category A.B. – Air Bomber), which included acting as assistant to the Navigator to operate the "Gee box" (a navigation aid).

In PFF, after intensive training at RAF Warboys and on 83 Sqn in use of Radar, he was classified originally as Nav II, which for some reason was changed to his original classification of Observer! But throughout his operational career he aimed all of the bombs from their aircraft, both with the visual bombsight

and by Radar (i.e. Blind bombing). He did state that the success or otherwise of bomb aiming depends largely on the skill and concentration of the pilot.

The rest of the crew knocked off at the end of their second tour, but Bob Westphal (Nav) and Dave (Bomb aimer) did nine further trips with a Canadian Pilot, Ken Matheson and his crew.



Picture above 83 Sqn RAF aircrew group photograph_(Ref 19).

END OF WAR SERVICE & REPATRIATION 1945-1946_(Ref 1)

In about March 1945, the war being as good as over, it was decreed by the powers that be that any aircrew members who had completed 50 operational flights were to be grounded. But, being a senior crew and apparently regarded as useful, Dave in his new crew continued flying right to the end of the war in Europe.

Aircrew, generally speaking, had fairly generous leave and it became Dave's practice to go mostly to London. He stayed regularly with his mother's cousin, Dr. Hugh Wyllie, and his wife Betty until about July 1944 when Bob Westphal took him to stay with friends he had made who lived at Bexley Heath, Kent. They were Sophus Jenson, a Dane, and his English wife Fanny and their two daughters Eileen and Daphne. Bob and Daphne were married in July 1945, with Dave being best man.



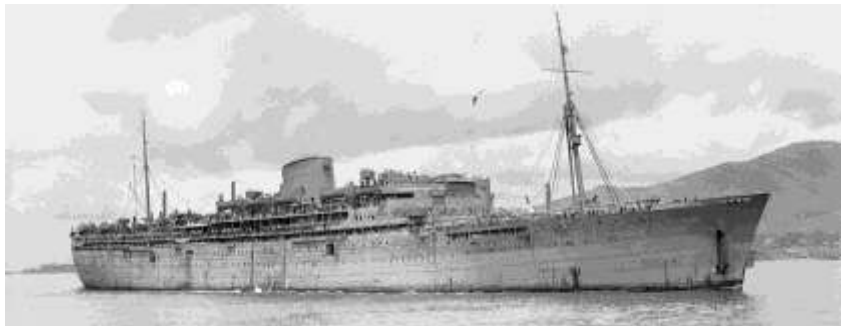
*RMS Orion as a troopship in Sydney.
She could transport up to 7000
servicemen in the usual war time
"luxury"_(Ref 23).*

Dave was posted to a Holding Unit at RAF Gamstom, Nottinghamshire_(Ref 25), in June 1945 where hundreds of Aussies were awaiting repatriation. Peter Cornish (Dave's old skipper) was 2 I/C, leave was very generous, and as both the OC and 2 I/C took plenty, Dave spent some time as acting O/C.

This came to an end in late September when he was posted to the RAAF Holding Unit at Brighton (No. 11 (RAAF) PDRC_(Ref 10)) to await repatriation.

About mid-October Dave and many others set sail for home on the “SS Orion” from Portsmouth but got only to the Bay of Biscay where she had an engine breakdown and they all returned to Portsmouth.

They returned to Brighton (No. 11 (RAAF) PDRC_(Ref 10)) and spent a further four or five weeks there, mostly on leave. Dave in company with all the others returned to Portsmouth where they embarked on the SS Athlone Castle. The ship sailed in late



*The SS ATHLONE CASTLE Transporting troops. Convoy WS19
10 May 42_(Ref 24).*

November for Australia via the Suez Canal, stopping at Bombay then Fremantle, having spent Christmas at sea. After two hectic days in Perth, they sailed to Melbourne and arrived on 2nd January 1946.

**ATHLONE CASTLE TO
CALL AT FREMANTLE**

**S.A. Air Force Men To
Disembark There**

The troopship Athlone Castle, which left England on November 30 with 2,100 RAAF personnel, is expected to arrive in Fremantle on Christmas Day or December 26, according to advice received yesterday by Dalgety & Co., Ltd.

In Fremantle, RAAF men from South Australia and Western Australia will be disembarked, and the South Australians will complete their journey by train.

The airmen left England in the Orion, but she developed engine trouble soon after sailing. The men were then transferred to the 25,000-tonner Athlone Castle

After disembarking, Dave went straight to Spencer Street Station to catch the train to Adelaide, arriving on 3rd January 1946.

He was discharged from the RAAF on 27th February 1946, having visited Mt Gambier about mid-January and becoming engaged to the love of his life, Valerie. They were married on 2nd March 1946 and after two weeks honeymoon he return to work at Howard Smith Ltd, Adelaide (1946-1976). He then changed employment to Adelaide Brighton Cement 1976, retiring in 1981.

*The Advertiser Adelaide, SA Sat 15
Dec 1945_(Ref 24).*

Thus ended William David Kenny’s WW II war service for Australia. He lived a normal family life until his death aged 93 in July 2014. A good South Australian.

LEST WE FORGET

Ivan Leatherland
History Group
September 2019

APPENDIX 1 - Additional Images

RAAF FORM NO. 100 (REVISED JULY 1957)

Nº 22535


ROYAL AUSTRALIAN AIR FORCE
OFFICER'S CERTIFICATE OF SERVICE

Surname: KENNY Christian Names: William David
Official Number: 417493
Branch of the Service: General Duties
Date of Appointment to a Commission: 16th July, 1944.
Rank on Appointment: Pilot Officer
Substantive Rank on Termination of Service on the Active List of the R.A.A.F.: Flying Officer
Temporary Rank on Termination of Service on the Active List of the R.A.A.F.: Nil
Highest Acting Rank Held: Flight Lieutenant
Date of Termination of Service on the Active List of the R.A.A.F.: 19th February, 1946.
Reason for Termination of Service on the Active List of the R.A.A.F.: On demobilisation.

Honours and Awards: Distinguished Flying Cross, 1939-45 Star, France and Germany Star, Defence Medal, Pathfinder Force Badge.
Remarks: Eligible for Returned from Active Service Badge.

Date: 15th May, 1946.  Group Captain,
For Air Member for Personnel.

W.A.A. 100 1/48 800

Dave's Discharge Certificate (Ref 2).



Pathfinder Memorial – Torrens Parade Ground Adelaide SA (Ref 3).



APPENDIX 2 - DAVE KENNY - MILITARY UNITS & RAAF UNITS - LOCATIONS, DUTY, AIRCRAFT FLOWN AND TIMES FROM HIS FLYING LOG BOOK_(Ref 1,3 & 3A)

Australian Military Force (AMF)

Enlisted 28 Apr 1941 in Adelaide. 18th/25th Light Horse Machine Gun Regiment (Adelaide Lancers.), 4th Military District, SA. – Initial Army training at Training at Woodside & Noarlunga (Apr-Jul 1941). Discharged AMF 27 Jan 1942

Royal Australian Air Force (RAAF)

Enlisted 23 Mar 1942 in Adelaide

RAAF 4 Initial Training School (4ITS) Victor Harbor, SA

May-Aug 1942 – Initial RAAF Initial Military training.

RAAF 2 Air Observer School (2AOS) Mt Gambier, SA

20 Aug-11 Nov 1942_(Ref 3A) – Avro Anson. Initial Navigation Training (Passed 9 Nov 1942 – 18 day and 3 night training flights. Unit Flight Time 42hrs 45min day & 7hrs 5min night, Total Flying Hrs 49hrs 50min.

RAAF 2 Bombing & Air Gunnery School (2BAGS) Pt Pirie, SA

19 Nov 1942-8 Jan 1943_(Ref 3A) - Fairy Battle - Gunnery & Bombing Training (Qualified as Bomb Aimer and Air Gunner 6 Jan 1943) – 22 day training flights – 10 Bombing (17hrs 15min) & 12 Gunnery (10hrs 15min). Unit Flight Time 27hrs 30min day. Total Flying Hrs 70hrs 15min day & 7hrs 5min night – 77hrs 20min.

RAAF 2 Air Navigation School (2ANS) Nhill, Vic

14 – 27 Jan 1943_(Ref 3A) – Avro Anson - Dead Reckoning – 2 day and 1 night training flights, Astro Navigation. 1 day and 7 night training flight. Unit Flight Time 10hrs 50min day & 21hrs 25min. Total Flying Hrs 81hrs 5min day & 28hrs 30min night – 109hrs 35min.

RAAF 4 Embarkation Depot (4ED), Scotch College Brighton, SA

Mar 1943

RAAF 1 Embarkation Depot (1ED) Randwick, VIC

Mar 1943 Sea transit Australia to USA on SS Nieuw Amsterdam - Embarked from Melbourne, Vic, to San Francisco, USA – a journey of approx 10-12 days, the ship was not in convoy.

Mar 1943 Train transit USA - San Francisco to Camp Miles Standish (for 10 days), Massachusetts.

Mar 1943 Train transit USA to Canada - Massachusetts to Halifax, Canada

Mar-Apr 1943 Sea transit Canada to UK on SS Louis Pasteur - Embarked from Halifax to Liverpool, UK, a journey of approx 8 days, ship was not in convoy.

Apr 1943 Train transit England - Liverpool to Bournemouth.

No. 11 (RAAF) Personnel Despatch and Reception Centre (PRDC),

Apr 1943 RAF Holding Unit, Bournemouth, Dorset.

No. 29 Elementary Flying Training School (29 EFTS), RAF Clyffe Pypard, Wiltshire, England

18-27 May 1943^(Ref 3A) – DH 82 Tiger Moths. 16 day navigation flights. Unit Flight Time 21hrs 50min day. Total Flying Hrs 102hrs 55min day & 28hrs 30min night – 131hrs 25min.

No. 11 Personnel Despatch and Reception Centre (RAAF 11PRDC), England

18 May to 11 Jul 1943 Holding Unit, (evacuated to Brighton, East Sussex due enemy actions).

No. 9 (Observer) Advanced Flying Unit (9(O)AFU), RAF Penrhos, Gwynedd, Wales

12 Jul to 24 Aug 1943^(Ref 3A) – Avro Anson - Bombing, air gunnery & Navigation. 18 day and 3 night training flights. Flight Time - Gunnery 2hrs 20min day, Bombing 7hrs 5min day and Navigation 15hrs 20min day & 6hrs 55min night. Unit Flight Times 24hrs 45min day and 6hrs 55min night. Total Flying Hours 130hrs 55min day & 35hrs 25min night - 166hrs 20min.

No. 17 Operational Training Unit (17 OTU) RAF Silverstone, Northamptonshire, England & RAF Turweston Buckinghamshire, England (a RAF Silverstone satellite airfield),

6 Oct to 13 Nov 1943^(Ref 3A) - Vickers Wellington Mk III & X – Day & night bombing, air gunnery & fighter affiliation. 26 day and 16 night training flights. Unit Flight Time 43hrs 55min day & 37hrs 55min night. Total Flying Hours 165hrs 45min day & 73hrs 20min night - 239hrs 5min.

Air Crew Combat School, (ACCS) RAF Scampton, Lincolnshire, England

Late Nov/early Dec 1943 Dave & crew completed a 2 week course in escape & evasion techniques plus training to improve their fitness for air operations.

No. 1654 Heavy Conversion Unit, RAF (1654 HCU) RAF Wigsley, Lincolnshire, England

2 Feb to 26 Feb 1944^(Ref 3A) – Short Stirling – Air Bombing. 9 day and 7 night training flights. Unit Flight Time 22hrs day & 22hrs night. Total Flying Time 187hrs 45min day & 95hrs 20min night - 283hrs 5min.

No. 5 Lancaster Finishing School, RAF (5LFS) RAF Syerston, Nottinghamshire, England

2 Mar to 17 Mar 1944^(Ref 3A), No 7 course - Avro Lancaster - Air Bombing. 5 day and 3 night training flights. Unit Flight Time 11hrs 35min day & 7hrs 5min night. Total Flight Time 199hrs 20min day & 102hrs 25min Night - 301hrs 45min.

49 Squadron RAF Fiskerton, Lincolnshire, England

18 Mar-13 Jun 1944^(Ref 3A) – Avro Lancaster B Mk III

49 Squadron Training flights

21 Mar 1944 to 13 June 1944 – 30 flights, conducting airfield & area familiarisation, cross country, high level bombing, air gunnery, low level cross country, fighter affiliation, radar (H2S) bombing, night flying training and transit flying, total of 41hrs 25min day, 2hrs 40min night.

49 Squadron Operational flights^(Ref Appendix 3)

Operational flying 104hrs 15min all at night

Total flying hours with 49SQN (21 Mar to 13 June 1944) 148hrs 20min. Total flying hours to 13 June 1944 - 240hrs 45min day, 209hrs 20min night - 450hrs 5min.

Pathfinder Navigational Training Unit (PFNTU) RAF Warboy, Huntingdonshire (now Cambridgeshire)

21 to 25 June 1944^(Ref 3A) – Lancaster BI - 3 training flights as Nav 2, practicing cross country navigation and high level bombing. Unit Flight Time 10hrs 40min day flying. Total flying hours 251hrs 25min day, 209hrs 20min Night - 460hrs 45min.

83 Squadron, RAF Coningsby, Lincolnshire, England

6 Jul 1944-31 May 1945^(Ref 3A) – Avro Lancaster BI

83 SQN Training flight 6 Jul 1944 to 19 Apr 1945 – 89 flights, conducting airfield & area familiarisation, cross country, "Y" training (GEE radio navigation training), "Fishpond" anti-night fighter H2S radar warning training, special trials, air tests radio tests, LORAN training, high level bombing and photography, blind bombing training, target indicator trials, RADAR trials, air gunnery, air to sea target gunnery, low level cross country, acceptance testing, night fighter affiliation, radar (H2S) bombing, heating trials (to 28000ft), night flying training and transit flying, of 117hrs 25min day, 7hrs 10min night, for a total of 124hrs 35min.

83 Squadron Operational Flights^(Ref Appendix 4)

Operational flying of 195hrs 50min (25hrs 45min day, 170hrs 05min night) flown.

83 Squadron Humanitarian Operations (OP Exodus) a total of 13hrs 20min day hours flown.

Total flying hours with 83SQN (6 Jul 1944 to 19 Apr 1945) 333hrs 45min

FLTLT William David ("Dave") Kenny total flying hours during WW II with RAAF & RAF from 4 Sep 1942 to 10 May 1945 - 417hrs 00min day, 386hrs 35min night - for a total of 803hrs 35min

APPENDIX 3 - 49 Sqn Operational Flights

Op No	Date	Aircraft	Duty	Destination	Flight Time Day/Night
1	25Mar44	Lancaster AE-Q	Air Bombing	Aulnoye, France	4:50 night
2	30Mar44	Lancaster AE-W	Air Bombing	Nurnburg, Germany (Nurenberg)	7:10 night
3	10Apr44	Lancaster AE-W	Air Bombing	Tours, France	5:45 night
4	18Apr44	Lancaster AE-W	Air Bombing	Paris, France	4:40 night
5	20Apr44	Lancaster AE-W	Air Bombing	Paris, France	4:25 night
6	22Apr44	Lancaster AE-W	Air Bombing	Brunswick, Germany	5:55 night
7	24Apr44	Lancaster AE-V	Air Bombing	Munich, Germany (on return diverted to RAF Tangmere, West Sussex)	9:25 night
8	7May44	Lancaster AE-W	Air Bombing	Salbris, France	6:05 night
9	9May44	Lancaster AE-B	Air Bombing	Gennevilliers, Paris	4:00 night
10	11May44	Lancaster AE-O	Air Bombing	Bourg Leopold, Belgium (Returned with bombs)	3:30 night
11	19May44	Lancaster AE-W	Air Bombing	Amiens, Frinace	3:50 night
12	21May44	Lancaster AE-W	Air Mining	Kiel Bay, Germany	6:00 night
13	22May44	Lancaster AE-W	Air Bombing	Brunswick, Germany	6:05 night
14	27May44	Lancaster AE-W	Air Bombing	Morsalines, Normandy France	3:30 night
15	31May44	Lancaster AE-W	Air Bombing	Maisy, Normandy France	3:45 night
16	2Jun44	Lancaster AE-W	Air Bombing	Wimereux, Pas-de-Calais France	3:10 night
17	5Jun44	Lancaster AE-N	Air Bombing	La Pernelle, France	4:10 night
18	6Jun44	Lancaster AE-N	Air Bombing	Caen, France	4:35 night
19	8Jun44	Lancaster AE-N	Air Bombing	Pontaubault, Normandy France	4:35 night
20	9Jun44	Lancaster AE-N	Air Bombing	Etampes, Paris France	4:15 night
21	12Jun44	Lancaster AE-N	Air Bombing	Caen, France	4:35 night
				49SQN Total (21 Mar to 13 June 1944)	104:15 night

APPENDIX 4 - 83 Sqn Operational Flights (Operational Flights numbering carried over from 49SQN). *Additional location information added– mainly suburbs/city & country.*

Op No	Date	Aircraft	Duty	Destination	Flight Time Day/Night
22	18Jul44	Lancaster OL-K	Air Bombing	Revigny, France	5:00 night
23	23Jul44	Lancaster OL-K	Air Bombing	Kiel, Germany	4:55 night
24	24Jul44	Lancaster OL-K	Air Bombing	Stuttgart, Germany	7:35 night
25	26Jul44	Lancaster OL-Q	Air Bombing	Givors, Lyon France	9:00 night
26	30Jul44	Lancaster OL-N	Air Bombing	Caliagnes, France (Bombs brought back)	4:50 day
27	1Aug44	Lancaster OL-Q	Air Bombing	La Breteque, France	3:35 day
28	3Aug44	Lancaster OL-V	Air Bombing	Trossy La Maximum, France	4:05 day
29	6Aug44	Lancaster OL-V	Air Bombing	Bois de Casson, France	4:40 day
30	10Aug44	Lancaster OL-V	Air Bombing	Bordeaux, France	6:40 night
31	11Aug44	Lancaster OL-V	Air Bombing	Givors, Lyon France	8:10 night
32	14Aug44	Lancaster OL-Q	Air Bombing	Best, France	5:05 day
33	15Aug44	Lancaster OL-Q	Air Bombing	Gilje Rijen, Holland	3:30 day
34	26Sep44	Lancaster OL-L	Air Bombing	Karlsruhe, Germany	5:50 night
35	27Sep44	Lancaster OL-L	Air Bombing	Kaiserslautern, Germany	5:40 night
36	14Oct44	Lancaster OL-L	Air Bombing	Brunswick, Germany	6:35 night
37	28Oct 44	Lancaster OL-L	Air Bombing	Bergen, Norway (on return diverted to RAF Full Sutton Yorkshire)	6:30 night
38	4Nov44	Lancaster OL-L	Air Bombing	Dortmund Ems Canal, Germany	3:40 night
39	6Nov44	Lancaster OL-L	Air Bombing	Ems-Weser Canal, Germany (On return diverted to RAF Hethel Norfolk)	4:40 night
40	11Nov44	Lancaster OL-L	Air Bombing	Harburg, Hamburg, Germany (On return crash-landed at base – one engine shot out, undercarriage damaged – wheel shot off)	4:40 night
41	6Dec44	Lancaster OL-L	Air Bombing	Giessen, Germany	6:05 night

42	9Dec44	Lancaster OL-L	Air Bombing	Operation abandoned at 51.0N	1:50 night
43	13Dec44	Lancaster OL-L	Air Bombing	Horten, Oslo Fjord, Norway (Attacked cruiser Emden. On return diverted to RAF Tain, Scotland)	6:00 night
44	18Dec44	Lancaster OL-N	Air Bombing	Gdynia, Poland	9:10 night
45	21Dec44	Lancaster OL-E	Air Bombing	Politz, Germany (On return diverted to RAF Dallachy, Scotland)	9:10 night
46	13Jan45	Lancaster OL-L	Air Bombing	Politz, Germany	9:15 night
47	14Jan45	Lancaster OL-L	Air Bombing	Leuna (Merseburg), Germany. Landed RAF Holmes, Yorkshire	9:00 night
48	16Jan45	Lancaster OL-L	Air Bombing	Brux, Germany (Now mostly Czechoslovakia)	8:20 night
49	1Feb45	Lancaster OL-L	Air Bombing	Siegen, Germany	5:30 night
50	21Feb45	Lancaster OL-E	Air Bombing	Gravenhorst, North Rhine – Westphalia, Germany	5:30 night
51	6Mar45	Lancaster OL-E	Air Bombing	Sassnitz, Germany	8:20 night
52	7Mar 45	Lancaster OL-L	Air Bombing	Harburg, Germany	6:00 night
53	7Mar45	Lancaster OL-E	Air Bombing	Wurzburg, Germany	7:00 night
54	9May45	Lancaster OL-F	Exodus Ops – POW repatriation	Coningsby - Rheine, Germany -Jurvincourt, France Jurvincourt - RAF Wescott, Wokingham Berkshire Wescott – Coningsby	5:35 day 1:55 day 0:30 day
55	10May45	Lancaster OL-E	Exodus Ops – POW repatriation	Coningsby – Rheine Rheine – RAF Dunsfold, Surrey Dunsfold – Coningsby	2:45 day 1:50 Day 0:45 day
Total War Operations Hours					170:05 night 25:45 day 195:50 total
Total Exodus Ops Hours					13:20 day
Training Flights 6Jul44-19Apr45					7:10 night 117:25 day 124:35 total
83 SQN Total Hours 6Jul44-19Apr45					333:45

APPENDIX 5 – REFERENCES – All references current as from July 2018 to Sep 2019

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- 2 Kenny family archives - William David Kenny RAAF Discharge Certificate No 22535.
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