

The following map, which depicts the proposed 2011 BBMF Lancaster flight path over Holland, was kindly prepared by a cousin of EE138's navigator Warrant Officer Carthew. The estimated fly past time over the Lopik sites is 1410 (Local time) on 4th May 2011.



[Please read below for the full EE132 BBMF 2011 bid application details:](#)

Ms June Austin

Royal Air Force

Battle of Britain Events Team:

june.austin@cranwell.raf.mod.uk.

August 31st 2010

Dear Ms. Austin,

Please allow me to introduce myself, my name is Robert Spence and I live in Sydney, New South Wales, Australia. I am writing to you proposing an application bid to the Battle of Britain Memorial Flight (BBMF), respectfully requesting that you consider scheduling the Lancaster to perform a low altitude fly past over my father's crashed Royal Australian Air Force 460 Squadron Lancaster EE132 AR- G2 along with his and 4 of his crew mates burial site in Holland. I ask that you consider this as an element of the BBMF flypast program over Holland on the 4th of May 2011.

The crew of Lancaster EE132 "G2" contained both RAAF and RAF personnel who are buried in the Rusthof Cemetery (in Oud Leusden, Amersfoort) cemetery. Families from both countries have visited the site and have been honoured at meetings with local Lopik dignitaries.

Mr. Joop Van Vliet also lives in Lopik and has been central to all of the research and ceremonial activity associated with this research and who is also the author of the article "The 450 Ceremony" I feel sure Joop would assist in the organising of the public on ground arrangements with local officials for the proposed flypast of Lancaster EE132.

Perhaps a further point to note is that Lancaster EE132 was from the same 460 Squadron "C" flight as that of Lancaster EE138 which was also lost over the village of Stadil in Denmark while returning from the same Berlin operation of September 3rd 1943.

In July 2010 The Royal Australian Air Force reformed its legendary 460 Squadron, the commanding officer of the 460 Squadron Wing Commander Peter Wooding, has provided his support to my BBMF fly past bid application, a copy of his endorsement will be forwarded to you in due course.

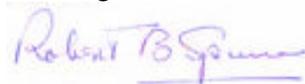
I am further pleased to have secured the endorsement by the Netherlands Consulate by way of the Defense Attaché in Canberra, LCol Herman Verhoef (NL Airforce). The letter of endorsement by the Defence attaché is being forwarded directly to you at the BBMF events team, a copy is also attached.

Please find accompanying this letter various location maps and satellite images of the proposed fly past but also please understand that I fully appreciate that the BBMF will adjust such flight path proposals as it sees fit. I have also included the crew details and a summation of the events surrounding the loss of Lancaster EE132 and information about the existing memorials.

I do trust that you will look favorably upon this bid application and, given good weather and air craft serviceability, the Lancaster will pay honor to the crew of Lancaster EE132; an event which will be greatly admired and appreciated by crew relatives and the people from Benschop & Lopik district.

I stand ready to provide any further information that you or the BBMF team may require. I will be traveling throughout Europe and Asia from September 3rd through to October 27th, can you please acknowledge your receipt of my bid application by way of SMS to my mobile phone listed above.

Kind regards



Robert Spence

Cc. Mr. Jack Hawkins c/o BBMF

Aircraft Type: Lancaster
Serial number: EE 132
Radio call sign: AR – G2
Unit: 460 Squadron RAAF

Summary:

Lancaster EE 132 took off from RAF Binbrook at 1940 hours on 3 September 1943 to attack Berlin. Bomb load was 1 x 4000lb bomb, 48 x 30lb and 690 x 4lb incendiaries. Nothing was heard from the aircraft after take off and it did not return to base. Post war it was established that the aircraft crashed on 3 September and exploded on impact near the village of Benschop, which is approx 24 miles south of Amsterdam, Holland. The aircraft intended to enter the Dutch airspace near Egmond aan Zee, but due to the bad weather the aircraft entered the Dutch airspace near Scheveningen and was probably attacked by a Heinkel 219 from Hauptmann Hans-Dieter Frank(1./NJG1). EE132 crashed at 23.40h near Benschop (Benedeneind) behind the farm of Zwijnenburg.

The full Crew of Lancaster EE132 AR-G2:

RAAF 413788 Flt Sgt McPhan, R B Captain (Pilot) KIA
RAF Sgt Simpson, M J (Navigator) KIA
RAAF 421135 Flt Sgt Spence, J A (Bomb Aimer) KIA
RAF Sgt Freeman, R L (Wireless Operator Air Gunner) KIA
RAF Sgt McCulloch, T O S (Flight Engineer) KIA
RAAF 408934 Flt Sgt Stobart, A A (Air Gunner) POW
RAF Sgt Hilton, J B (Air Gunner) POW

Lancaster EE132 AR-G2 was piloted by F/Sgt Robert McPhan in which my father F/Sgt John Andrew Spence was the Observer Air Bomber of the crew. On the outward leg this aircraft was shot down over Benschop and crashed on a farm in Lopik and 5 of the crew (including Dad) are buried in the nearby Cemetery at Rusthof in the Commonwealth War Graves section (Oud Leusden).

The 5 crew KIA were:

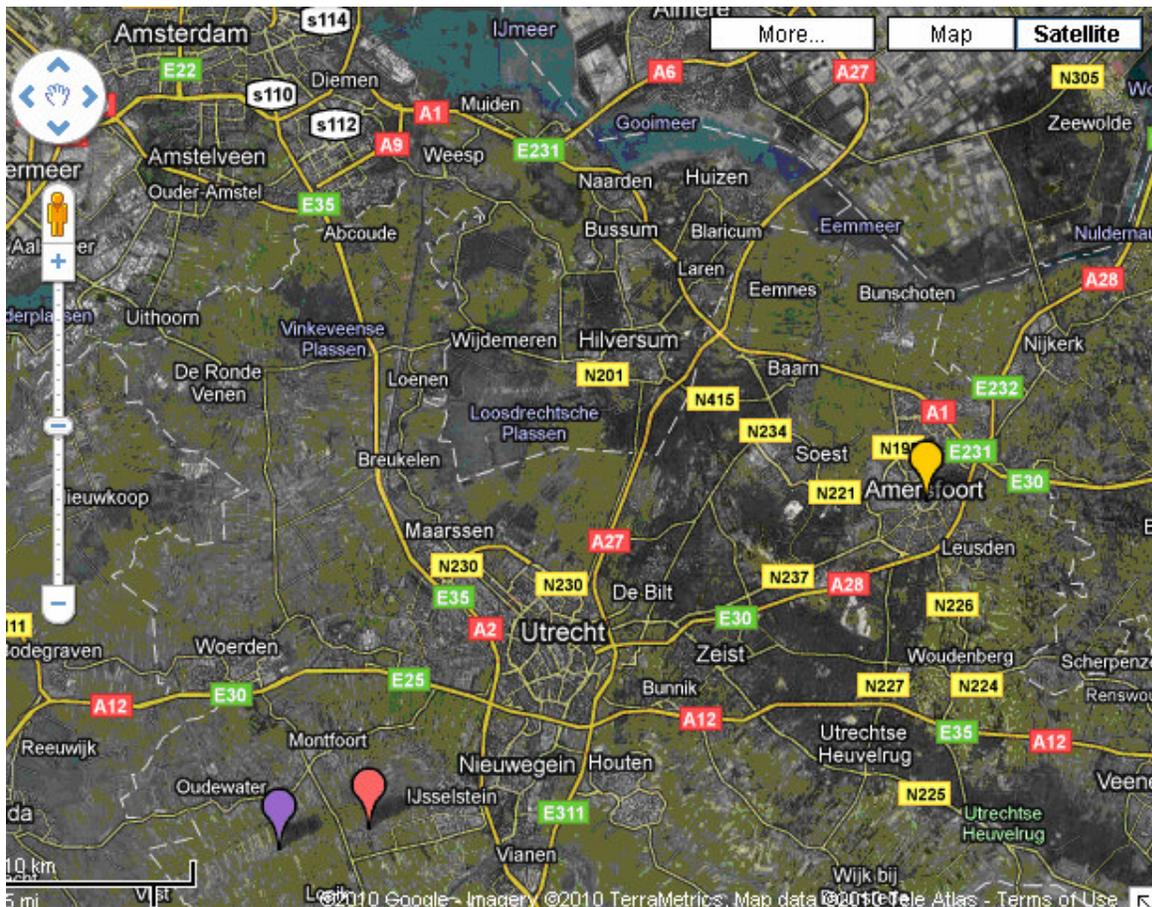
RAAF F/Sgt R McPhan Pilot,
RAF Sgt M J Simpson Navigator,
RAAF F/Sgt J A Spence Observer Air Bomber (my father).
RAF Sgt M L Freeman W/Op,
RAF Sgt T C S McCulloch F/E

The two crew who managed to bail out from the burning aircraft to become POW's, in Stalag Luft 1Vb, were RAAF W/O A.A Stobart, R/G and RAF W/O J B Hilton, M/U/G.

Two other of the crew managed to parachute and became POW's and one (Bert Stobart) still lives in Melbourne, Australia and even today contact is maintained by him and my family with the people of Lopik, who take great pride in the work they are doing for the families of lost airmen in their district.

Suggested Flight Path over Lopik, Benschop & Rusthof Cemetery

On the following two pages I have taken the liberty to suggest a flight path format as a starting point for your consideration and I do hope this is not seen as being too presumptuous on my part.



■ **The BBMF Lancaster to fly in over the farm in Lopik** where Lancaster EE132 “G” crashed after the air battle somewhere near Benschop. On the farm house wall which is alongside a cycle way which follows beside a canal, there is mounted a memorial to honour the crew and placed there by the citizens of Lopik. It is here where people frequently stop to look and remember the crew.

■ **It could then progress to fly across the Lopik Town Hall building in Lopik district** where there exists the official bronze wall plaque unveiled by the Australian Ambassador during an official ceremony in year 2000 and which is mounted in the Town Hall vestibule. This bronze plaque was presented to the people of Lopik by the families of the KIA crew and on behalf of the two survivors of the crew, to express appreciation to the citizens of Lopik for the care taken and their assistance provided in researching the details of the crash and the events that followed soon after.

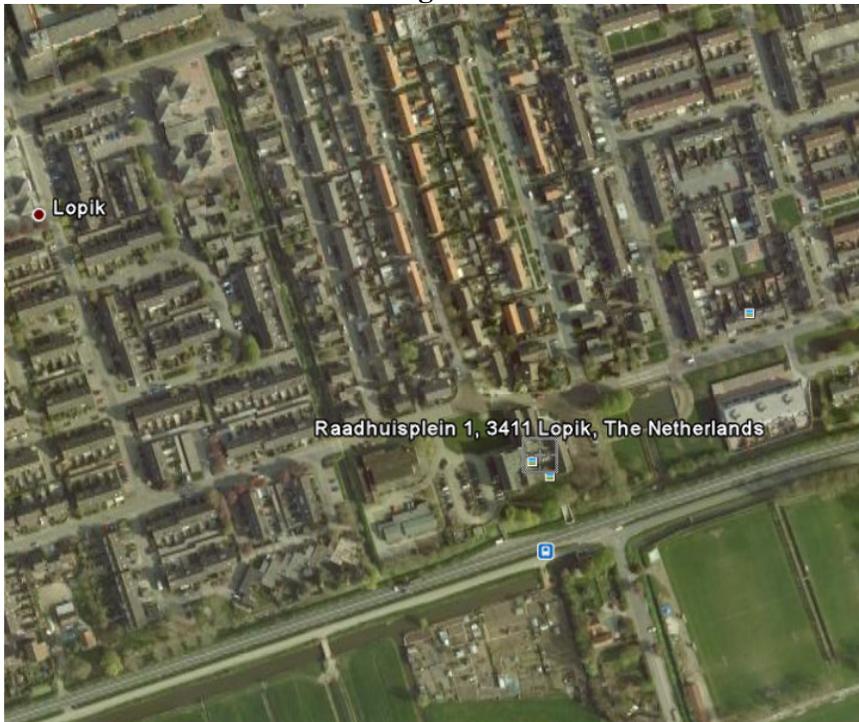
■ **The BBMF Lancaster could then progress across to the Rusthof Cemetery (Oud Leusden)** in which the 5 crew of EE132 are buried (in the Commonwealth War Grave site).

It would be wonderful if it were possible to have a circuit flown over this route at a level sufficient that the aircraft could be clearly seen and the sound could bring back memories. to those watching it would make an even more enduring statement in honouring the crew of Lancaster EE132 and in saying thank you to the people of the region for their dedication and remembrance of airman lost over their territory during WW11.

■ The BBMF Lancaster to fly in over the farm in Lopik
Latitude 51°59'56.58"N Longitude 4°54'50.23"E



■ The BBMF Lancaster to fly further East to the LOPIK Town Hall building.
Latitude 51° 58' 18.74" N Longitude 4° 57' 00.93" E



■ The BBMF Lancaster could then progress across to the Rusthof Cemetery at Amersfoort (Oud Leusden) Latitude 52° 7'42.97"N Longitude 5°22'41.28"E

