

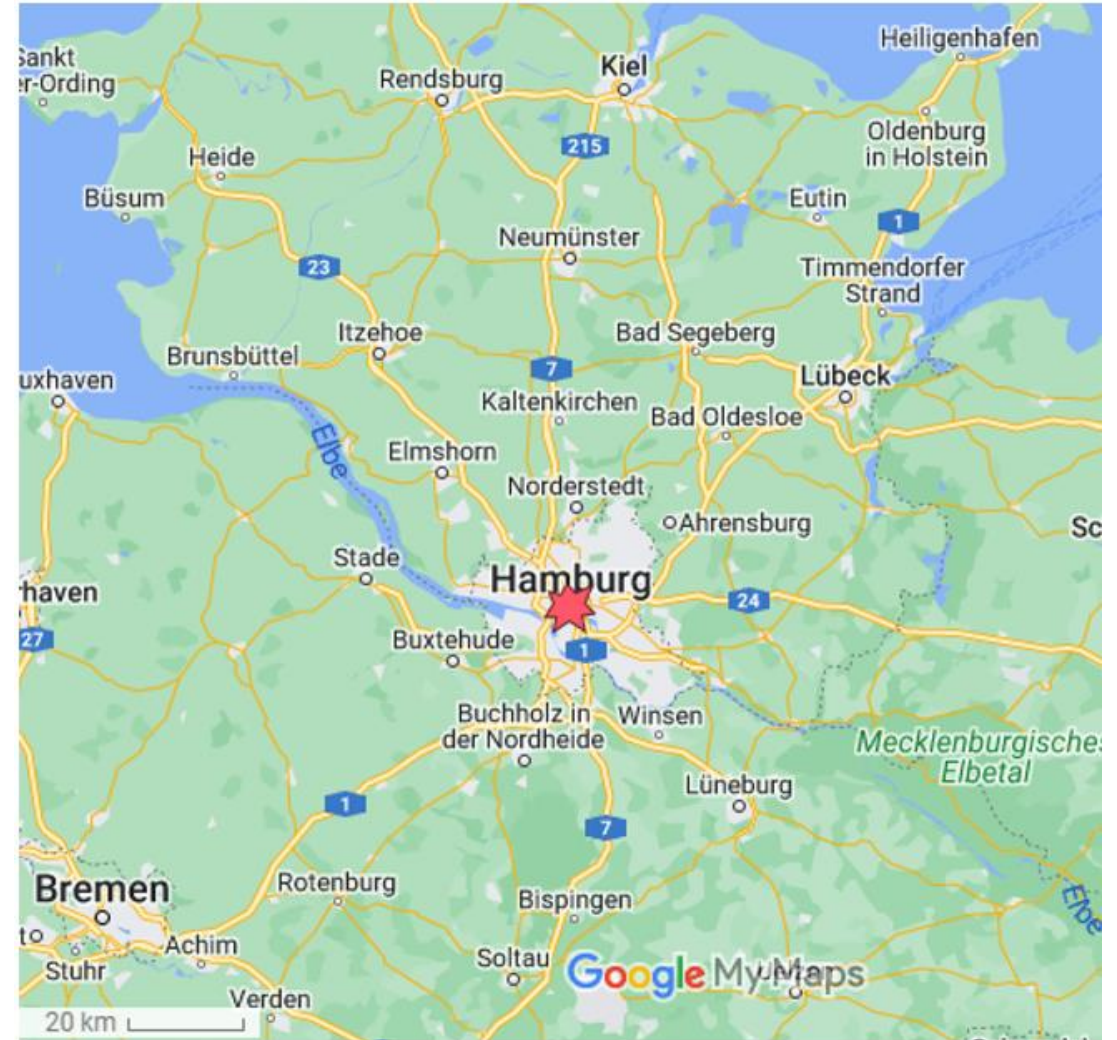
# Empire Air Training Scheme & Bomber Command's Strategic Bombing Campaign

August to December 1943



# 2/3 August 43

- A final raid on Hamburg of the same dimensions, timed for 2nd-3rd August failed, not through enemy opposition but through the intervention of unexpectedly bad weather.
- The bomber stream ran into severe electrical storms and icing conditions, and consequently became very dispersed.
- Few Australian crews could find the target indicators and although all but three dropped their bombs, most of them admitted that they did so by navigational aids only.
- 740 dispatched, 425 attacked, 30 failed to return.



## 467 SQUADRON RAAF, WORLD WAR 2 FATALITIES

**Date of Death:** 3 August 1943

**Source:**

AWM 64 (1/426) Commonwealth War Graves records.

<b>Aircraft Type:</b>	Lancaster
<b>Serial number:</b>	JA 906
<b>Radio call sign:</b>	PO -
<b>Unit:</b>	467 Sqn RAAF

**Summary:**

Lancaster JA906 took off from RAF Bottesford at 0013 hours on the night of 2/3<sup>rd</sup> August 1943 to bomb Hamburg, Germany. Bomb load 1 x 4000lb bomb, 72 x 30lb and 1380 x 4lb incendiaries. Fifteen aircraft from the Squadron took part in the raid and all returned from the mission.

**Crew:**

RAAF 409611 PO Symonds, D Captain (Pilot)  
RAF Sgt R G Silson, (Navigator)  
RAF Sgt Twitchett, H E (Bomb Aimer)  
RAF Sgt G Noble, (Wireless Operator Air Gunner)  
RAF Sgt E Sykes, (Flight Engineer)  
RAF Sgt E A B Sandford, (Mid Upper Gunner)  
RAF Sgt B N Pratt, (Rear Gunner)

JA 906 completed the mission and landed at 0558 hours on the 3 August. In his report the Pilot stated "Sortie completed. Visibility nil. Tops 18,000 feet. Intense lightning. Weather extremely bad. Jettisoned two containers of incendiaries in two stages in an attempt to climb over 10/10ths cloud and intense electrical storm but failed. Finally jettisoned remainder when port inner failed six minutes from target. Came out same route. Raid a complete failure. Met forecast utter failure. One enemy aircraft attacked on leaving the Danish coast killing the Rear Gunner (Sgt Pratt, RAF) and causing structural damage."







3 August 1943

## 14,000 PEOPLE DEAD IN BLITZ ON HAMBURG

**L**ONDON, August 2 (Special and A.A.P.). — The authorities estimate that more than 14,000 people were killed in the one-week Allied blitz on Hamburg.

## BIG RAID ON AXIS OILFIELD



More than 400,000 of the city's 1,500,000 (slightly larger than Sydney) already have fled in a mass evacuation which continues night and day.

These figures are quoted by The Times' Swedish correspondent, who says that evacuees describe scenes of unparalleled horror in Hamburg which is pictured as a blackened skeleton, with fires still smouldering and flickering in the ruins. Danish workmen returned home say that railroad connections were destroyed with the smashing of the main railway station and the Lombard bridge.

Thousands of wounded and homeless refugees streamed out of the city along the crowded highways, reminiscent of France in 1940. Peasants lined the roadsides, offering bread, milk, and water to alleviate the sufferings of the dirty, broken wretches, who believed that Hamburg would be spared because of the Allied war prisoners imprisoned there.

The Danes left the city through streets littered with corpses and broken furniture. Even the trees were strewn with bodies thrown up by explosions, which stripped off the doors of public shelters, killing all occupants.

Exhausted firemen were fighting desperately to extinguish the flames, but were hampered by reduced water supplies caused by the destruction of the city's main reservoir.

The Times' correspondent says that refugees reaching Denmark say that huge fires still are burning, and rescue work is still hampered by the disorganisation.

Swedish seamen say that after the first two days of the blitz they fled on a Danish ship without passports or other formalities, because all the authorities had disappeared.

There was general panic in the city, they say. People were flinging furniture and other possessions through the windows, injuring many others rushing to shelters.

Of 7000 to 8000 Danes working in Hamburg 5000 have reached Denmark, some by congested railway, others by various routes, and many dressed in pyjamas.

Fifteen hundred German civilians reached the Danish frontier last Saturday begging for admittance, which subsequently was granted by the Danish Government.

Berlin radio, instead of trying to conceal the effects of Allied bombing, now is almost fearful over the damage.

Berlin says that one of the greatest mass evacuations of the war is progressing from the ruins of Hamburg.

Long columns of refugees are streaming along every road leading from the city.

## NEAR-PANIC IN BERLIN

Fleeing from the appalling destruction of Hamburg, bombed-out refugees have touched off a near-panic in Berlin.

According to a Swedish report the German authorities have ordered the evacuation from Berlin of all school children and non-essential adults.

The Times' Stockholm correspondent says that leaflets dropped in Berlin mail boxes urged all persons not engaged in the war effort, particularly women, children, and old people, to prepare to leave Berlin as soon as possible for special evacuee centres, where food, blankets, and other essentials have been stored. All travel expenses will be paid by the Government.

The devastation dealt to Hamburg is reported to have inspired

## R.A.F. Loss Less Than 3 Per Cent

**L**ONDON, August 2 (A.A.P.). — The R.A.F. lost 98 bombers last week in the greatest bombing offensive during the war. The

this action by the Propaganda Minister Goebbels. Ambulance trains arriving at Berlin from Hamburg told their own story.

The Daily Telegraph's Stockholm correspondent says that an atmosphere bordering on panic prevails in Berlin, whose people fear their city will be the next target for the Allied air blitz.

This fear sent Berlin people digging shelters in parks and squares, also family shelters in gardens and back yards, just as Londoners were in the desperate days of preparation in 1938-39.

An official proclamation published in Berlin yesterday did little to allay anxiety. It reminded Berlin that it might suffer the fate of Hamburg, Cologne, and Essen, and urged citizens to "mobilise all spiritual strength."

One Swedish correspondent says it is impossible to conceal the shattering effects of the air war when trainloads of homeless and wounded are reaching Berlin every day.

German newspapers state that the German armies for four years by unexampled courage and endurance kept the enemy away from Germany, and they urge the home front now to show similar "inflexible resistance."

# August 43

- Generaloberst (Colonel-General) Hans Jeschonnek was Chief of the General Staff of the Luftwaffe.
- Jeschonnek oriented the Luftwaffe away from the broadly based doctrines of the inter-war period as he prepared for World War II. He focussed on the short-term, so-called, Blitzkrieg war. He neglected industrial production, military intelligence, logistics, air defence, strategic bombing and the creation of reserves, the sustenance of a military organisation.
- Jeschonnek's way of war was based on the full commitment of the Luftwaffe to close air support operations in cooperation with the German Army.
- The Nazi leadership, in particular Speer and Goebbels were stunned by the impact of the raids on Hamburg.
- Goering went missing and left Jeschonnek to deal with Hitler's tirade of recriminations.





# August 43

- The huge amount of damage to Hamburg precipitated a number of large changes to German air defence systems.
- Priority was given to fighter production.
- Research was intensified for more effective radar technology.
- Both aircraft and guns were diverted away from the front line to defend Germany.
- By August of 1943, 45 per cent of all German fighters were now located on the home front, with additional units in northern France.
- At the same time, heavy anti-aircraft guns in Germany were increased by over 25 per cent.
- The reallocation of much of the industrial war production of Germany to home defence was an unintended consequence of Operation Gomorrah.
- The fighting fronts suffered due to a lack of air support as resource was devoted to fighter aircraft back in the Reich. Anti-aircraft units in Germany made greatly increased demands for personnel.
- Photo Flak 36 battery in firing position, Germany, 1943



# 5 August 1943

- 412789 Flight Sergeant (Flt Sgt) Alfred Charles Wiltshire RAAF, 142 Squadron RAF, of Melbergen, via Hillston, NSW.
- A student prior to enlistment, Flt Sgt Wiltshire trained as a pilot in Australia and Canada under the Empire Air Training Scheme (EATS).
- On 5 August 1943 Flt Sgt Wiltshire, aged 21, was killed during operations over Messina, Italy.



AUSTRALIAN WAR MEMORIAL

P07615.001



# 7 August 43

- To pressure the new Badoglio government in Italy to make peace Bomber Command joined in the air attack on Italy from North Africa.
  - 7 August 74 bombers to Turin
  - 7 August 73 bombers to Genoa
  - 12 August 504 bombers to Milan
  - 14 August 140 bombers to Milan
  - 15 August 199 bombers to Milan
- In good weather conditions the raids on Genoa and Milan started big fires.

140. 3090 - (Continued on page 11) (Published by post as a Newspaper.) BRISBANE, MON

## ALLIES THREATEN ITALY WITH BIG AIR BLITZ

### Widespread Riots; People Seek Peace

**WARNING** that a full-scale air assault on Italy would be resumed, because Badoglio had not come to terms, was given to the Italian people on Saturday.

The warning was broadcast repeatedly over Algiers radio by a spokesman for General Eisenhower's Headquarters. So far there has been no official response from Rome.

Meanwhile, Italy is still "stewing." It is reported that further rioting has broken out in North Italy cities. The situation is acute, particularly in Milan.

According to Madrid reports peace demonstrations are spreading from North Italy to Rome, Naples, and Florence. Italian secret radio is calling on the people to end the "armed truce."

London reports officially that none of the United Nations has received any proposal from Badoglio for "neutralising" the Italian peninsula.

London adds: "Such a proposal anyway is completely away from reality."

There is no confirmation of a Spanish report that representatives from Badoglio have gone by air to Eisenhower's headquarters. The report was issued two hours before Algiers radio began broadcasting the warning to the Italians.

In their warning Allied Headquarters blamed Badoglio for not acting quickly.

The spokesman said that this delay had played into German hands and the Nazis were strengthening their position in Italy "instead of being in full retirement."

Leghorn "secret radio" reports that the Germans on July 24 unsuccessfully tried to get control of the Italian fleet. They wanted to transfer the ships to France to be interned.

The secret radio adds: "Germany is determined not to let us get out of the war with the navy and merchant navy under our control. We must see to it that the ships remain at Italy's disposal."

**•We Send You Solemn Warning . . .**

THIS is the full text of what a spokesman of Allied North Africa Headquarters told the Italian people from Algiers radio:—

"Italians, to-night we send you solemn warning. Listen carefully to me. Tell your friends to listen, since what we say affects the lives of every one of you.

"Six days have passed since you overthrew Mussolini. In those six days the Italian people achieved much.

"While you were working for liberation the Germans, too, have been busy. When they first heard the news of Mussolini's fall the Germans were alarmed. They said to themselves: 'We Germans in Italy are caught like rats in a trap if Badoglio makes peace at once.' But since then, day by day, they watched the inactivity of the Badoglio Government.

"You know better than we what happened. There has been no step of German withdrawal, and day by day the Germans have realized their former insolent attitude.

**Rome Temporised**

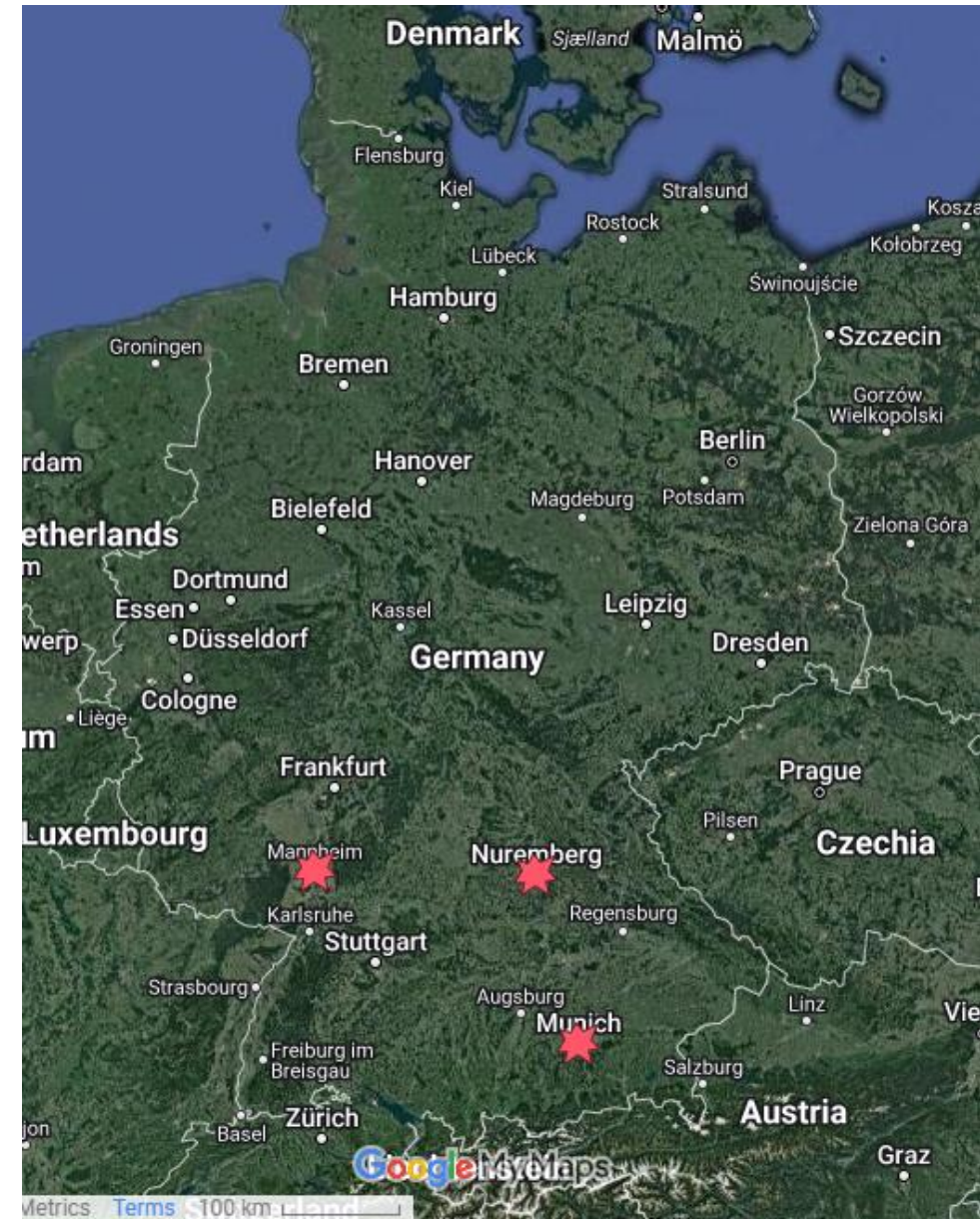
"Italians, you know that on July 25 we let up our aerial bombardment of Italy.

"We hoped thereby to give Italy a breathing space in which to unite for peace and freedom. But the Germans, too, used the breathing space to strengthen

Courier Mail 2 August 1943

# 9 August 43

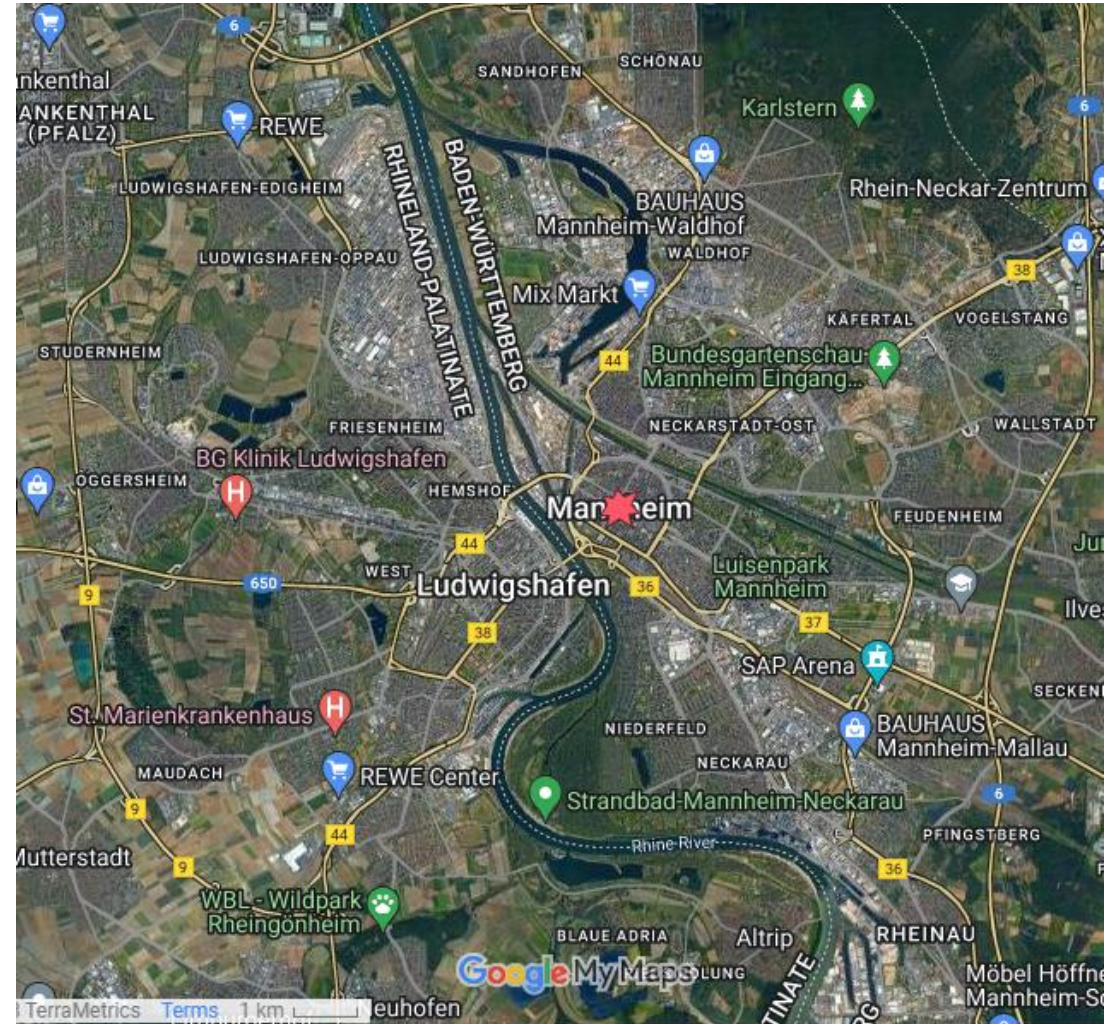
- With lengthening nights in the late summer and autumn, Bomber Command revisited the major cities in southern Germany.
- The success or failure of raids almost entirely depended on the accuracy with which target indicators were dropped by Pathfinder crews.
- Heavy losses in the Ruhr raids had led to a shortage of experienced crews, and H2S, which was now to be the main means of locating the target, suffered from frequent unserviceability and moreover required a steady uninterrupted run of several minutes before the indicators could be dropped.
- On these long-distance raids, too, the difference in speed between Stirlings and Lancasters of the Pathfinder Force often led to poor timing so that the real aiming point was not indicated throughout the raid.





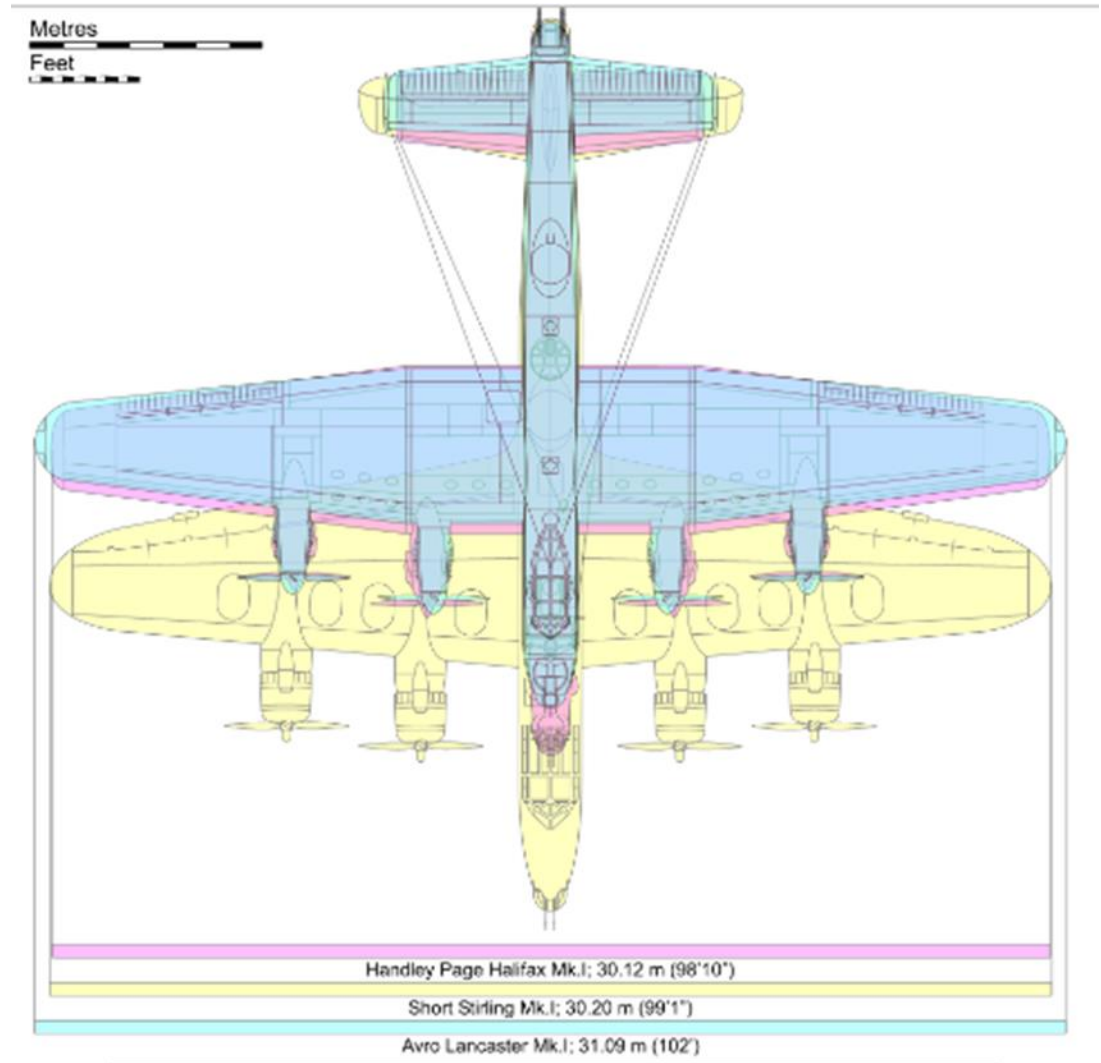
# 9 August 43

- Mannheim, the first target chosen had one advantage as a target in that it was a compact town which with its satellite Ludwigshafen lay athwart the Rhine and thus gave a satisfactory response on an H2S screen.
- On 9th-10th August crews observed the glow of large fires developing around the position of markers, and several very large explosions, but in fact only a limited amount of damage was caused in the most southern part of the city. Guns and searchlights were as disorganised as they had been at Hamburg, but free-lance fighters were active.
- Four Lancasters of No. 467 were intercepted over Mannheim, but all escaped and Flying Officer Good and his crew on their first operational flight shot down a n Me-109.
- F-0 M. R. Good, 285324 ; 467 Sqn. Clerk ; of Alberton, SA; Member of the **RAF Volunteer Reserve**. b. Gawler, SA, 15 Oct 1918. Killed in action 28 Aug 1943 aged 21.



# August

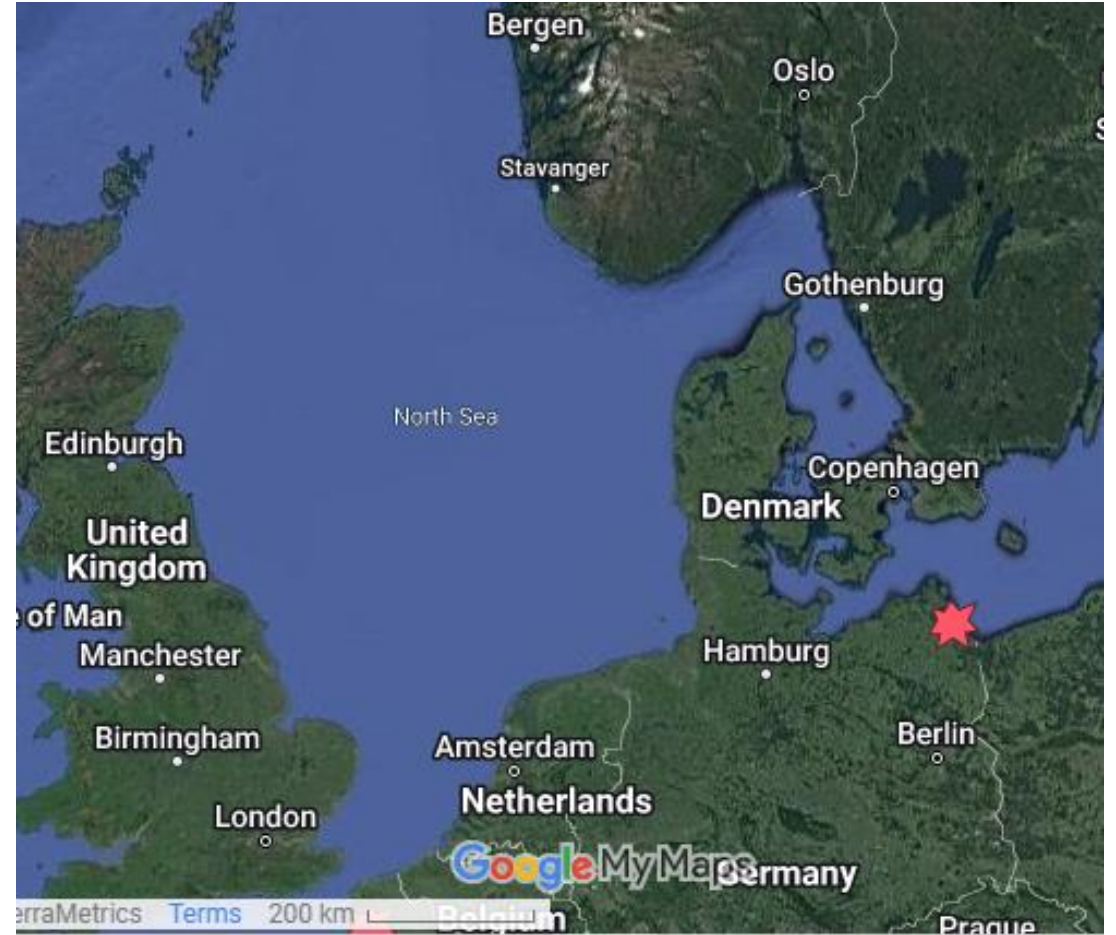
- It was clear that the harder battles of the future would be fought primarily with the Lancaster bomber.
- The range, ceiling and bomb-carrying capacity of this aircraft outstripped that of the other four-engined types, the Halifax and Stirling, to an extent that on distant targets it was becoming tactically and economically disadvantageous to employ mixed forces of these aircraft.
- It was doubly unfortunate that industrial strikes during August should curtail production of Lancasters and thus prohibit expansion of Bomber Command during the good campaigning weather of autumn.
- Lancasters were withdrawn from operational training units to boost front-line strength; henceforth crews were trained on Halifax or Stirling aircraft and did a final short conversion course at a Lancaster finishing school.





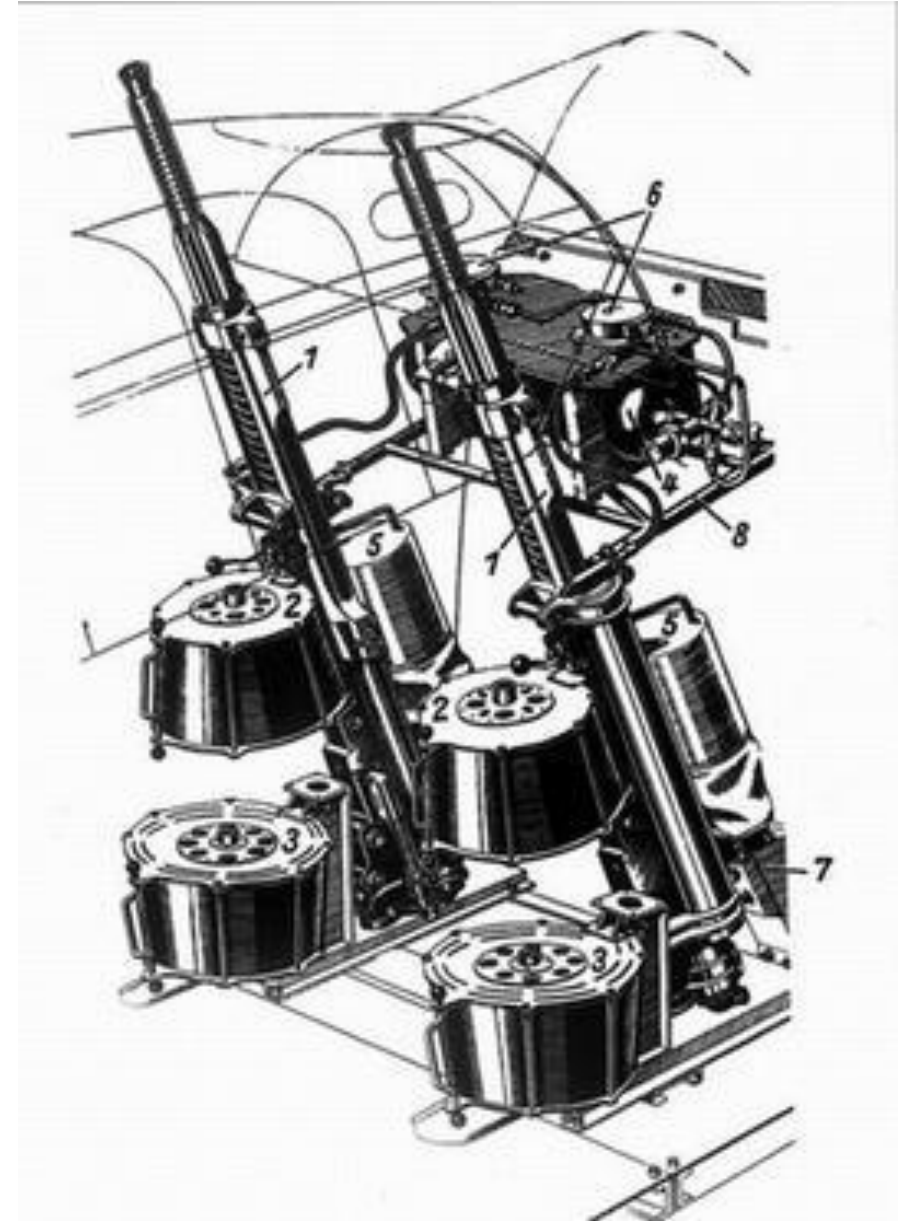
# 17/18 August 1943.

- Peenemunde had been under constant watch by the PRU and it appeared that the "secret weapons", increasingly heralded in German propaganda, were possibly in a stage which might threaten the invasion of Europe.
- A raid at such extreme range, and designed to hit many small buildings dispersed over a wide area, demanded special preparation and the acceptance of increased risks to achieve success in one surprise attack.
- It was considered justified to attack in bright moonlight on 17/8 August so that visual marking would be practicable and the attacking force was led for the first time during a heavy raid against Germany by a master of ceremonies.
- The total force was 597 heavy bombers.
- In clear weather the Pathfinders identified their targets visually from low level before a defensive smoke screen could be brought into operation.
- The master of ceremonies then advised consecutive waves of bombers by radio-telephone which target indicators to attack to spread the destruction to all vital points. As a result an abnormally high percentage of bombs did fall on their correct targets.
- Destruction of both manufacturing buildings and living quarters was very heavy.



# 17/18 August 1943.

- From June 1943, an official conversion kit for upward firing guns was produced for the Junkers Ju 88 and Dornier Do 217N fighters.
- Interior view of Messerschmitt Bf 110G-4 Schräge Musik installation:
- 1. MG FF/M
- 2. Main drums
- 3. Reserve drums
- 4. Pressurized container with pressure-reducing gear and stop valve
- 5. Spent cases container
- 6. FPD and FF (Radio installation)
- 7. Weapon mount
- 8. Weapon recoil dampener.





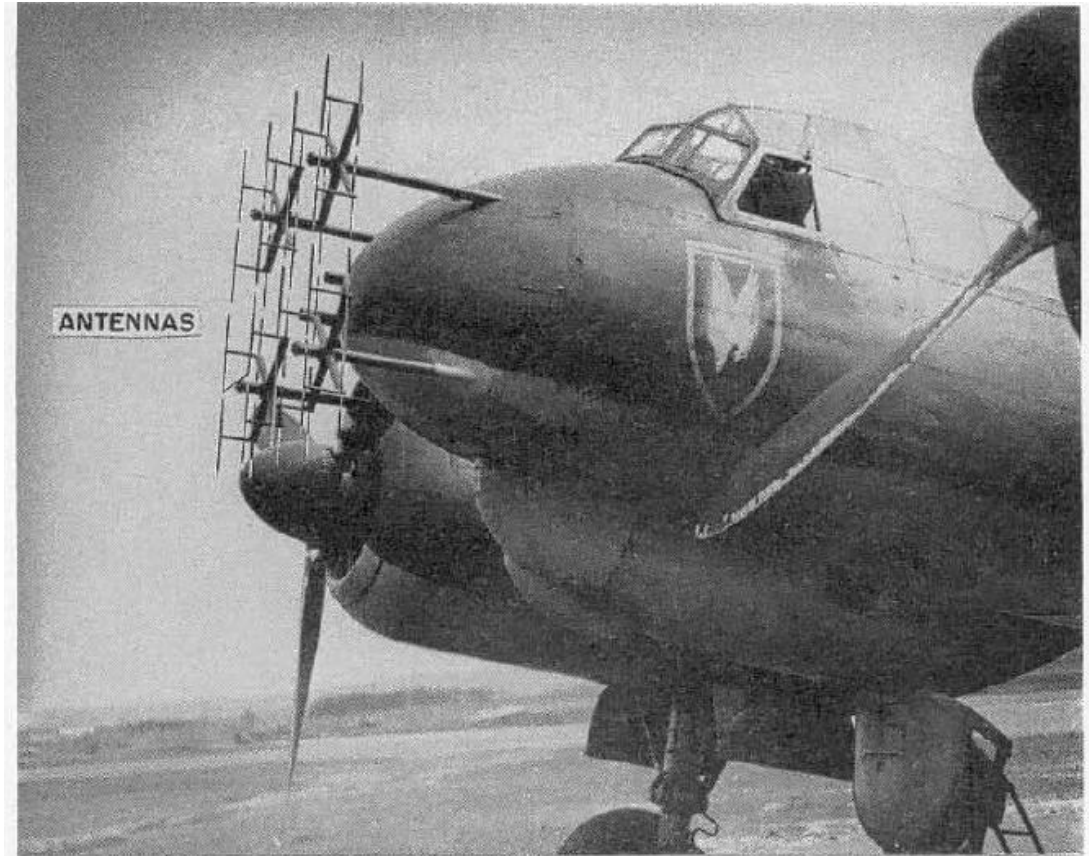
# 17/18 August 1943.

- Schräge Musik was first used operationally during the first raid on Peenemünde, on the night of 17/18 August 1943.
- Three waves of aircraft bombed the area, and a diversion on Berlin by RAF Mosquitoes attracted the main Luftwaffe fighter effort, which meant that only the last of the three waves was met by many night fighters.
- The nightfighter was guided into position from sighting and final approach by commands from the radar operator, with the pilot only taking over when visual contact was made just prior to firing.
- With SCHRÄGE MUSIK the technique was to approach deliberately at a lower level, but this time all the night fighter pilot had to do was slow up a little, rise up below the bomber and hold formation.
- An NJG expert could follow his observer's directions, acquire the bomber visually, close and destroy it within 60 seconds. The firing position, with the bomber 65° to 70° above the fighter, was an almost ideal one.



# 17/18 August 1943.

- The fighter could see the bomber clearly, as a darker silhouette either blotting out the stars or against paler sky or high cloud. It presented the biggest possible target and reflected any light from searchlights, ground fires or TIs.
- With the two aircraft in close formation, there was an ideal no-deflection shot.
- And the fighter was perfectly safe, because it was well below the Monica beam and could not be seen by any member of the bomber's crew.
- The only snag was that the Luftwaffe's guns were so effective that the night fighter usually had to get out of the way very fast.
- Number 5 Group and RCAF 6 Group in the third wave of the attack lost 29 of their 166 bombers, well over the 10 percent losses considered "unsustainable". In this raid in total 40 aircraft were lost: 23 Lancasters, 15 Halifaxes and two Stirlings.



*Figure 10. FuG 202 (Lichtenstein).*

The Matratze 32-dipole antenna for the Lichtenstein UHF radar on a Ju 88.

RAAF FATALITIES IN SECOND WORLD WAR AMONG  
RAAF PERSONNEL SERVING ON ATTACHMENT  
IN ROYAL AIR FORCE SQUADRONS AND SUPPORT UNITS

**413037 Pilot Officer STABELL, Victor Goerge**

**Source:**

AWM 237 (65) NAA : A705, 166/16/152 Commonwealth War Graves records  
W R Chorley: RAF Bomber Command Losses of the Second World War, Page 276,  
Volume 1943.

<b>Aircraft Type:</b>	Lancaster
<b>Serial number:</b>	EE 117
<b>Radio call sign:</b>	PG – L
<b>Unit:</b>	619 Sqn RAF

**Summary:**

On the night of 17/18<sup>th</sup> August 1943, Lancaster EE117 took off from RAF Woodhall Spa at 2151 hours, detailed to attack Peenemunde. Nothing was heard from the aircraft after take off and it failed to return to base.

**Crew:**

RAF Wg Cdr McGrie, Captain (Pilot)  
RAAF 413037 Flt Sgt V G Stabell, (2<sup>nd</sup> Pilot)  
RAF Flt Sgt P J Horsham (Flight Engineer)  
RCAF FO Prest, E G (Navigator)  
RAAF 5105 PO Goldsmith, P M (Air Bomber)  
RCAF Sgt F A Thompson, (Wireless Air Gunner)  
RAF Sgt W A Mitchell, Mid Upper Gunner)  
RAF Sgt A C R Chapman, (Rear Gunner)

The aircraft crashed at Ustrup, and all the crew were killed.

They are buried in the Aabenraa Cemetery, Denmark. Aabenraa is a town on the south east coast of Jutland, about 25kms from the German border.



# 17/18 August 1943

- John "Bob" Braham was a Royal Air Force night fighter pilot and fighter ace.
- He gained his first victory during the Battle of Britain on 24 August 1940, which remained his only success in that battle.
- In September 1940, No. 29 Squadron was re-equipped with Bristol Beaufighters. Braham continued operations during "The Blitz", claiming the destruction of two more enemy aircraft.
- Braham continued to operate as an anti-intruder pilot after the Blitz ended in May 1941. He became an ace in September 1941, having achieved five victories.
- By October 1942 Braham had claimed 12 enemy aircraft destroyed. He also flew missions with RAF Coastal Command during this time and claimed a U-boat damaged and an E-boat destroyed.
- He was then promoted to wing commander and given command of No. 141 Squadron RAF flying intruder sorties into German-occupied Europe.



# 17/18 August 1943

- Heinz Vinke (photo) was a night fighter ace.
- While at school, he became a glider pilot. He joined the Luftwaffe on 1 April 1938.
- At first, he was trained as a Zerstörer (destroyer) pilot and was posted to a night fighter unit in early 1941.
- On 25 July 1941, Vinke was injured in a crash landing. Following seven months of convalescence he returned to operations on nightfighters.
- On 17/18 August 1943, Bomber Command targeted Peenemünde.
- Five Bristol Beaufighters of No. 141 Squadron, under the command of Wing Commander Bob Braham, intercepted five Messerschmitt Bf 110s, and Feldwebel Georg Kraft (14 victories) and Feldwebel Vinke (at the time with 20 claims) were both shot down by Braham near Schiermonnikoog.
- Vinke was the only one of his crew to survive.





# 18 August 1943

- Lincolnshire, England. 18 August 1943. Lancasters of No. 460 Squadron RAAF, based at RAF Station Binbrook, took part in the highly successful raid on Peenemunde on the night of 17 August 1943.
- All their aircraft returned safely though one was badly damaged by an enemy night fighter.
- Two members of the crew inspect the size of a hole in the tail plane while the others look on.
  - Left to right:
    - Sergeant (Sgt) R. Townsend RAF;
    - 416886 Flight Sergeant (Flt Sgt) J. F. Parker of Kensington Gardens, SA (accidentally killed in UK, 6 November 1943);
    - Sgt S. R. Rolfe RAF;
    - 425080 Flt Sgt I. Venning of Gympie, Qld;
    - Sgt C. W. Harris RAF;
    - 425053 Flt Sgt L. G. Quaite of Cairns, Qld (accidentally killed in UK, 6 November 1943);
    - 415193 Flt Sgt D. Rees of South Fremantle, WA.



AUSTRALIAN WAR MEMORIAL

UK0390

# 18 August 1943

- Binbrook, Lincolnshire, England. 1943-08-18.
- The RAF Padre, Squadron Leader Anderson, met the crews of 460 Squadron on their return with cigarettes, biscuits and hot tea.
- Taking a cup of tea from Sqn Ldr Anderson is the Commanding Officer 402059 Wing Commander C. E. Martin DSO DFC of Cassilis, NSW.





# 18 August 1943

- LINCOLNSHIRE, ENGLAND. 1943-08-18.
- IN THE INTERROGATION ROOM AFTER A RAID ON PEENEMUNDE BY MEMBERS OF LANCASTER SQUADRON NO. 460 RAAF; LEFT TO RIGHT:
  - 413989 FLYING OFFICER G. A. HADLEY, MARRICKVILLE, NSW (BACK TO CAMERA);
  - 411441 FLIGHT LIEUTENANT R. M. CANVIN, SYDNEY, NSW;
  - 402059 WING COMMANDER C. E. MARTIN DSO DFC, CASSILIS, NSW;
  - SERGEANT E. C. SUTTON, RAF;
  - 405649 PILOT OFFICER C. P. PRENTICE, BRISBANE, QLD;
  - FLT LT BROOKS, RAF INTELLIGENCE OFFICER;
  - 411076 PILOT OFFICER T. E. OSBORN, NEWCASTLE, NSW;
  - 409583 FLIGHT SERGEANT W. G. OSMOTHERLEY, BEECHWORTH, VIC (SEATED BACK TO CAMERA).



AUSTRALIAN WAR MEMORIAL

UK0401



DEBRIEFING  
COMPLETED, THE  
"OPERATIONAL  
EGG" AWAITED  
ALL RAF BOMBER  
COMMAND CREW  
MEMBERS.  
AIRCREW  
RELAXING IN A  
SERGEANTS'  
MESS.



# 18 August 1943

- General Jeschonnek had had a bad day.
- He had been harangued by Hitler because the American 8th Air Force had succeeded in doing great damage to the ball bearing factories at Schweinfurt and the Messerschmidt works at Regensburg even though Jeschonnek's fighters had shot down 60 bombers.
- Now Peenemunde had been attacked and shortly after midnight Jeschonnek had been phoned by an infuriated Goering because of the battle between the anti aircraft guns and the night fighters over Berlin.
- It was too much for Jeschonnek. He shot himself.



Bundesarchiv, Bild 183-J15155  
Foto: Lange, Eitel | 22. August 1943

Hermann Göring at Jeschonnek's funeral

### 416875 Sergerant MACPHERSON, Donald Malcolm

**Source:**

AWM 237 (65) NAA : A705, 166/26/210 Commonwealth War Graves records

<b>Aircraft Type:</b>	Halifax
<b>Serial number:</b>	JD 158
<b>Radio call sign:</b>	
<b>Unit:</b>	419 Sqn Royal Canadian Air Force

**Summary:**

On the 18<sup>th</sup> August 1943, Halifax JD158 failed to return from an operational mission. It probably crashed in the Baltic Sea and all the crew were reported missing

**Crew:**

RCAF Flt Lt Heard, S M Captain (Pilot)  
RAAF 416875 Sgt D M MacPherson, (2<sup>nd</sup> Pilot)  
RAF Sgt G Blyth, (Flight Engineer)  
RCAF Sgt G S Walter, (Navigator)  
RCAF PO McSween, P O (Air Bomber)  
RAF Sgt J J Newbon, (Wireless Air Gunner)  
RCAF Flt Sgt J W Dally, (Air Gunner)  
RCAF Sgt D Thornton, (Air Gunner)

The body of Sgt MacPherson was recovered from the sea near Eicker Hoeft on the 31<sup>st</sup> August 1943. He is buried along with Sgt Walter, PO McSween and Sgt Newbon in the 1939-1945 Berlin War Cemetery, Germany.

The other four crew members have no known grave, and their names are commemorated on the Memorial to the Missing, Runnymede, UK.

The Squadron practice of flying as 2<sup>nd</sup> Pilot, with pilots experienced in operational flying was continued in this crew.

# Leading Aircraftman John Douglas GARDINER

Service No: 432548

Born: Baradine NSW, 29 September 1924

Enlisted in the RAAF: 2 January 1943

Unit: No. 2 Bombing and Gunnery School, Port Pirie SA

Died: Aircraft Accident (No. 2 Bombing and Gunnery School Battle aircraft L5654), Port Pirie, 27 August 1943, Aged 18 Years

Buried: Port Pirie General Cemetery, SA

CWGC Additional Information: Son of Albert Gordon and Dorothy Evelyn Gardiner, of Baradine, New South Wales

Roll of Honour: Unknown

Remembered: Panel 115, Commemorative Area, Australian War Memorial, Canberra ACT

Remembered: Coreen District Roll of Honour, Daysdale NSW

During gunnery practice on 27 August 1943, at 1430 hours Fairey Battle aircraft K9380 and L5654 collided in mid-air 16 kms west of Port Pirie. All six members on both aircraft were killed. Those members were:

During gunnery practice on 27 August 1943, at 1430 hours Fairey Battle aircraft K9380 and L5654 collided in mid-air 16 kms west of Port Pirie. All six members on both aircraft were killed. Those members were:

## Battle K9380

Leading Aircraftman John Douglas Gardiner (432548) (Trainee Air Gunner)

Leading Aircraftman Lewis Grant (419616) (Trainee Air Gunner)

Leading Aircraftman Reginald David Griffith (432506) (Trainee Air Gunner)

Sergeant Robert Henry Johns (428024) (Instructor Pilot)

## Battle L5654

Sergeant Gordon Norman Ninness (423173) (Instructor Pilot)

Aircraftman Class 1 Cyril Albert Venables (122157) (Armament Assistant)

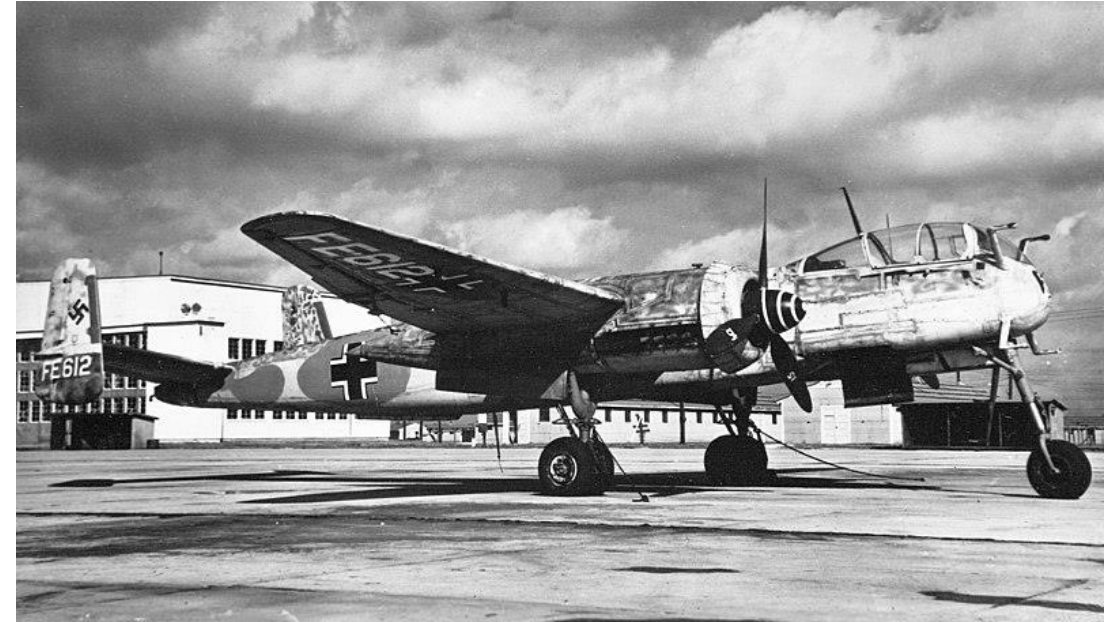


# Fairey Battle of No. 63 Squadron RAF Nov 1939.



# 31 August 1943

- In November 1941, Heinz Strüning was transferred to 7/NJG 2.
- In mid September 1942 he was promoted to Leutnant and was transferred to 2/NJG 1 in May 1943.
- Strüning was promoted to Oberleutnant on 1 August 1943 and appointed Staffelkapitän of 3/NJG 1.
- On 23 August 1943, Strüning claimed a Lancaster shot down 20 km (12 mi) east of Eindhoven.
- Strüning coordinated the introduction of the new Heinkel He 219 "Uhu". With this aircraft, Strüning downed three bombers on the night of 31 August 1943.



He 219 Uhu

# 31 August 1943

- Heinrich Prinz zu Sayn-Wittgenstein (photo), a night fighter pilot, became the 290th recipient of the Knight's Cross of the Iron Cross with Oak Leaves (Ritterkreuz des Eisernen Kreuzes mit Eichenlaub) after 54 aerial victories on 31 August 1943.





# August 1943

- By the end of August 1943 the enemy fighter-control technique had undergone a radical change and he had virtually abandoned the ground-controlled interception (G.C.I.) box system to oppose increasingly heavy and concentrated raids.
- Instead he relied on-controlling night fighters en masse; that is, the fighters deployed against any raid were not individually directed against a particular aircraft but received their orders through a broadcast running commentary.
- This gave them particulars as to the position, height, course and speed of the raiders together with general instructions to ensure that the fighter cloud would settle over the bomber stream; the fighter pilots then acted on their own individual initiative.
- The effect of the Window counter-measure, while immediately and permanently reducing the percentage of bombers damaged by anti-aircraft gun fire, thus appeared to have actually increased the danger from night fighters.
- Radio and visual beacons were used to congregate fighters in the air until the target of the bombers became apparent, and they were then sent there in force from as many directions as possible.
- Bomber Command set itself to defeat the time factor on which the Germans depended. Raids were compressed into shorter and shorter intervals over the target, so that only the nearer fighters could arrive in time.
- The running commentary of German ground controllers was repeatedly imitated by bogus controllers giving false instructions. The Freyas, which gave early warning of a bomber stream, were opposed by jamming apparatus, so that the bombers appeared to burst through a curtain at any point on the enemy coast. "Spoof" (i.e . diversionary) raids were mounted to lure fighters away from the true target.

# 31 August 43

- No. 466, with its Wellingtons, could take no part in the long-range raids but it was by no means idle during August, and the Wellingtons laid 236 mines off the Frisian Islands and the west coast of France.
- As they had no specialised equipment such as H2S which was later to greatly facilitate accurate mine-laying in all areas, the Wellingtons still sowed their mines after a timed run from a visually-identified coastal landmark.
- Its last appearance with the main force was at Munchen Gladbach on 30th-31st August.
- 466's final raid with Wellingtons was against ammunition dumps in the Hesdin Forest in northern France. This was a small but successful attack, designed primarily to assist the simulated raid (Operation STARKEY) by ground troops against Boulogne timed for 9th September.
- The Squadron then left the line to rearm with Halifaxes.



COSSAC (Chief of Staff to the Supreme Allied Commander) General Sir Frederick Morgan. Appointed in March 43 COSSAC was charged with planning three operations: Cockade, a deception to keep German forces pinned to the coast; Rankin, in case of a sudden German collapse; and Overlord. Starkey, one third of Cockade, lacked committed forces and therefore credibility.

# August 43 raids with RAAF Squadrons participating

Take off date	Target	Dispatched	Attacked	FTR	% Attacked	% FTR of Attacked	Damage
2-Aug-43	Hamburg	740	425	30	57	7	failed through bad weather
7-Aug-43	Turin	74	74	0	100	0	no large uncontrollable fires resulted
7-Aug-43	Genoa	73	72	0	99	0	started large fires in the dock area
9-Aug-43	Mannheim-Ludvigshaven	457	432	9	95	2	only a limited amount of damage was caused in the most southern part of the city.
10-Aug-43	Nuremberg	653	611	16	94	3	clouds obscured the Tis small and scattered damage,
12-Aug-43	Milan	504	481	4	95	1	a well-concentrated attack and many large fires soon enveloped the whole area .
14-Aug-43	Milan	140	133	1	95	1	no difficulty in attacking the town centre aircraft factory not so much.
15-Aug-43	Milan	199	185	7	93	4	in bright moon - light another successful attack was made .
17-Aug-43	Peenemunde	597		40			The destruction in both manufacturing buildings and living quarters was very heavy.
22-Aug-43	Leverkusen	462	427	5	92	1	a military failure. Heavy cloud obscured the target indicators and most Australians admitted that they bombed the estimated position of the town from the best indication they could find.
23-Aug-43	Berlin	719	625	57	87	9	German aircraft dropped dummy target indicators well clear of vital areas, but Australian pilots reported that these imitation markers lacked brilliance and did not cascade; however, they did attract many bombs. The main weight of effective attack fell in south and south - west suburbs.
27-Aug-43	Nuremberg	674	621	33	92	5	imitation red markers were dropped by German aircraft and these, together with dummy fires, again spread the attack over non-vulnerable rural areas.
30-Aug-43	Munchen Gladbach	660	616	25	93	4	More than 50 per cent of the central area of each town was swept by raging fire and photographs showed that 143 factories had been damaged in some degree.
31-Aug-43	Hesdin Forest - diversion/spoof	50					a small but successful attack, designed primarily to assist the simulated raid (Operation STARKEY) by ground troops against Boulogne timed for 9th September.
31-Aug-43	Berlin	621	512	47	82	9	almost a complete failure because an unexpected veer in the wind led to badly timed and inaccurate Pathfinder marking so that most of the bombs fell ten or more miles south of Berlin.
Month Totals and Averages		6,623			90	4	



# Flight Sergeant James Frederick ALLEN

Service No: 405616

Born: Brisbane QLD, 28 August 1921

Enlisted in the RAAF: 27 April 1941

Unit: Royal Air Force Station, Poona

Died: Motor Vehicle Accident, Poona, India, 1 September 1943, Aged 22 Years

Buried: Kirkee War Cemetery, India

CWGC Additional Information: Son of Robert George Cary Allen and Selena Lucelle Allen, of Greenslopes, Queensland, Australia

Roll of Honour: Brisbane QLD

Remembered: Panel 118, Commemorative Area, Australian War Memorial, Canberra ACT

On 1 September 1943, Flight Sergeant Allen a Navigator Bomb Aimer, and Flight Sergeant James Sinclair Stodart (405609) (Discharged: 17 December 1945) left the Air Transit Pool camp at Poona at 1730 hours and cycled into town. They went straight to the Capitol Cinema for an 1830 session and came out about 2030 hours. They then went to a Chinese restaurant where they met Flight Sergeant Harmshaw (RAF). All had dinner together and at 2100 hours proceeded to ride back to the camp. Allen and Stodart had torches and Harmshaw had a bicycle lamp. Stodart was in front, Harmshaw behind and Allen was last.

After travelling for some distance a car was observed approaching near the centre of the road without lights. Stodart swerved over to the extreme left of the road and was followed by Harmshaw. Neither saw what happened, but Harmshaw felt a bump from the front wheel of Allen's bike, and then heard the bike fall. He heard a dull thud and immediately stopped. He looked back and saw Allen's bike lying 3 to 4 yards from the left side of the road and about a yard from the centre of the road. Allen was lying in the middle of the road about 4 to 5 yards from the bike and was bleeding badly from the nose and the mouth and was breathing with difficulty. He died shortly after before a Medical Officer arrived a little later. The Medical Officer said the injuries were consistent with a direct impact.

#### 409786 Pilot Officer ALLAN, Francis Barker

**Source:**

AWM 237 (65) NAA : A705, 166/3/105 Digitised Commonwealth War Graves records  
W R Chorley : RAF Bomber Command Losses of the Second World War, Page 315,  
Volume 1943

<b>Aircraft Type:</b>	Halifax
<b>Serial number:</b>	JD 410
<b>Radio call sign:</b>	VR – V
<b>Unit:</b>	419 Sqn Royal Canadian Air Force

**Summary:**

On the 5/6<sup>th</sup> September 1943, Halifax JD410 took off from RAF Middleton St George, at 1941 hours, detailed to bomb Mannheim, Germany. Nothing was heard from the aircraft after take off and it failed to return to base. .

**Crew:**

RAAF 409786 PO Allan, F B Captain (Pilot)  
RAF Sgt H Nuttall, (Flight Engineer)  
RCAF FO Harris, J R (Navigator)  
RCAF PO Burke, R W (Air Bomber)  
RAF Sgt A R Slaney, (Wireless Air Gunner)  
RAF Sgt J H C Kilpatrick, (Upper Gunner)  
RAF Sgt H J Hudson, (Rear Gunner)

The aircraft was hit by flak and broke up over the target area. Six of the crew were killed in the crash and PO Harris was a POW.

Those killed are buried in the Rheinberg War Cemetery, Locality Kamp Lintfort, Nordrhein Westfal, Germany. Rheinberg is 24kms north of Krefeld and 13kms south of Wesel.

In a POW Report FO Harris stated : “ On the night of 5/6<sup>th</sup> September 1943, we were hit as a result of enemy action. I do not know what hit us. We suddenly staggered and quivered as if the aircraft was losing control. Sgt Allan said “bale out”. I clamped on my chute on as the aircraft went into a spin. All this happened within a few moments and I was thrown about in the fuselage. Some time later I could see stars overhead, and I knew I was out of machine. The Germans told me later three had been killed in the crash. I was shown the laundry tag with Allan’s name on it, and a few envelopes with Stanley’s name on it. Did nit see anything of the rest of the crew.”

# 3/4 September Berlin.

- The defences of Berlin were still strong and the Australian squadrons suffered relatively high losses.
- No. 467, which had lost one commanding officer at Milan and his temporary relief three nights later at Peenemunde, now lost a newly-appointed flight commander, Flight Lieutenant Carmichael, and one other crew.
- No. 460 also lost a flight commander (Squadron Leader Kelaher) and two other aircraft.
- Several other aircraft were badly damaged but the desperate battles with fighters had not brought any lowering of morale or determination.
- Flying Officer Gardner continued his journey to bomb Berlin although his Lancaster had been badly damaged in a collision with another aircraft.
- F-Lt R. Carmichael, 412391; 467 Sqn. Clerk; of Bourke, NSW; b. Bourke, 17 Apr 1918 . Killed in action 4 Sep 1943.
- Sqn Ldr C. R. Kelaher, 39465 RAF, 267504; 460 Sqn . Regular air force offr; of Sydney; b. Sydney, 4 Mar 1914. Killed in action 4 Sep 1943.
- Sqn Ldr C. C. Gardner, DFC, 416423 ; 460 Sqn. Branch manager; of Streaky Bay, SA; b. Streaky Bay, 19 Jul 1915



1945-02-12. Portrait of Squadron Leader C. C. Gardner DFC of Streaky Bay, SA, at RAAF Overseas Headquarters.



# 3/4 September Berlin.

- One of the 460 aircraft was captained by Flying Officer Randall.
- "I regained control and the crew resumed normal positions. I made for Sweden with the aircraft very badly damaged. As I expected all engines to fail within a few minutes, I ordered ... the crew to bale out. ... I jumped about one minute after the ... crew."
- "I landed in the water east of Helsingborg, on the Danish side of the Sound ... I disengaged my parachute, inflated my mae west, and started to swim towards the lights of Helsingborg, but drifted southwards. About half an hour later I saw the lights of a boat and shouted. About 15 minutes later I was picked up. We were landed at Hven and handed over to a Swedish Army escort. We were taken to Landskrona where we were interrogated by a Swedish naval officer about British planes flying over Sweden on the previous night. They also asked us if we had laid mines in Swedish waters. We denied this and said that we had definite orders not to fly over Sweden.
- "I was taken to the citadel. Here I was given a bedroom, but kept under guard. At about 1900 hours the British Consul from Helsingborg arrived with Lieutenant Jakobi, of the Swedish Air Force. The Consul put me through a questionnaire, and then left me with Jakobi who stayed for a couple of hours.
- "On September 6th we were taken to the internment camp at Falun where I remained till 29th September, when I was brought back to Stockholm and flown back to England by the secret courier service."
- A month after being shot down he was back on the squadron again.
- F-O F. A. Randall, DFC, 413896; 460 Sqn. Student; of Wollongong, NSW; b. Sydney, 15 Jun 1922. Killed in action 16 Dec 1943.

# 5 Sept 43

- On 5th-6th September both sides had revised their tactics. In favourable weather with cloud en route but clear skies over Mannheim, the main bomber stream was aided navigationally by flares dropped at turning points over France and Germany.
- The Pathfinders made a well-timed and very thorough identification of the target before releasing their target indicators.
- The whole force attacked in the short space of forty-five minutes, an average of one aircraft every five seconds.
- More than 300 acres of business and residential property was devastated and heavy damage done to factories, railways and warehouses.
- 34 losses amounted to 5.6% of the force dispatched.
- Guns at first fired at maximum intensity in order to upset the opening rhythm of attack, and then fired box barrages to lower altitudes to keep the bombers up in an area swept by 200 searchlights cooperating with large numbers of fighters.
- Although all the Australian Lancasters returned safely, several suffered heavy damage.



Preparing to bomb-up a Lancaster of No . 460 Squadron, armourer Cpl W. E. Dawson rides on a 4,000-lb high-capacity bomb (a "cookie"). while behind is a portion of the incendiary bomb containers which made up the normal load for area attacks. September 1943.

# 9 September 1943

- LINCOLNSHIRE, ENGLAND. 1943-09-09. CREW OF "D2" FOR DONALD, A LANCASTER AIRCRAFT OF NO. 460 SQUADRON RAAF OF BOMBER COMMAND BASED AT RAF STATION BINBROOK.
- LEFT TO RIGHT:
- 16356 SERGEANT (SGT) I. V. MURRAY, TODYAY, WA;
- 416673 FLIGHT SEGEANT V. J. HEGARTY, PORT LINCOLN, SA;
- 419018 FLT SGT R. C. DUNSTAN, FRANKSTON, VIC;
- FLIGHT LIEUTENANT J. H. CLARK, RAF, ELLENTHORP, QLD, CAPTAIN;
- FLT SGT L. H. RICHARDS, RAF, LONDON;
- 14744 FLT SGT C. S. FRANCIS, SUMMER HILL, NSW;
- SGT E. F. CLEMENS, RAF, LONDON.



AUSTRALIAN WAR MEMORIAL

UK0490



# 9 September 1943

- LINCOLNSHIRE, ENGLAND. 1943-09-09.
- BY 1943 SOME GRADUATES FROM THE EMPIRE AIR TRAINING SCHEME WERE COMMANDING SQUADRONS.
- AT NO. 460 (LANCASTER) SQUADRON OF BOMBER COMMAND, BASED AT RAF STATION BINBROOK WERE,
- LEFT TO RIGHT: SQUADRON LEADER K. D. BAIRD (FLIGHT COMMANDER); WING COMMANDER R. A. NORMAN (COMMANDING OFFICER); SQN LDR F.A. ARTHUR (FLIGHT COMMANDER).



AUSTRALIAN WAR MEMORIAL

UK0548

#### 401449 Flight Lieutenant KNIGHT, Leslie Gordon, DSO MID

##### Source:

AWM 237 (65) NAA : A705, 166/23/21 Commonwealth War Graves records  
W R Chorley : RAF Bomber Command Losses of the Second World War, Page 322,  
Volume 1943.

<b>Aircraft Type:</b>	Lancaster
<b>Serial number:</b>	JB 144
<b>Radio call sign:</b>	KC – N
<b>Unit:</b>	617 Sqn RAF

##### Summary:

On the night of 15/16<sup>th</sup> September 1943, Lancaster JB144 took off from RAF Coningsby at 2358 hours, detailed to bomb the Dortmund-Ems Kanal near Ladbergen, Germany. Nothing was heard from the aircraft after take off and it failed to return to base.

##### Crew:

RAAF 401449 Flt Lt Knight, L G DSO MID Captain (Pilot)  
RAF FO Grayson, R E (Flight Engineer)  
RAF PO Hobday, H S DFC (Navigator)  
RAAF FO Johnson, E C DFC (Air Bomber)  
RAAF 411453 FO Kellow, RG DFM (Wireless Air Gunner)  
RCAF Flt Sgt F E Sutherland, (Air Gunner)  
RAF Sgt L C Woollard, (Air Gunner)  
RCAF Flt Sgt H E O'Brien, (Air Gunner)

The aircraft flew into trees in the target area and later seven of the crew baled out in the vicinity of Amelo, Holland. Flt Lt Knight then attempted a forced landing at 0346 hours near Den Ham, but crashed into a bank, whereupon the aircraft exploded.

Flt Lt Knight was killed and he is buried in the Den Ham General Cemetery, Netherlands.

Den Ham is a large village 16kms north west of Amelo, on the road to Meppel and the north. Three Commonwealth airmen are buried in the Cemetery.

The rest of the crew were POW's or evaded capture.

Apart from Sgt Woollard, this was the crew who made the final breach in the Mohne Dam.

In a later report by FO Kellow, who evaded capture, he said : “ We were number six in the order to bomb the target, and whilst waiting our turn were flying on the outskirts of the target at a height of 50 to 100 feet. We had completed two circuits when I felt a violent bump, which appeared to me to come from almost underneath the aircraft. The pilot started at once to climb and when he reached a height of about 500 feet he sought permission from the leader of the formation to jettison his bombs. Our aircraft for this operation was fitted with R/T for inter-com purposes. The Leader of the formation gave permission to Flt Lt Knight to jettison, which he did immediately. Flt Lt Knight then stated over the R/T that he had jettisoned his bombs and would endeavour to make base.

The Pilot continued to climb, but as the two port engines showed signs of catching fire they were feathered. After reaching a height of approx 1,500 feet the starboard inner showed signs of catching fire, and was also feathered. The starboard rudder also appeared to be damaged. The aircraft then started to lose height gradually, and at about 1,200 feet, the Captain gave the order to ”abandon aircraft.” Before I left the aircraft, the Bomb Aimer and the Rear Gunner left by the front escape hatch and were followed by the Flight Engineer and Navigator. I signalled to the Pilot to ask him if he was alright, and he gave me a sign indicating that he was alright. Before leaving the aircraft I did hear messages received from two of the aircraft wishing us good luck, that was immediately after Flt Lt Knight stated he was going to endeavour to return to base. For the purpose of the operation R/T was used by the Leader of the formation to call in the aircraft in their order to bomb. While we were waiting for our turn to bomb the target we were flying through patchy fog. The weather up to within twenty minutes flying from the target was clear with bright moonlight, but ground fog developed within the vicinity of the target. The fog did not appear to extend above 200 feet. “. (Enclosures 14a and 14b of above file 166/23/21 held by Archives refer)

FO Kellow survived the war and was discharged Flt Lt from the RAAF on 23/4/1946.

##### Citations:

The Citation fro the DSO awarded to the then PO Knight is as follows :

On the night of 16<sup>th</sup> May 1943, a force of Lancaster bombers was detailed to attack the Moehne, Eder and Scorpe dams in Germany. The operation was one of great difficulty and hazard, demanding a great degree of skill and courage and close cooperation between the crews of the aircraft engaged. Nevertheless a telling blow was struck at the enemy by the successful breaching of the Moehne and Eder dams. This outstanding success reflects the greatest credit on the efforts of the following personnel who participated in the operation in various capacities as members of aircraft crews.



# 22 September 1943

- Wittgenstein's Knight's Cross of the Iron Cross with Oak Leaves was presented at the Führerhauptquartier in East Prussia on 22 September 1943.
- Three other Luftwaffe officers were presented with awards that day by Hitler, Hauptmann Günther Rall and Hauptmann Walter Nowotny were awarded the Swords to their Knight's Cross with Oak Leaves, and Major Hartmann Grasser also received the Knight's Cross with Oak Leaves.



Some Luftwaffe Experten: Grasser (103), Nowotny (258) , Rall (275), Prinz zu Sayn-Wittgenstein (83 night) (2nd right) at Rastenburg



## 414558 Flight Sergeant HALLAS, John William

### Source:

AWM 237 (65) NAA : A 705, 166/17/323 Digitised Micro Film No 463.  
Commonwealth War Graves records W R Chprley : RAF Bomber Command Losses of the Second World War, Page 339, Volume 1943.

<b>Aircraft Type:</b>	Halifax
<b>Serial number:</b>	LK 648
<b>Radio call sign:</b>	IP – F
<b>Unit:</b>	434 Sqn Royal Canadian Air Force

### Summary:

On the night of 27/28<sup>th</sup> September 1943, Halifax LK648 took off from RAF Tholthorpe at 1921 hours, detailed to bomb Hanover, Germany. Nothing was heard from the aircraft after take off and it failed to return to base.

### Crew:

RCAF Flt Lt Lord, F C Captain (Pilot)  
RAAF 414558 Flt Sgt J W Hallas, (2<sup>nd</sup> Pilot)  
RAF Sgt S A Walter (Flight Engineer)  
RCAF FO Jones, B S (Navigator)  
RCAF FO Sinclair, D J (Air Bomber)  
RCAF Flt Sgt B M O'Hara, (Wireless Air Gunner)  
RCAF Flt Sgt R N Wallace, (Air Gunner)  
RCAF Sgt J G de Sieyes, (Air Gunner)

The aircraft crashed into the North Sea off the Island of Fano, and all on board lost their lives.

Both Flt Sgt Hallas and Sgt Wallace are buried in the Esbjerg (Fourfeldt) Cemetery, Denmark. Esbjerg is a major port on the west coast of Jutland.

FO Sinclair is buried in the Farsund Cemetery, Norway. Farsund is a village in the province of Vest Agder and is situated on the south west coast of Norway.

The others have no known grave and their names are commemorated on the Memorial to the Missing, Runnymede, UK.



# September 1943

- By September 1943 Braham had gained seven more victories, including three, possibly four, German night fighter aces making a total of 19.
- Braham was not satisfied with his current score-rate and lack of action in September 1943. Consequently, he flew a number of missions against ground targets. Successful night fighter pilots were ordered not to engage in such activities that exposed them to excessive risk.
- On one mission he decided to hunt enemy rail transport after failing to find enemy aircraft. On the Dieppe to Paris line he intercepted a locomotive which exploded after being hit. He attacked another but struck some trees which damaged the underside of the fuselage. Braham maintained control and flew home.
- It was not unusual for him to return with strange dents caused by collisions with objects.
- After one sortie against shipping the armourers were drenched in salt water and seaweed when they opened the panel housing the cannons to replace spent ammunition.

Jerry McBrien 2023



# Sept 43 raids with RAAF Squadrons participating

Take off date	Target	Dispatched	Attacked	FTR	% Attacked	% FTR of Attacked	Damage
3-Sep-43	Berlin	320	295	22	92	7	caused heavy damage in the Siemenstadt, Charlottenburg and Mariendorf industrial suburbs.
5-Sep-43	Mannheim-Ludvigshaven	605	546	34	90	6	devastation of more than 300 acres of business and residential property and heavy damage to factories, railways and warehouses.
6-Sep-43	Munich	404	365	16	90	4	lit moderate fire s in the southern districts of Munich .
22-Sep-43	Hanover	716	658	25	92	4	R.A.A.F. crews reported that bombing was well concentrated round the target indicators and that there were huge palls of fire and smoke. Photographs taken by No. 467 during the raid revealed that despite this optimism, the majority of bombs from that squadron fell about seven miles away from the aiming point and only the southern suburbs were hit at all.
23-Sep-43	Mannheim-Ludvigshaven	630	571	32	91	6	an ominous creep back of the bomb line into open country. enough extra damage on Mannheim and Ludwigshaven to remove them from the priority bombing list
27-Sep-43	Hanover	683	599	38	88	6	Pathfinder markers were again misplaced, this time to the north, and again only fringe areas were damaged.
29-Sep-43	Bochum	352	312	7	89	2	collieries, steel works and railways in the northern and north-western suburbs were severely damaged.
Month Totals and Averages		3,710			90	5	



# 2 Oct 43

- The dangerously high ratio of casualties to positive success on these long distance raids caused great anxiety, and on 2nd-3rd October two tactical expedients were introduced by Bomber Command.
- Firstly to improve bombing, the Pathfinders dropped flares over the Wurm Lake so that aircraft could make a timed run into the centre of Munich. There was still a tendency for incendiary bombs to fall short and Flight Lieutenant Locke estimated that the main fires were four miles away from the city centre. This was later confirmed by photographs which showed the business and residential areas largely intact although significant isolated damage had resulted in outlying suburbs.
- The whole raid, of 294 aircraft, was over within fifteen minutes and, although fighters were present over the target, they had fewer opportunities there.
- Throughout the war the ballistics of incendiary bombs were unreliable. When dropped from great heights some types of bomb oscillated in trajectory. Special tail fans cured this defect but restricted the number of bombs which could then be carried.
- Sqn Ldr H. B. Locke, DSO, DFC, 401980. 467 and 463 Sqns, 97 Sqn RAF. Bank clerk; of Kyabram, Vic ; b. Kyabram, 1 Oct 1919.



AUSTRALIAN WAR MEMORIAL

UK2484

1945-01-24. Portrait of Squadron Leader H. B. Locke  
DSO DFC, of Geelong, Vic, at RAAF Overseas  
Headquarters.

# 2 Oct 43

- The second innovation was an angle interposed in the bombers' withdrawal route, so that German fighters airborne to attack them during the return flight assembled in incorrect positions.
- Nevertheless it was a costly night for Nos. 460 and 467, each of which lost two Lancasters out of the total of seven which failed to return.
- Many Australian crews also commented on insufficiency of petrol for evasive routeing on such a long trip.
- One Lancaster of No. 460 had to put down at Tangmere as soon as it reached the English coast, and Pilot Officer Mclver, an experienced pilot of No. 467, was killed when he crashed into the Channel twenty-five miles short of the nearest emergency airfield.
- These raids, although far from faultless, caused worthwhile damage to railway communications and an I.G. Farben instrument factory.
- P-O K. A. Mclver, DFC, 412636; 467 Sqn. Contractor; of Merriwagga, NSW; b. Bendigo, Vic , 1 Jan 1918. Killed in action 3 Oct 1943.



**Date of Death:** 3 October 1943

**Source:**

AWM 64 (1/463)      AWM 237 (64)      NAA : A705, 166/2/259.  
Commonwealth War Graves records.      W R Chorley : RAF Bomber Command  
Losses of the Second World War : Page 344, Volume 1943.

<b>Aircraft Type:</b>	Lancaster
<b>Serial number:</b>	ED 530
<b>Radio call sign:</b>	PO – O
<b>Unit:</b>	467 Sqn RAAF

**Summary:**

Lancaster ED530 took off from RAF Bottesford at 1844 hours on the night of 2/3<sup>rd</sup> October 1943 to bomb Munich, Germany. Bomb load 1 x 4000lb bomb, 84 x 30lb 600 x 4lb incendiaries. Seventeen aircraft from the Squadron took part in the raid and two of these including ED530 failed to return.

**Crew:**

RAAF      412636 PO McIver, K A DFC Captain (Pilot)  
RAF      Flt Sgt J K Gale (Navigator)  
RAF      Flt Sgt M E McGrath, (Bomb Aimer)  
RAF      Sgt C MacLean, (Wireless Operator Air Gunner)  
RAF      Sgt A B McLelland, (Flight Engineer)  
RAF      Sgt R Short, (Air Gunner)  
RAF      Flt Sgt F W Shaw, (Air Gunner)

There was one survivor from the crash Flt Sgt McGrath, and he reported "Slight broken cloud. Bombs released on ETA from 20,000 feet at approx 2235 hours. Concentration of incendiaries and bombs exploding seemed fairly good. No trouble encountered until petrol ran short (cause unknown). We ditched approx 25 miles south of Beachy Head at approx 0130 hours." Flt Sgt McGrath was picked up from the sea by an ASR Walrus.

The body of PO McIver was recovered from the sea and he is buried in the North Walsham New Cemetery, Norfolk UK. The body of Sgt McLelland was found on the 30 November 1943 and he is buried in the Bergen Op Zoom Canadian War Cemetery in the Dutch Province of Noord-Brabant, 40kms north west of Antwerp, Belgium.

The remaining four crew members are listed as missing in the Commonwealth War Graves records and their names are commemorated on the Memorial to the Missing in Runnymede, Surrey, UK.



RAAF FATALITIES IN SECOND WORLD WAR AMONG  
RAAF PERSONNEL SERVING ON ATTACHMENT  
IN ROYAL AIR FORCE SQUADRONS AND SUPPORT UNITS

**417496 Flight Sergeant LANGLEY, Keith Albert**

**Source :**

AWM 237 (65) NAA : A705, 166/24/198 Commonwealth War Graves records

<b>Aircraft Type:</b>	Stirling
<b>Serial number:</b>	FH 814
<b>Radio call sign:</b>	
<b>Unit:</b>	620 Sqn RAF

**Summary:**

On the 4th October 1943, Stirling FH814 took off from RAF Chedburgh, Suffolk, detailed to attack the target at Frankfurt, Germany. The aircraft was hit by flak and attacked by an enemy night fighter, but did not crash and returned safely to land at 2335 hours at West Malling airfield. However the Rear Gunner Flt Sgt Langley was killed in the attack, while the others survived. The crew claimed to have shot down an ME116.

**Crew:**

RAF	Flt Sgt A P Clarke, Captain (Pilot)
RCAF	Sgt H M Butcher, (Flight Engineer)
RAF	Sgt A E Watkins, (Navigator)
RAF	Sgt G A Kirby, (Air Bomber)
RAF	Sgt R C Rigg, (Wireless Air Gunner)
RAF	Sgt A W Dowsett, (Mid Upper Gunner)
RAAF	4117896 Flt Sgt K A Langley, (Rear Gunner)

Flt Sgt Langley is buried in the Brookwood Military Cemetery, UK. Brookwood is 30 miles from London.

# 8/9 October 1943

- After two largely abortive raids on Hanover the raid on 8 Oct was very successful.
- The important central area of Hanover between the principal railway station and the Machsee Lake was almost completely devastated by fire. Sixty-two factories were damaged.
- 504 dispatched, 457 attacked, 27 failed to return.



After a series of failures at Hanover, Bomber Command successfully attacked this ancient town in central Germany on the night of 8th-9th October 1943; fires consumed large areas, including this section around the main railway station

# 8 October 1943

- WING COMMANDER R. A. NORMAN, COMMANDING OFFICER No. 460 Squadron RAAF (photo centre), WAS SHOT DOWN AND CAPTURED ON 1943-10-08.
- HIS PLACE WAS TAKEN BY SQN LDR F.A. ARTHUR (photo right) WHO BECAME THE FIRST AUSTRALIAN NAVIGATOR TO COMMAND A SQUADRON.
- W Cdr R. A. Norman, DFC, 400102. 35 Sqn RAF; comd 460 Sqn 1943. Bank clerk ; of Melbourne; b. Mildura, Vic, 3 Jul 1916.



AUSTRALIAN WAR MEMORIAL

UK0548

# 8 Oct 43

- Flying Officer Caffyn had got his crew away safely over Hanover when the aircraft was set afire by ground fire and fighter attack. After a vain attempt to fly to Holland, he was forced himself to bale out. He attempted to board a moving train bound for Bremen but was badly injured and captured soon afterwards. All the crew were taken PoW but F/O Caffyn died on 27th October.
- Another Lancaster piloted by Flight Sergeant Simpson (photo) collided over the target with an FW-190. A gaping hole was torn in the bomber and Simpson suffered severely during his return flight from the intensely cold wind which blew through the torn structure. Both his and his navigator's hands were frost-bitten.
- F-O M. C. Caffyn, 409506; 460 Sqn. Police detective; of Melbourne; b. Maryborough, Vic, 13 Dec 1913. Died while POW 27 Oct 1943.
- F-Lt A. B. Simpson, DFC, 408881. 467 Sqn, 511 Sqn RAF. Hotel manager; of Numurkah, Vic ; b. Euroa, Vic, 23 Apr 1916.



AUSTRALIAN WAR MEMORIAL

UK0609

PORTRAIT OF 408881 PILOT OFFICER A. B. SIMPSON  
DFC, NUMURKAH, VIC, NO. 467 (LANCASTER)  
SQUADRON RAAF OF BOMBER COMMAND, AT RAAF  
OVERSEAS HQ.



# Oct 43 raids with RAAF Squadrons participating

Take off date	Target	Dispatched	Attacked	FTR	% Attacked	% FTR of Attacked	Damage
1-Oct-43	Hagen	251	240	2	96	1	Oboe target marking was used in all thirty-nine factories were damaged .
2-Oct-43	Munich	294	273	7	93	3	significant isolated damage had resulted in outlying suburbs .
3-Oct-43	Kassel	540	501	24	93	5	Haze prevented use of the ground-marking technique and the sky markers drifted downwind so that most of the bombs actually fell outside the city to the east.
4-Oct-43	Ludwigshaven - <b>Spoof</b>	66					markers misdirected.
4-Oct-43	Frankfurt	<b>357</b>	357				the river dock area in the eastern half of the city was soon ablaze. thirty-seven factories were severely damaged .
7-Oct-43	Stuttgart	342					Pathfinder marking through a complete overcast was on this occasion ineffective .
8-Oct-43	Hanover	504	457	27	91	6	A really successful concentrated attack. target indicators well placed in the centre of the city, The important central area of Hanover between the principal railway station and the Machsee Lake was almost completely devastated by fire. Sixty-two factories were damaged and fires were seen raging all night
8-Oct-43	One large diversionary force of 104 aircraft went to Bremen and small groups of Mosquitos attacked Kastrop-Rauxel , Berlin and Duren	119					
18-Oct-43	Hanover	360	349	17	97	5	confused marking, as the Pathfinders began with ground target-indicators, switched to sky markers because of low cloud and then reverted to ground markers. Premature release by crews unable to assess the comparative value of the scattered flares, led to aggregate errors which soon centred the attack in open country back along the approach line
20-Oct-43	Leipzig	358	285	15	80	5	appalling weather and did little damage .
22-Oct-43	Kassel	569	486	42	85	9	fine weather over Kassel permitted visual marking and the main bomb load, dropped in a record time of only twenty-two minutes (or one bomber every 2.7 seconds) , hit the city squarely, devastating 615 out of the total built-up area of 960 acres. All three Henschel locomotive and tank factories were damaged.
Month Totals and Averages		3,760			91	5	

# October 1943

- The original Riversdale Scheme had envisaged a peak production of 50,000 aircrew annually from all sources.
- This rate was surpassed by the peak output figures for October 1943, when 5,097 aircrew graduated from Canadian schools alone —a rate equivalent to 61,164 a year—with thousands more being turned out by Australia and New Zealand inside the J.A.T.P., and by South Africa and Rhodesia outside it.
- Up to this time the only brake on production had been the lengthening of individual courses to secure better-qualified graduates, while on the other hand plans still existed for a further increase in the number of schools, so that theoretically output would rise still higher.



AUSTRALIAN WAR MEMORIAL

AC0182

Ontario, Canada. c. May 1943. "Wings" Presentation Parade, Empire Air Training Scheme pilots wearing summer "drab" uniforms. Aircraft are North American AT-6, British name "Harvard".

## Leading Aircraftman William Robert MORLEY

Service No: 437091

Born: Norwood SA, 29 July 1922

Enlisted in the RAAF: 29 October 1942

Unit: No. 4 Service Flying Training School, Geraldton WA

Died: Aircraft Accident (No. 4 Service Flying Training School Anson aircraft W2072) Greenough WA, 1 November 1943, Aged 21 Years

Buried: Geraldton War Cemetery WA

CWGC Additional Information: Son of Leonidas Thomas Morley and May Morley, of Kensington, South Australia.

Roll of Honour: Adelaide SA

Remembered: Panel 116, Commemorative Area, Australian War Memorial, Canberra ACT

Remembered: World War II Honour Roll, National War Memorial of SA, North Terrace, Adelaide

On 1 Nov. 1943, there was a fatal accident 3 miles north of GREENOUGH – Anson Aircraft W2072. Killed: Sergeant Wilson, (Pilot), Flight Sergeant Cross (Wireless Air Gunner), Leading Aircraftman Milstead and Leading Aircraftman Morley, (Trainees).

No. 4 Service Flying Training School (Advanced Training Squadron) Operations Record Book A50 Entry dated 30 November 1943

On 1 Nov. 1943 No. 417287 Sergeant WILSON R.J., was authorised by the Flight commander to give dual instruction in Anson aircraft W2072 on the correct procedure for bombing the camera obscura, to No. 437091 LAC. MORLEY W.R., and No. 436204 LAC. MILSTEAD E.J., with No. 415122 Flight Sergeant CROSS S.W., acting as Wireless Operator.

At 0808 hours approximately 38 minutes after take off the aircraft was seen by members of an Army Survey company to emerge from the cloud base, estimated at 1,000 feet, in a steep dive travelling in a north westerly direction. Eye witness accounts vary as to whether the aircraft then performed a turn to the right or to the left to avoid a low range of sand hills, but are unanimous that the aircraft had almost flattened out to the horizontal position when they observed the starboard wing disintegrate from near the starboard engine. The aircraft was then at an estimated altitude of approximately 50 feet above the ground and as the starboard wing came off the aircraft dropped immediately into a wheat field approximately three miles north of GREENOUGH. All four occupants of the aircraft were killed on impact, and wreckage of the aircraft, which was completely destroyed, was scattered over a wide area.

Extracts from Confirmatory Memorandum – Accident to Anson W2072 appended to No. 4 Service Flying Training School Operations Record Book A50 dated November 1943

The crew members of W2072 were:

Flight Sergeant Stanley William Cross (415122) (Wireless Air Gunner)

Leading Aircraftman Edward John Milstead (436204) (Trainee)

Leading Aircraftman William Robert Morley (437091) (Trainee)

Sergeant Robert John Wilson (417287) (Pilot)

# Late 1943

- German investigations of the H2S recovered in February led to the introduction of the FuG 350 Naxos radar detector in late 1943, which enabled Luftwaffe night fighters to home on the transmissions of H2S.



# November 1943

- in November 1943 it was planned to send as many aircraft over Germany as had been dispatched in the three months between October 1942 and February 1943.
- Raids now had to be conducted on moonless nights because of the danger from fighters, and in practice flying was restricted to a mere six nights in November and six in December because of treacherous weather.
- On these nights, however, a maximum effort was exerted by a force which totalled 900 aircraft, 86 per cent of which were four-engined.
- The introduction of Window had reduced the proportion of aircraft damaged by ground fire on each night from 10 to 4 per cent and thus the number of bombers available for consecutive operations rose markedly.

# November 1943

- Bomber Command was in the middle of a delayed expansion program with many new squadrons forming, at the very time when several old-established airfields had to be given up to the rapidly-growing American day-bombing force.
- Consequently ground maintenance, refuelling and re-arming crews worked in cramped quarters or out of doors in the highly-unpleasant conditions of winter.
- On 25th November No. 463 Squadron R.A.A.F. sprang fully armed from the existing third flight of No. 467 at Waddington.
- A week later No. 466 came back into the line equipped with Halifax III aircraft (photo).
- At Binbrook No. 460 continued to operate three flights of Lancasters.
- A majority of Australians continued to serve on R.A.F. squadrons.



RAAF FATALITIES IN SECOND WORLD WAR AMONG  
RAAF PERSONNEL SERVING ON ATTACHMENT  
IN ROYAL AIR FORCE SQUADRONS AND SUPPORT UNITS

**420816 Flight Sergeant JOYCE, Leslie**

**Source:**

AWM 237 (65) NAA : A705, 166/21/94 Commonwealth War Graves records  
W R Chorley :RAF Bomber Command Losses of the Second World War, Page 388  
Volume 1943.

<b>Aircraft Type:</b>	Stirling
<b>Serial number:</b>	EF 123
<b>Radio call sign:</b>	GI – A
<b>Unit:</b>	622 Sqn RAF

**Summary:**

On the night of 19/20<sup>th</sup> November 1943, Stirling EF123 took off from RAF Mildenhall, Suffolk, detailed to bomb Leverkusen, Germany. On return to base from the mission, the crew were instructed to divert to Bradwell Bay airfield in Essex. However this order was rescinded, and course for Mildenhall was set. On nearing the airfield and letting down in poor visibility, the aircraft flew into trees during fog, and crashed at Flint Farm, Isleham, seven miles south east of Ely, Cambridgeshire. Six of the crew were killed, and Sgt McSpadyen was injured.

**Crew:**

RAAF 409971 PO Hughes, P F Captain (Pilot)  
RAF Sgt A Taylor, (Flight Engineer)  
RNZAF Flt Sgt C W Hannah, (Navigator)  
RAAF 423325 Flt Sgt P J Ratcliffe, (Air Bomber)  
RAAF 420816 Flt Sgt L Joyce, (Wireless Air Gunner)  
RNZAF Sgt C F Thomas, (Air Gunner)  
RAF Sgt J McSpadyen (Air Gunner)

Five of the crew are buried in the Cambridge City Cemetery, Cambridgeshire, The Cemetery is known locally as the Newmarket Road Cemetery.  
Sg Taylor is buried in the Blackpool (Carleton) Cemetery, UK.



# 22 November43

- One of the incidental dangers of bomber operations was illustrated that night when a Sgt Schomberg's Lancaster of No. 467 suffered engine failure while taking off, crashed through a brick building and was shattered to pieces as it struck the ground.
- Only three members of the crew were injured but bombs and wreckage were scattered over an area adjacent to the Waddington bomb dump.
- The 4,000-lb bomb was torn from its rack and a wrecked engine fell directly upon it and the incendiary bombs began to ignite.
- Pilot Officer Fishburn, the squadron armament officer, ran through the flames to defuse the main bombs, regardless of the danger that the petrol tanks might explode.
- With an emergency squad he then prevented the existing fires from reaching the bomb dump.
- F-Lt W. H. Fishburn, 15673. 455 and 460 Sqns, RAF Stns Waddington and Spilsby; 82 Wing. Mechanical engineer; of Sydney; b. Murrurundi, NSW, 22 Apr 1910.



AUSTRALIAN WAR MEMORIAL

UK0767

LONDON, ENGLAND. 1943-12-03. PORTRAIT OF 15673 FLYING OFFICER W. H. FISHBURN, SYDNEY, NSW, ARMAMENT OFFICER OF LANCASTER NO. 467 SQUADRON RAAF, AT RAAF OVERSEAS HQ.

# Nov 43 raids with RAAF Squadrons participating

Take off date	Target	Dispatched	Attacked	FTR	% Attacked	% FTR of Attacked	Damage
3-Nov-43	Dusseldorf	589	527	18	89	3	The bombing was of high order,
18-Nov-43	Berlin	444	402	9	91	2	dense cloud and the Pathfinder markers soon disappeared from sight, so that the bombers were forced to bomb hurriedly or to rely upon the glow of fires reflected back on the clouds.
18-Nov-43	Mannheim	395	?	25		6	
22-Nov-43	Berlin	764	670	26	88	4	with the whole force over the target within thirty-eight minutes the sky markers did not drift out of position. Enemy guns made determined efforts to shoot down these flares and this appeared to confirm that they were directly over the city .The clouds over Berlin were suffused with the brilliant glow of fires raging on the ground and huge explosions created impressive aureole phenomena which crews likened to "a terrific sunset".
23-Nov-43	Berlin	382	332	20	87	6	raid lasting only twenty-three minutes. The cloud was thinner and the target indicators could be seen burning on the ground. Squadron Leader Nichols of No. 460 judged that bombing was fairly concentrated, the resultant fires giving a larger and stronger glow than previously.
26-Nov-43	Berlin - Lancasters	450	407	28	90	7	clear skies over Berlin and the first Australians to arrive found fires still smouldering from earlier raids. These and the tremendous concentration of guns and searchlights left no room for doubt that this time they were truly over Berlin. Pathfinder markers were laid punctually, and, unhampered by fighters, the bombers soon created a large conflagration. Despite the good visibility, however , the target indicators were offset almost seven miles to the north-west of the true aiming point. this area included the important industrial districts of Tegel and Reinickendorf which were severely damaged.
26-Nov-43	Stuttgart - Halifaxes						
Month Totals and Averages		3,024			89	5	

# December 1943

- The first definite move to limit the flood of training scheme graduates came early in December 1943 when the United Kingdom requested Canada to restrict the output of pilots, although at the same time an increase was sought in the navigator categories.

# 1 December 1943

- There were many further developments in the fantastic nightly battle but the situation at the end of 1943 was that, however adroit the enemy was in using one or more of the means of communication which he had devised, his night fighters found it extremely difficult at crucial moments in their operations to find and hold an unjammed channel.
- Meanwhile in Bomber Command there was a realisation that even greater efforts must be made, if possible in the air itself, for the protection of the bomber force.
- On 1st December 1943 No. 100 Group was formed in Bomber Command to control all radio counter-measures and bomber support activities.
- The first 2 Squadrons to join the group were No. 141, Bob Braham's intruder nightfighters, and No. 192 radar counter measures Squadron flying Halifaxes and Mosquitos in the bomber stream.



192 squadron Mosquito with aerial for Mandrel radar jammer.



## 2/3 December.

- The Berlin raid on 2nd-3rd December was a costly failure.
- The winds actually met in flight varied from those forecast considerably in strength and by 90 degrees in direction. Many navigators failed to discover this before they had been blown well south of track and the bomber stream scattered.
- Some crews of No. 460 found new winds by means of H2S navigation, but because they were so radically opposed to the forecast, in many cases the new information was ignored.
- The change in winds cleared away fog which had been blanketing the German airfields and enemy fighters were present over Berlin from the outset to oppose the disorganised bombing force as it arrived.
- Few of the Pathfinders successfully identified Rathenow from which they were to make a timed run, and consequently target indicators and bombs were scattered over many square miles to the south of Berlin.
- No. 460 lost five Lancasters, and three more had to struggle home on three engines. Several aircraft from the other Australian squadrons were damaged by gun fire during their return, when use of forecast winds again caused confusion so that they faced not only the defences of Berlin but the defences of the Ruhr during the same flight.
- Some of the Australian navigators clearly saw Pathfinder route markers, but, as they were so far distant from their own track, they dismissed them as enemy decoys, and continued to head into danger.

## 2/3 December.

- An aircraft piloted by Pilot Officer Hughes of No. 514 R.A.F., who was on his sixth flight to Berlin, was fortunate to escape destruction.
- Immediately after Hughes bombed, an Me-210 attacked from the rear and shot the Lancaster's rear turret into a mangled wreck. A fire broke out amidships and set alight the clothing of the mid-upper gunner.
- Hughes' first knowledge of the attack was when his port wing was hit. Blinded by smoke and with his gunnery and observation posts out of action, he took violent evasive action which extinguished the burning fuselage.
- As the fighter bored in again emergency directions from the wireless operator enabled him to dive away to safety at the critical moment. Although one engine failed almost immediately he flew the damaged Lancaster safely back to England.
- P-O G. S. Hughes, 413614; 514 Sqn RAF. Electrician; of Turramurra, NSW; b. Turramurra, 3 Oct 1918. Killed in action 31 Mar 1944.



AUSTRALIAN WAR MEMORIAL

UK1043

LONDON, ENGLAND. 1944-03-25. PORTRAIT OF  
413614 PILOT OFFICER G. S. HUGHES DFC,  
TURRAMURRA, NSW, AT RAAF OVERSEAS  
HEADQUARTERS.

#### 414446 Pilot Officer COLLIER, Albert Thomas Stanley

##### Source:

AWM 237 (65) NAA : A705, 166/8/317 Commonwealth War Graves records.  
W R Chorley : RAF Bomber Command Losses of the Second World War, Page 413,  
Volume 1943.

<b>Aircraft Type:</b>	Lancaster
<b>Serial number:</b>	LM 301
<b>Radio call sign:</b>	BQ – V Bar
<b>Unit:</b>	550 Sqn RAF

##### Summary:

On the night of 2/3<sup>rd</sup> December 1943, Lancaster LM301 took off from RAF Grimsby, at 1653 hours, detailed to bomb Berlin. Nothing was heard from the aircraft after take off and it failed to return to base. Twelve other aircraft from the Squadron were on the mission, and all returned safely. Other crews stated that there was considerable fighter opposition en route and that heavy flak was encountered at times.

##### Crew:

RAAF 414446 PO Collier, A T S Captain (Pilot)  
EAF Sgt F Turner, (Flight Engineer)  
RAF PO Lee, P A (Navigator)  
RAF Flt Sgt H S Bennett, (Air Bomber)  
RAAF 410633 Flt Sgt J A Cromie, (Wireless Air Gunner)  
RAF Sgt W Dowson, (Mid Upper Gunner)  
RAF Sgt E A Topham, (Rear Gunner)

Lancaster LM301 crashed at Wasbuttelt, 2kms south west of Calberlah. Six of the crew were killed and Flt Sgt Cromie was a POW. Those killed are buried in the Hanover War Cemetery, Germany.

In a POW Report the then WO Cromie said : "I was standing near the astro dome and had just reported some route markers to the Navigator. I was knocked down by violent shaking of the aircraft, and believe w\we were hit by flak. On standing up with difficulty the aircraft appeared out of control in a weaving dive. I saw through the astro dome all the starboard main plane and fuselage to the rear of me to be one mass of flame. My I/C was dead, so as the Navigator was carrying out jump procedure, I took off my helmet and put on my chute, and made my way forward, only to lose my senses just before reaching the Engineer. I woke up on the ground. I presume I was blown out at about 20,000 feet when hit. The aircraft was badly on fire and out of control. I presume the others were killed. The Germans told me all but the Engineer were dead and they told me they knew nothing of him. I saw personal effects of the other five I think Sgt Turner was blown out of the aircraft with me as we were next to each other, but do not know if he had his chute on or not. I was led to believe by the Germans that he was dead. I believe that PO Collier lost his life, I was shown personal articles of his. Released by the Russians on 23/4/45."

# 4 December 1943

- Recent graduates of an Empire Air training Scheme (EATS) pilot training course held in Rhodesia. The four men sitting are probably the course flying instructors.
- The only identified man is 403215 (later O210106) Sergeant, David Valentine Paul, who, like all the new pilots standing in the rear and middle rows, is wearing his newly presented wings.
- Paul enlisted on 4 January 1941 and trained with the Empire Air Training Scheme (EATS) in Rhodesia.
- By December 1943 Paul was a Flight Lieutenant (Flt Lt) with a DFC.
- Posted to No. 454 Squadron RAAF he was flying a Baltimore aircraft from a base in North Africa on 4 December 1943 when he was shot down during a sortie over the Mediterranean.
- Rescued from the sea he became a prisoner of war held initially at Stalag Luft III then at Stalag IVb POW camp at Muhlberg, Germany before finally being released in 1945.
- After the war he joined the Citizen Air Force, (RAAF Reserves) in 1951, rising to the rank of Squadron Leader.



AUSTRALIAN WAR MEMORIAL

P10129.004



RAAF FATALITIES IN SECOND WORLD WAR AMONG  
RAAF PERSONNEL SERVING ON ATTACHMENT  
IN ROYAL AIR FORCE SQUADRONS AND SUPPORT UNITS

**410729 Flight Sergeant ROSSITER, James Louis**

**Source:**

AWM 237 (65) NAA : A705, 166/36/155 Commonwealth War Graves records

<b>Aircraft Type:</b>	Lancaster
<b>Serial number:</b>	
<b>Radio call sign:</b>	
<b>Unit:</b>	630 Sqn RAF

**Summary:**

On the 4<sup>th</sup> December 1943, a Lancaster of 630 Sqn RAF took off at 1225 hours, detailed to bomb Leipzig, Germany. While en route to the target at 1325 hours, the Mid Upper Gunner and Rear Gunner (Flt Sgt Rossiter) observed an ME210 appear astern and slightly above the Lancaster at a range of 300 yards. Instructions were given to corkscrew to port, and both gunners opened fire. At the same time the enemy opened fire with cannon and machine gun and the return fire from the Rear Gunner ceased.

The Rear Gunner was heard on the Inter Com to explain something but almost immediately the inter-com was rendered U/S. The fighter broke away to starboard and attacked the Lancaster from dead astern at a range of 200 yards, again firing cannon & machine gun fire. Corkscrew manoeuvring was maintained and the Mid Upper Gunner continued firing until the enemy aircraft broke away and under the Lancaster.

The starboard outer engine was damaged and on fire and had to be feathered. The Bomb Aimer then observed a twin engine aircraft believed to be the same ME210 appear from the port bow down firing cannon and machine guns. The Bomb Aimer fired a second burst at the fighter and the Mid Upper operating his guns and turret manually, also fired a short burst, and the enemy aircraft broke away. The ME210 then appeared dead astern and opened fire. The Mid Upper returned fire working his guns manually, and he observed a bright flash of flame appear on the enemy fighter which disappeared from sight and was not seen again.

The Inter Com being U/S, the Flight Engineer went aft to the Rear Turret, but thinking the Rear Gunner was alright he, seeing the turret appear to move, returned to his position. Upon landing the Rear Gunner was found to have lost his life with multiple injuries caused by the cannon and machine gunfire. Extensive damage was caused to the Lancaster with two front tyres punctured and the fuselage damaged with shell and bullet holes.

Flt Sgt Rossiter is buried in the Cambridge City Cemetery, Cambridgeshire, UK. The Cemetery is known locally as the Newmarket Road Cemetery.  
No other detail is available re the other members of the crew.

**Date of Death:** 4 December 1943

**Source:**

AWM 64 (1/426)      AWM 64 (1/433)      AWM 237 (63)

W R Chorley : RAF Bomber Command Losses of the Second World War : Page 417, Volume 1943.

<b>Aircraft Type:</b>	Lancaster
<b>Serial number:</b>	JB 140
<b>Radio call sign:</b>	PO –
<b>Unit:</b>	467 Sqn RAAF

**Summary:**

Lancaster JB140 was one of eleven Squadron aircraft detailed to bomb Leipzig on the night of 3/4<sup>th</sup> December 1943. Bomb load 1 x 4000lb bomb, 56 x 30lb and 1080 x 4lb incendiaries. JB140 took off from RAF Waddington at 0016 hours on the 4<sup>th</sup> December, but the aircraft crashed on take off when its two port engines cut out. Most of the crew were OK except for minor injuries, but the Rear Gunner (Flt Sgt Frizzell) suffered bad injuries and was rushed to the Raunceby Hospital.

Flt Sgt L M Parker, RAAF Service No 9359, a Fitter 11E and Sgt Hoffa (RAF) were both killed when struck by the aircraft as they watched the take off. Flt Sgt Parker who was killed by the aircraft that he serviced, was a Foundation member of the Squadron and very popular with his fellow men. He is buried in the RAF Cemetery, Cambridge, UK.

Flt Sgt C R Frizzell (RAAF) died the next day 5/12/1943 in the Raunceby hospital. He also is buried in the RAF Cemetery, Cambridge, UK.

**Crew:**

RAAF      415276 FO Reynolds, C I Captain (Pilot)  
 RAAF      410496 Flt Sgt E A Joyce, (Navigator)  
 RAAF      411293 Flt Sgt K N B Davies, (Bomb Aimer)  
 RAAF      410494 Flt Sgt H M Vellenoweth, (Wireless Operator Air Gunner)  
 RAF      Sgt W King, (Flight Engineer)  
 RAAF      Flt Sgt R H Keating, (Mid Upper Gunner)  
 RAAF      426572 Flt Sgt C R Frizzell, (Rear Gunner)

# 16/7 December 43

- On 16th-17th December the attack was resumed after the lull during the period of full moon.
- Berlin was reached and well hit in a concentrated raid.
- On return English airfields were shrouded in low cloud and fog. In addition to twenty-five bombers shot down over enemy territory, twenty-nine crashed in the UK with the loss of 131 lives. Total casualties from this night were 54 aircraft or 11 per cent of the force.
- Four of the accidents caused by the weather involved Lancasters of No. 460.
- Flight Lieutenant Greenacre nursed his Lancaster, badly damaged in five fighter attacks, back to England and crashed at an emergency airfield without injury to his crew.
- A second crippled Lancaster crashed short of the runway at Binbrook with only minor injuries to its crew after the pilot had been ordered to descend to an altitude of 500 feet in the expectation that he would then be clear of cloud.
- One experienced crew was given permission to land but struck a tree during its approach and climbed into cloud again. After half an hour the captain called Binbrook on his radio-telephone set explaining that he was firing Very cartridges, but could not locate the airfield. Soon afterwards this Lancaster crashed into the bomb dump of an adjacent airfield.
- The remaining aircraft crashed heavily, all the crew suffering injuries, and the rear gunner was killed outright.
- All other pilots found the period spent circling the base on their return the most harassing part of the trip, for with petrol rapidly running out and the certainty that changed barometric pressure was giving a false reading on their altimeters they had to risk descending through the thick clouds and breaking clear to identify the airfield lights.

**Source:**

AWM 237 (65) NAA : A705, 166/32/275 Digitised Commonwealth War Graves records. W R Chorley, RAF Bomber Command Losses of the Second World War, Page 428, Volume 1943.

<b>Aircraft Type:</b>	Lancaster
<b>Serial number:</b>	DS 831
<b>Radio call sign:</b>	QO – N
<b>Unit:</b>	432 (RCAF) Sqn

**Summary:**

On the night of 16/17<sup>th</sup> December 1943, Lancaster DS831 took off from East Moor at 1629 hours, detailed to bomb Berlin. Nothing was heard from the aircraft after take off and it failed to return to base.

**Crew:**

USAAF FO Fisher, W C Captain (Pilot)  
 RCAF Sgt O D Lewis, (2<sup>nd</sup> Pilot)  
 RAF Sgt R Hughes, (Flight Engineer)  
 RCAF Flt Sgt J S Briegel, )Navigator)  
 RAF Flt Sgt T W Pragnell, (Air Bomber)  
 RAAF 413340 Flt Sgt M A T Brudell,(Wireless Air Gunner)  
 RAAF 406814 WO R K Saunders, (Mid Upper Gunner)  
 RCAF Flt Sgt H A Turner, (Rear Gunner)

The aircraft was shot down by an enemy night fighter, and crashed at 1841 hours between Wijlgaard and Wekdum (Friesland), 7kms south of Leewarden, Holland.

Six of the crew were killed and Sgt Lewis and Flt Sgt Brudell were POW's.

While the Commonwealth War Graves records do not reveal where FO Fisher is buried,

W R Chorley states is buried in the Neuville-en-Condroz, Belgium.

The other five crew members are buried in the Leewarden (Huizum) Protestant Churchyard, Netherlands.

In a POW report Flt Sgt Brudell stated “ I contacted the 2<sup>nd</sup> Pilot after touching the ground. He had a broken leg. I obtained assistance to move him to a farmhouse. Our clothes were soaked and we were freezing. We were forced to remain in the farmhouse and the Germans picked us up the next morning.”

“ The Rear Gunner said ‘fighter due port’, and the pilot answered by diving port, the aircraft heeled to port and shells from the fighter raked the fuselage and port wing and set the port inner on fire. The Captain and the Flight Engineer also reported that port outer and main plane were on fire. The Captain said “Better get out quick boys”, then “Abandon aircraft”, then “Jump Jump.”

“Nothing was heard from the Rear Gunner or the Mid Upper after the first report. The orders to abandon were acknowledged by the Bomb Aimer, Engineer, Navigator and the 2<sup>nd</sup> Pilot. The aircraft then exploded. The Captain plus the Navigator were still in the aircraft. To my knowledge no one baled out The two mentioned as still in the aircraft had no time to get out and the Captain did not have his chute on. The height at which the aircraft exploded is not known for certain. The aircraft crashed some 4kms from Leewarden, Holland.”

“When the aircraft exploded, I was blown through the fuselage. I saw one chute in the air and contacted the 2<sup>nd</sup> Pilot. A letter from UK said the Mid Upper, Saunders, was buried in Hurzon Cemetery, Friesland. I believe all the others would have been killed in the explosion or subsequently when the aircraft crashed.”



# 21 December 43

- It had not been possible to secure reconnaissance photographs covering the Berlin raids, but after eighteen unsuccessful attempts, part of Berlin was at last photographed on 20th December.
- On the next day Warrant Officer Campbell of No. 541 Squadron R.A.F., who had done excellent work in connection with the earlier August raids, managed to photograph the whole area.
- Assessment of these photographs showed that an additional 1,250 acres of built-up area had been destroyed.
- The Tiergarten and Wilhelmstrasse central districts were heavily hit while in industrial areas ninety-eight key factories had been extensively damaged.
- F-O K. G. Campbell, DFC, 411742. 541 Sqn RAF and 103 Wing RAF. Clerk; of Sydney; b. Waverley, NSW, 11 Dec 1922.



Supermarine Spitfire. Spitfire PR Mark XI, PL775 A of No. 541 Squadron RAF based at Benson, Oxfordshire, in flight.

# 23/4 December.

- The Lancaster force went to Berlin again on 23rd-24th December.
- As a new expedient to aid navigation and timing, selected navigators from each squadron reported to base the actual wind they were encountering at various stages of the journey.
- These reports were immediately collated by meteorological officers and if necessary a new synoptic wind value was broadcast to the bomber stream. Thus all navigators would employ a common wind and the force would remain compact.
- But although the bombers reached Berlin compactly and the sky was only partly overcast, the raid was a failure.
- Sixteen out of thirty-seven Pathfinder aircraft had unserviceable H2S and only one-quarter of the normal primary markers were dropped.
- When bombing commenced there was no reliable aiming point and the familiar errors of indiscriminate release resulted in most of the bombs falling miles to the south-west of Berlin.



Inside G for George of No. 460 Squadron. Looking forward between wing spars. At left is the wireless operator, and at right is the navigator

## 426486 Flight Sergeant ATHERTON, John Carmen

### Source:

AWM 237 (65) NAA : A705, 166/4/85 Commonwealth War Graves records.  
W R Chorley RAF Bomber Command Losses of the Second World War, Page 439,  
Volume 1943

<b>Aircraft Type:</b>	Lancaster
<b>Serial number:</b>	ED 730
<b>Radio call sign:</b>	BQ – G2
<b>Unit:</b>	550 Sqn RAF

### Summary:

On the night of 23/24<sup>th</sup> December 1943, Lancaster ED730 took off from RAF Grimsby, at 0007 hours detailed to bomb Berlin. Nothing was heard from the aircraft after take off and it failed to return to base.

### Crew: ED730

RAF Sgt H F J Woods, Captain (Pilot)  
RAF Sgt D G Davies, (Flight Engineer)  
RAF Sgt M Giles, (Navigator)  
RAF Sgt L F Wright, (Air Bomber)  
RAF Sgt J McConnell, (Wireless Air Gunner)  
RAAF 426486 Flt Sgt J C Atherton (Mid Upper Gunner)  
RCAF Flt Sgt J R E Legere (Rear Gunner)

ED730 collided with another Lancaster of 100 Sqn RAF at approx 12,000 feet on a clear and starlit night .Both aircraft crashed at 0040 hours near Fulstow, six miles north of Louth, Lincolnshire. The crews in both aircraft were killed.

# 26 December 1943

- Vice Admiral Sir Robert Burnett (photo) younger brother of the former Australian C.A.S. Sir Charles Burnet, commanding the 10th Cruiser Squadron and flying his flag in HMS Belfast, played a major role in the sinking of the German battleship Scharnhorst on 26 December at the Battle of North Cape.



Rear Admiral Sir Robert Burnett sitting at his desk on board Destroyer Depot Ship HMS Tyne.



# 29/30 December 43

- On 29th-30th December Halifax squadrons were included in the force of 712 bombers attacking Berlin.
- The Pathfinders were on time and the target indicators as checked by H2S sets in both Nos. 460 and 466 were accurately laid, so, with enemy fighters lured away to Magdeburg and Leipzig, an unhurried approach was possible.
- The searchlight defences were unaccountably weak, but gun fire was heavier than usual, changing from predicted radar-controlled fire to barrage fire as the Window technique disorganised enemy radar.
- Only 20 aircraft failed to return.



In the winter of 1943-44, Dr Goebbels examines a map, of a Berlin district, detailing bombed and burnt-out areas. Solemn-faced civilians stand in front of air-raid debris.

# 29/30 December 43

- Flying Officer Reynolds of No. 467 was about to attack when gun fire ignited his incendiary bombs, but by diving steeply and jettisoning his bombs he prevented the fire from spreading.
- Flight Sergeant Burcher of No. 10 Squadron R.A.F. was also hit immediately before bombing but held level with one engine on fire for two minutes so that he could finish his correct approach to bomb. When he succeeded in extinguishing the fire he began his homeward trip on three engines, only to have a second one fail before he reached an emergency airfield in England.
- F-O C. I. Reynolds, 415276 ; 467 Sqn . Engineering supervisor; of Perth, WA; b. Perth, 23 Ma y 1912 . Killed in action 5 Jan 1944.
- F-Lt G. M. Burcher, DFC, DFM, 420536 ; 10 Sqn RAF. Clerk ; of Artarmon, NSW; b. Chatswood, NSW, 13 Mar 1923.
- Photo: 420539 Flying Officer (FO) George Martin Burcher DFC DFM, No. 10 (Halifax) Squadron RAF, standing in the snow, wearing a sheepskin vest supplied by the Australian Comforts Fund. The vest has the word Australia, along with a picture of Mickey Mouse and a RAAF logo inside a map of Australia painted on it.



AUSTRALIAN WAR MEMORIAL

P02953.007

# Flight Sergeant Cecil Gordon ECKERSLEY

Service No: 416210

Born: Adelaide SA, 27 October 1919

Enlisted in the RAAF: 24 April 1941

Unit: No. 4 Air Observers' School (RAF)

Died: Aircraft Accident (No. 4 Air Observers' School Anson aircraft N5026), Isle of Man, 30 December 1943, Aged 24 Years

Buried: Andreas (St Andrew) Churchyard, Isle of Man

CWGC Additional Information: Son of Frank Cecil Stirling Eckersley and Fanny Dora Eckersley, of St. Peter's, South Australia

Roll of Honour: St Peters SA

Remembered: Panel 121, Commemorative Area, Australian War Memorial, Canberra ACT

Remembered: World War II Honour Roll, National War Memorial of SA, North Terrace, Adelaide

While in transit to the UK, Flight Sergeant Eckersley, together with Warrant Officer Brian William Gorman (409108), Flight Sergeant Victor William Manuel (401986) and Flight Lieutenant John Blight Suttor DFC (411969) (Discharged: 30 November 1945), were in the troop ship Oronsay that was torpedoed off the African Coast on 9 October 1942. They were rescued and interned by Vichy French authorities in Dakar and then freed on 15 December 1942.

On the 30 December 1943, Anson N5026 took off from West Freugh at 1953 hours, on a non-operational night navigation exercise. It hit a cliff at 2100 hours, and crashed 1.5 miles from Port Soderick, Isle of Man. All on board were killed.

The crew members of N5026 were:

Flight Sergeant Cecil Gordon Eckersley (416210) (Pilot)

Sergeant Lewis James John Henly (1585996) (RAFVR) (Staff Wireless Operator)

Sergeant Harold Peters (428533) (Navigator)

Sergeant Henry St George Thompson (425073) (Wireless Air Gunner)

Sergeant Geoffrey Robert Tippet (429362) (Bomb Aimer)

An Inquiry into the accident found that the primary cause of the accident was "the shearing of one of the propeller Boss belts, which caused spasmodic and intense vibration, and loss of engine revs as it came into contact with the nuts of the front cover. It was thought that the Pilot decided to make an immediate forced landing, preferably on water near the coast, but that he overshot aiming north while flying in bad visibility, and faced with cliffs ahead, he opened up to try and clear them, but crashed head on into them."

# August - December 1943.

- Between August 1943 and the end of the year, Schönert achieved 18 kills with the new gun installation.
- By 1944, a third of all German night fighters carried upward-firing guns.
- Schräge Musik proved most successful in the Jumo 213 powered Ju 88 G-6.
- Using the Schräge Musik required precise timing and swift evasion; a fatally damaged bomber could fall on the night fighter if the fighter could not quickly turn away. The He 219 was particularly prone to this; its high wing loading left it at the edge of stalling speed when matching the Lancaster's cruising speed, and therefore quite unmaneuverable.



He 219



# August - December 1943.

- Bomber Command was slow to react to the threat from Schräge Musik, with no reports from shot-down crews reporting the new tactic; the sudden increase in bomber losses had often been attributed to flak.
- Reports from air gunners of German night fighters stalking their prey from below had appeared as early as 1943 but had been discounted.
- A detailed analysis of the damage done to returning bombers clearly showed that the night fighters were firing from below.
- Initially, both the Halifax and Lancaster were designed with under-fuselage gun-mountings, but these were removed due to sighting problems.
- Some Lancasters were equipped in the field late in the war with a single, .5 calibre Browning operated in a simple mounting aft of the bomb doors and manned by an extra crewman.

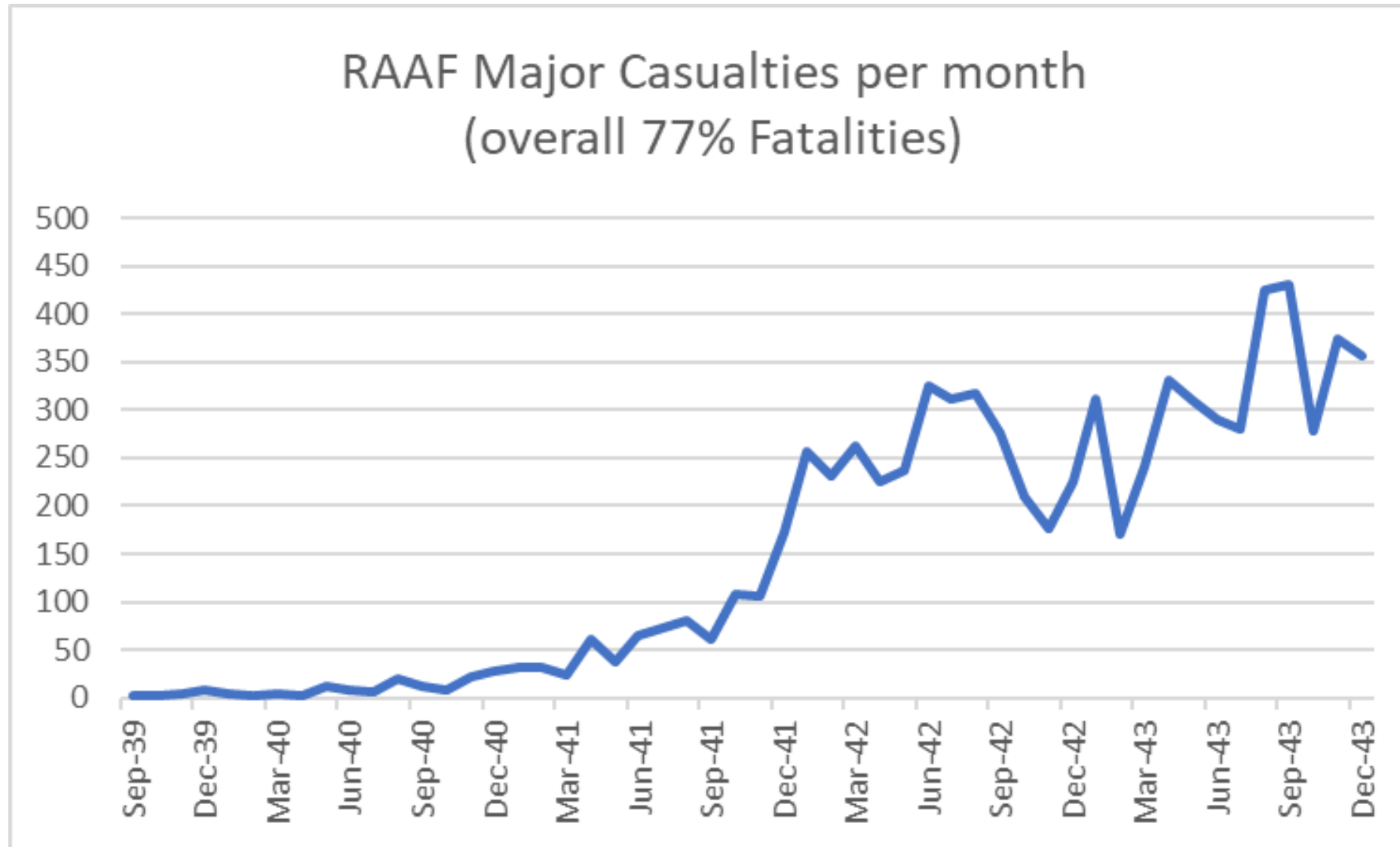


Avro Lancaster – FN.64 Mid Lower Gun Turret  
H2S may have used the hole in the fuselage originally designed for the mid lower turret or turrets may have been omitted due to lack of perceived threat.

# Dec 43 raids with RAAF Squadrons participating

Take off date	Target	Dispatched	Attacked	FTR	% Attacked	% FTR of Attacked	Damage
02-Dec-43	Berlin	458	401	40	88	10	Costly Failure
3-Dec-43	Leipzig	527	451	23	86	5	a great success.
16-Dec-43	Berlin	492	450	54	91	12	Berlin was reached and well hit in a concentrated raid.
20-Dec-43	Frankfurt	650	576	40	89	7	achieved little. Cloud was only scattered and marking of the target began well but was poorly supported by the backers-up. Many main force bombers were deceived by enemy-laid dummy target indicators, and most of the night photographs taken by R.A.A.F. crews revealed fire tracks and cloud only. Nearly all the bombs fell outside Frankfurt-on-Main to the south-east
23-Dec-43	Berlin	379	338	15	89	4	A failure. Sixteen out of thirty-seven Pathfinder aircraft had unserviceable H2S and only one-quarter of the normal primary markers were dropped. When bombing commenced there was no reliable aiming point and the familiar errors of indiscriminate release resulted in most of the bombs falling miles to the south-west of Berlin.
29-Dec-43	Berlin	712	656	20	92	3	The Pathfinders were on time and the target indicators as checked by H2S sets in both Nos. 460 and 466 were accurately laid, so, with enemy fighters lured away to Magdeburg and Leipzig, an unhurried approach was possible.
Month Totals and Averages		3,218		192	89	7	

# December 43



# December 43

Bomber Command monthly totals: raids with RAAF participating					
Month	Sorties Dispatched	% of crews dispatched who Attacked	% of crews who attacked who failed to return	Aircraft lost	Approx aircrew lost
Jan-43	1,449	71	5	55	275
Feb-43	4,345	85	3	110	660
Mar-43	4,391	82	3	115	692
Apr-43	4,014	86	6	191	1,336
May-43	4,663	87	6	225	1,572
Jun-43	4,787	89	6	257	1,802
Jul-43	5,369	90	4	180	1,261
Aug-43	6,623	90	4	212	1,482
Sep-43	3,710	90	5	172	1,207
Oct-43	3,760	91	5	160	1,119
Nov-43	3,024	89	5	129	903
Dec-43	3,218	89	7	198	1,388



- Thanks for your attention.