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ANDREWS, DONALD GEORGE

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AUSTRALIAN ARCHIVES
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ROYAL AUSTRALIAN AIR FORCE
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OFFICERS AND AIR CREWS

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✓ 264
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Sq 10 file 164 Encl.
453 file encl: 55 & 16
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453 file 72.

The following biographical details are required for use at R.A.A.F.
Overseas Headquarters, LONDON.

SURNAME... ANDREWS NUMBER... AUS 404795
CHRISTIAN NAMES... DONALD GEORGE
AIR FORCE RANK AND MUSTERING... Flight Lieutenant S/L AIR CREW
DEGREES, DECORATIONS ETC... D.F.C. 453 M-in: D L 45
PRESENT APPOINTMENT AND LOCATION... 175 HURRI BOMBER SQDN YELVERTON
DATE OF BIRTH... 5/9/1921 PLACE... SOUTHPORT
EDUCATED... SOUTHPORT STATE SCHOOL & STATE HIGH
.....
DATE OF ENTERING SERVICE... 8/11/40
PREVIOUS SERVICE EXPERIENCE... NIL
.....
PLACES OF TRAINING... ITS. BRADFELD PARK, F.F.TS. NARRANDERA S.F.T.S. CAMP BORDEN, CANADA
..... OTO. LLANDOW, WALES
CIVILIAN CAREER AND ACTIVITIES... BANK OFFICER
.....
SPORT (TEAMS REPRESENTED), RECREATIONS, CLUBS ETC... SURFING
..... TENNIS SOUTHPORT SURF LIFE SAVING
..... CLUB
FATHER... F.G. ANDREWS SOUTH
WIFE... RA ANDREWS NIL
CHILDREN... NIL
HOME ADDRESS... SOUTHPORT, QUEENSLAND AUSTRALIA

SIGNATURE... [Signature]
DATE... 14. 11. 42

DATE EMBARKED... March 41
DESTINATION... CANADA etc.

(These forms are to be filled in and handed to the Adjutant of the Unit
immediately after receipt).

Personal file - W/Cdr. D.G. Andrews

DEPARTMENT OF AIR

Melbourne
30.5.45

DIRECTORATE
OF PUBLIC RELATIONS
BULLETIN NO. 5199

MORNING PRESS RELEASE

AUSTRALIANS AT BUCKINGHAM PALACE INVESTITURE

Wing Commander Donald George Andrews D.F.C. commanding officer the first Australian wing to operate in Europe - the Spitfire Wing which played such a big part in counter measures against V2 - was among Australians present at an investiture at Buckingham Palace recently, said a Department of Air statement today.

W/Cdr. Andrews, 24 of Southport, Queensland, was a bank official before joining the R.A.A.F. in November, 1940. After training in Australia and Canada, he reached Britain in August, 1941.

His first posting was to a Hurricane squadron, based in Britain. When the unit converted to night fighters later that year, he served seven months on defensive action over England. In July, 1942, he was transferred to a Hurribomber squadron on anti-shipping operations over the Channel, during which time the unit took part in combined operations at Dieppe. Later that year he was posted to an Australian Spitfire squadron where he became a Flight Commander and earned the D.F.C.

His citation referred to his wide experience in anti-shipping work, and to his combat with 12 Focke Wulfes, which attacked him during a daylight sweep over France. The fighters shot up his radio and he was unable to call for help, but he kept firing and manoeuvring until all but two of the Focke Wulfes were driven off. Although his Spitfire had dropped to zero feet and was flying sluggishly, he shot down one of the remaining enemy planes, and his aircraft, riddled with holes returned to base. He relinquished his command of the squadron in January, 1944.

Also at the same investiture were S/Ldr T. Brown, D.F.C. pilot of Merrylands (NSW) F/Lt G.D. Currie, D.F.C. air gunner, whose father lives at Edinburgh, Scotland; F/Lt. T.W. Moppett, D.F.C. and bar, navigator of Sydney; F/Lt. S.B. Martin, D.F.C. pilot of North Balwyn, Vic; F/O F.G. Davey, D.F.C. pilot of Bendigo, Vic and W/O W.T. Quirke, D.F.C. air gunner of Abbotsford, Vic.

Authorised by

6012
D.P.R.

W/C. D.G. ANDREWS AT INVESTITURE

Wing Commander Donald George Andrews DFC, RAAF, commanding officer of the first Australian wing to operate in Europe -- a Spitfire wing which played a big part in the counter-measures against the V2 -- is listed to appear at an Investiture at Buckingham Palace on May 18.

Wing Commander Andrews was born on September 5, 1921, at Southport, Queensland, and enlisted in the RAAF on November 8, 1940. After training in Australia and Canada, he reached Britain in August, 1941. In civil life, he was a bank official.

He was first posted to a Hurricane squadron based in Britain, and when the unit converted to night fighters late in 1941, he served seven months on defensive duties over England. In July, 1942, he was transferred to a squadron flying Hurribombers on anti-shipping operations in the Channel, during which the unit took part in the combined operations at Dieppe.

He was posted to an Australian Spitfire squadron in December, 1942, and won his DFC as a flight lieutenant in September, 1943, after he had become a flight commander. The citation referred to his wide experience in anti-shipping work, and to his combat with 12 Focke-Wulfs which attacked him during a daylight sweep over France a few weeks earlier. In this engagement the enemy fighters shot up his radio and, unable to call for help, he kept firing and manoeuvring until all but two of the FWs were driven off. Although his Spitfire had dropped to zero feet and was flying sluggishly, he shot down one of the remaining FWs and, his aircraft riddled with holes, returned to base. He handed over his command of the Australian squadron in January, 1944. (Portrait available from sixth floor, Kodak House, Kingsway, W.C.2. and from RAAF Headquarters, Melbourne, Ref. No. UK.780).

The following RAAF men are also listed to appear at the Investiture:-

Squadron Leader Terence BROWN, DFC, pilot, of Merrylands, NSW. Born on April 26, 1917, at Granville, NSW, he was educated at Parramatta High School and joined the RAAF as a fitter in June, 1937. Two years later he became a sergeant pilot and joined a fighter-bomber squadron in Australia. He came to Britain in 1940 and served two and a half years with No. 10 Sunderland Squadron, in which he became a flight commander.

In an attack on seven Ju.88's, he forced three of the aircraft to jettison their bombs. Several times he has flown back to base on three engines; once he flew back 130 miles after a forced landing on the water removed a propellor.

The citation to his DFC, announced on October 1, 1943, when he was a flight lieutenant, stated: "This officer has been engaged on operational duties for more than two years. His tour of duty has included attacks on enemy submarines and surface vessels and ferrying duties. His aircraft has been intercepted by enemy fighters on several occasions, but he has invariably fulfilled all his tasks with efficiency and courage. Since his operational duties ceased, he has had much success in instructing younger pilots".

Flight Lieutenant George Donald CURRIE, DFC, air gunner, whose father lives in Willowbee, Edinburgh. Born on March 3, 1912, at New Kilpatrick, Dumbartonshire, Scotland, he was educated at Borough Muir Secondary School, Edinburgh, and later went to Australia. He was a stockhunter before joining the RAAF on April 28, 1941. He trained in Australia and returned to Britain in May, 1942.

The citation to his DFC, announced on September 10, 1943, when he was a flying officer, stated: "This officer, as rear-gunner, has flown on bombing sorties against some of the most heavily defended targets in enemy territory. On one occasion, when flying over the sea on a return journey, his vigilance was responsible for sighting the distress signal of an aircraft forced down into the sea, the crew of which were subsequently saved. Throughout his operational career, F/O Currie's dogged determination, skill and devotion to duty have been worthy of the highest praise."

Flight Lieutenant Thomas White MOPPETT DFC and Bar, navigator, of Sydney. Born on May 29, 1912, in Sydney, he was educated at Sydney Church of England Grammar School, and became a clerk with a firm of wool brokers. He joined the RAAF on March 31, 1941, trained in Australia, and came to Britain in June, 1942. He was awarded the DFC on September 14, 1943, and the Bar on January 17, 1944.

The citation to his DFC, announced when he was a flying officer, stated: "Flying Officer Moppett has taken part in many successful bombing raids on enemy territory, including a number against targets in the Ruhr area. An exceptional navigator, his skill, courage and devotion to duty have proved him to be an outstanding member of a gallant crew. On one occasion his excellent directions resulted in the rescue of the crew of an aircraft forced down on to the sea. This officer has a fine fighting spirit which has inspired confidence in his crew and contributed in a large measure to the successes achieved."

The citation to his Bar to the DFC stated: "Since being awarded the DFC, F/Lt. Moppett has taken part in further operational sorties against some of the enemy's major targets. At all times his reliability and coolness have been outstanding, while his navigational skill has played no small part in the many successes achieved by his crew."

Flight Lieutenant Sturdee Beresford MARTIN, DFC, pilot of North Balwyn, Victoria. Born on August 11, 1915, at Murchiston East, Victoria, he was educated at Gisborne High and Melbourne Technical Schools, and became a goldstamper. He joined the RAAF on June 19, 1942, trained in Australia, and reached Britain in July, 1943.

The citation to his DFC, announced on April 13, 1945, referred to his having completed numerous operations against the enemy in which he had displayed the utmost courage, fortitude and devotion to duty.

Flying Officer Frederick Gardner DAVEY, DFC, pilot, of Bendigo, Victoria. Born on July 23, 1917, at Bendigo, he was educated there at the High School and Business College, and became a clerk. He joined the RAAF on January 30, 1942, trained in Australia, and reached Britain in April, 1943.

The citation to his DFC, announced on November 14, 1944, referred to his having completed numerous operations against the enemy in the course of which he had invariably displayed the utmost fortitude, courage and devotion to duty.

Warrant Officer William Thomas QUIRKE, DFC, air gunner, of Abbotsford, Victoria. Born on April 18, 1922, in Melbourne, he was educated at Assumption College, Kilmore, Victoria, and became a clerk. He served two and a half years in the artillery before joining the RAAF on August 18, 1942. He trained in Australia and reached Britain in September, 1943.

The citation to his DFC, announced on February 20, 1945, referred to his having completed numerous operations against the enemy in which he had displayed the utmost courage, fortitude and devotion to duty.

R.A.A.F. Release No. 1105.

April 17, 1945.

AUSTRALIAN SPITFIRE WING, FIRST IN EUROPE
In at Death of V.2.

It can now be disclosed that the first Australian ~~Spitfire~~^{Wing} to operate in Europe - a Spitfire wing - devoted itself entirely to counter-measures against the V.2 long-range rocket bomb.

Operating from bases in Britain and the Continent, two Australian squadrons made 1,328 sorties over Holland, bombing and strafing launching sites, storage buildings, workshops and transport and cutting railways leading to the firing sites.

The Australians were working with R.A.F. squadrons on this work, but of the wing the two R.A.A.F. squadrons/alone dropped 2,309 bombs - 500 and 250 pounders - targets. on V.2. They also fired scores of thousands of rounds of cannon and machine-gun fire.

"Success of the work of the squadrons engaged on this work was demonstrated time and again," said the Commanding Officer of the Wing, Wing-Commander Don Andrews, D.F.C., of Southport, Queensland.

"When the weather was good and we could put up a maximum number of sorties over Holland, keeping up patrols in relays all day long, the number of rockets landing fell off."

First direct assault ever made against a V.2 launching site in The Hague was made by a section of four aircraft from an Australian squadron. It was led by the squadron's commanding officer, Squadron-Leader E.A.R. Esau, D.F.C., of Brisbane.

This squadron was one of the first to land in Normandy, and, after taking part in the victorious campaign across France, Belgium and Holland, returned to England to rest and refit. Then it was given the task of shooting up German transport in Holland.

But Squadron-Leader Esau was convinced that Spitfires could dive-bomb launching sites and storage depots with such precision that Dutch civilians would not suffer unduly, and he put forward his ideas when counter-measures were being considered.

His squadron was the first in the R.A.F. to be fitted with a new and improved type of Spitfire fighter-bomber which was used with such telling effect against the V.1.

(Continued on Page Two)

Under Squadron Leader Esau this squadron alone flew 1,013 sorties against V.2 and dropped 1,582 bombs.

It was on this work a long time before it was joined by another Australian squadron to form the first Australian Spitfire Wing in this theatre.

This second squadron had seen service in Egypt, the Western Desert, Palestine, Syria, Cyprus, Corsica and had landed in the south of France to support the invasion there. Then in one month's activity against V.2., it flew 315 sorties and dropped 727 bombs.

Commanding Officer of this squadron, Squadron-Leader C.W. Robertson, N.S.W. D.F.C., of Jerilderie, had a birds eye view of a V.2 launching while on patrol over The Hague one day.

"We had just finished bombing and were re-forming when I saw a flash on the ground," said Squadron-Leader Robertson. "I saw the rocket leave the ground at what seemed no more than three or four miles an hour. It was wobbling as though it were going to fall over. Then it gained speed and shot up towards us. It passed 500-feet out from our formation and the blast of gases from its tail rocked my aircraft more than any slipstream. Its vapour trail disappeared from sight at 50,000 feet, still going up."

Sites were usually in the woods around The Hague, but rockets were also fired from within the town itself. The Germans, as usual, made skilful use of camouflage, and time and again the Spitfires bombed a pin-pointed objective on their maps without seeing anything of the target except the trees. But on many occasions they saw explosions and left fires burning.

Later, more detailed information came through about storage sites and oxygen-filling stations, and these, too, were dive-bombed.

The rockets had to be brought to The Hague, and the Spitfires concentrated on immobilising all military transport, shooting up military vehicles and cutting railway lines.

When the Germans constructed a long-range flying bomb launching platform on a disused aerodrome at The Hague, the Australian squadrons soon demolished it with their bombs.

(Continued on Page Three)

R.A.A.F. VERSUS V.2. (cont'd)

At first the Australians operated from England solely, carrying long-range tanks to enable them to cross 140 miles of water and return, and two 250 lb. bombs. Then bases became available on the Continent, and the Australians would take off with one 500 lb. and two 250 lb. bombs, cross from England to The Hague, bomb and strafe V.2 sites, and land in Belgium. Then they would refuel and re-arm, take on another 1,000 lb. of bombs and repeat the attack on their way back to England.

The large number of sorties put a big strain on the ground staff, who frequently had to work through the night to get the aircraft ready for dawn next day.

While the people of London and south-east England carried on, never knowing when death would fall noiselessly from the sky, the Germans operating V.2 from Holland were in fear of their lives whenever the Spitfires could operate, and were immobilised for hours while waiting for the fighters to leave.

Australian pilots on quick dashes to London on leave knew first hand of the city's ordeal. Two of them, P/O R. Lyall, of Geelong, Victoria, and W/O N.A. Stewart, of Kyogle, New South Wales, were blasted out of their beds when a V.2 landed 150 yards from their hotel.

Just to spur their comrades on, they went immediately to a post office and sent this cryptic telegram to the wing -

"Pull your hooks out, chaps. They nearly whoofed us last night."

Photographs of P/O Lyall and W/O Stewart (mentioned above) are available at R.A.A.F. O.H.Q., London, and from D.P.R., R.A.A.F. H.Q. Melbourne, Reference numbers UK 1349 (portrait) and UK 2200 (in group).

Photographs of Spitfires and men of the wing, taken last Saturday, are available at R.A.A.F. O.H.Q., London. Copies are being sent fast air mail to D.P.R., Melbourne.

RAAF Release No. 1059.

27.3.45. No. 19.

AIR MINISTRY NEWS SERVICE

Air Ministry Bulletin No. 18134.

AUSTRALIAN FIGHTER WING FORMED

FIRST R.A.A.F. WING IN EUROPE

Australia's first fighter wing in Europe has been formed. One of the R.A.A.F. squadrons forming the new wing was previously employed on precision bombing of V weapon targets in occupied territory.

The Australian fighter wing, which at present is based in Britain, will be commanded by Wing Commander Donald George Andrews D.F.C., of the R.A.A.F., who comes from Southport, Queensland, where in civil life he was a bank official. Wing Commander Andrews was born on September 5, 1921 at Southport, enlisted in the R.A.A.F. on November 8, 1940, and after training in Australia and Canada, reached Britain in August, 1941.

Wing Commander Andrews was first posted to a Hurricane squadron based in Britain, and when the unit converted to night fighters late in 1941 he served seven months on defensive duties over England. In July, 1942 he was transferred to a squadron flying Hurribombers on anti-shipping operations in the Channel, during which the unit took part in the combined operations at Dieppe.

He was posted to an Australian Spitfire squadron in December, 1942, and won his D.F.C. as a Flight Lieutenant in September, 1943, after he had become a Flight Commander. The citation referred to his wide experience in anti-shipping work, and to his combat with 12 Focke-Wulfs which attacked him during a daylight sweep over France a few weeks earlier. In this engagement the enemy fighters shot up his radio and, unable to call for help, he kept firing and manoeuvring until all but two of the F.W's were driven off. Although his Spitfire had dropped to zero feet and was flying sluggishly, he shot down one of the remaining F.W's and, his aircraft riddled with holes, returned to base.

He handed over his command of the Australian squadron in January, 1944.

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Portrait of Wing Commander Andrews available from
sixth floor, Kodak House, Kingsway, W.C.2. and from
R.A.A.F. Headquarters, Melbourne. Ref.No. U.K. 780.

+ + + + +

And

S/L ^{G.} ~~Don~~ Andrews. 404793.
date posted to 453.

20/12/42

Left. 2/1/44.

Ho A J Saunders 8687

P/O D M Robinson 422707

R.A.A.F. Personal
Remeike & Curtice Ltd.

EXTRACT FROM

EVENING STANDARD

Final night letter

27 MAR 1945

**AUSTRALIAN
WING**

Australia's first fighter wing in Europe has been formed.

One of the R.A.A.F. squadrons in the new wing was previously employed on precision bombing on V-weapon targets.

The wing, which is at present based in Britain, will be commanded by Wing Commander

Donald George Andrews, D.F.C., who comes from Southport, Queensland, where in civil life he was a bank official.

He once fought 12 Focke-Wulfs which attacked him during a daylight sweep over France.

He kept firing and manoeuvring until all but two of the Germans were driven off; then he shot down one of the two, and returned to base with his aircraft riddled with holes.



Wing Comdr.
Andrews

AOC.
SOPR. 8/14.
Miss Gates.

Personal file - S/Ldr D.G. Andrews
ROYAL AUSTRALIAN AIR FORCE OVERSEAS HEADQUARTERS

(Forwarded to "Wings"; also for "British Australian," London).

R.A.A.F. Release - No. 496

15,
May 15, 1944.

D.G. ANDREWS LOOKS BACK ON THE CHANGING
TASK OF SPITFIRE SQUADRON

Broadcasting from London the other day, Squadron Leader D.G. Andrews, D.F.C., of Southport, Queensland, looked back briefly - and modestly - on a long and exciting period of duty with a famous R.A.A.F. Spitfire squadron in Britain, tracing the gradual changes in the squadron's work.

He spoke a few days after he had handed over command of the squadron to Squadron Leader D.H. Smith, of South Australia, at an airfield in England as the unit's aircraft were taking off for an attack on an enemy communication route in France. ~~one of their latest types of job.~~

Two days earlier, Squadron Leader Andrews had led his squadron from this airfield on what he - but none of his men - knew was his last operation with them.

He had flown no fewer than 320 operational hours without a rest period when he "handed over" the unit --- a unit which, he said, had "something more than 100 percent offensive spirit."

Squadron Leader Andrews first joined an operational squadron in November, 1941. Flying Hurricanes, one of the squadron's main duties was "anti-flak" --- going in before the bombers and shooting up the ground defences. Later that year, ~~when~~ the squadron was converted to night ~~fighting~~ *fighters and* he served for seven months ~~in~~ *on* ~~England.~~ *defensive duty over England.*

In July, 1942, he was posted to a squadron flying Hurribombers, on anti-shipping operations in the Channel. On his first trip, they spotted eight ships, sank two, and damaged others.

Tactics on these operations were for the fighter escort to go in ahead to disorganise the ship's ack-ack fire. When the enemy ships were sighted the Spitfires would increase speed and go in with their guns blazing, and the Hurribombers would then drop their bombs from masthead height.

The squadron took part in the combined operation at Dieppe. Taking off at dawn, they bombed heavy gun positions near the town, and later in the day gave close support to the landing forces by bombing other gun positions.

The sky seemed full of aircraft that day. On each side of them and behind, above and below, were FW 190s and Dorniers, but so efficient was the Spitfire escort that the Hurricanes lost only one aircraft. The pilot was picked up by a destroyer. The tail of Andrews' aircraft was struck by flak, but four Spitfires came to cover his return to base.

Andrews welcomed his posting to a squadron flying Spitfires - a type of aircraft he had always wanted to fly --- and he would ^{moreover,} be serving with an Australian squadron. ^{told his listeners he} He thought his early days there were one of the most exciting periods in his air force career. ^{They were} ~~They were~~ days in which, during sweeps over France, they shot down many aircraft.

Once on a sweep over France, he was attacked from all angles by 12 FW's. Unable to call for help --- they had shot up his radio --- he kept firing. At last, all except two went away. Although his aircraft had dropped to 0 feet and was flying sluggishly, he shot down one and, riddled with holes, returned to base.

It was for this feat that he was awarded the D.F.C.

Ten days after he took command of the squadron at the end of September, 1943, seven Spitfires on offensive patrol over the Atlantic, south west of the Scillies, had a running fight with eight Me 110s, five of which they shot down.

After a ^{period of operations} ~~"rest" period~~ during which two pilots on a training flight shot down a Ju 88 -- the squadron became part of the ^{2nd} Tactical Air Force. ^{Equipped} ~~Armed with the latest type of~~ bomb-carrying Spitfire they began penetrating deep into Europe in the great pre-invasion air assault.

In these flights, made two and three times a day in almost every kind of weather, they encountered few enemy aircraft; Allied planes filled the sky. Flak was often intense, but the Spitfires rarely broke formation.

Squadron Leader Andrews will carry away a silver tankard as a memento of his command. It will be decorated with a picture of the "Good Gremlin" he had painted on his Spitfire -- his mascot since he joined the squadron.

.....000.....

NOT CHECKED AS BROADCAST
To be recorded:
Duration.

PRODUCER: DAVID BERNARD
SCRIPT:

Spade

Personal file

"WITH THE AUSTRALIANS IN BRITAIN"

SPEAKER: 404795 S/Ldr. DON ANDREWS, D.F.C., of Southport, Queensland. (453 Sqdn.)

PACIFIC SERVICE: TUESDAY 9TH MAY 1944 06.15 - 06.30 GMT

I joined my first operational Squadron in November of 1941.....we flew Hurricanes and one of our main jobs was anti-flak -- that means we went in just ahead of the daylight bombers to shoot up the ground defences. Later that year, we were turned into night fighters and I served with the Squadron on defensive duty over England for seven months -- in those days there were hardly any raids on this country -- so we were bored stiff.

Then in July '42 I joined a Squadron flying Hurri' bombers. Our job was to strike at any enemy shipping trying to sneak along the Channel. The first trip I made with them was quite a show. We spotted eight enemy ships in the Channel, sank one -- it broke in half -- left one on fire sinking, and damaged others. We had fighter escort and they went in just ahead of us to disorganise the ship's ack-ack fire while we followed hot behind them with our bombs. When we went out on a trip of this sort, we'd fly over the sea at naught feet to the area where the enemy ships had been reported. When we saw them -- you'd either spot their black silhouettes on the horizon or the smudge of smoke coming out of their funnels -- then we'd yell out on the inter-com. -- The Spitfires' covering us, would increase speed and go in with their guns blazing - we'd drop our bombs from masthead height, and then beat it for home.

This Squadron was on the Dieppe show. We took off before dawn and got over Dieppe just as the day was breaking. We could see the landing craft shuttling between the shore and their parent ships, and the vivid yellow and red streaks of tracer coming from the guns on land and the ships at sea. We bombed some heavy gun positions around Dieppe, and then went back to base. Later in the day, we went over again to give close support to our

continued/

invading forces by bombing light gun positions that had been giving them some trouble. By that time the sky was full of aircraft -- the enemy seemed to have put up as many fighters and bombers as he could concentrate in that area..... there were Focke-Wulff 190s and Dorniers, behind us, on each side of us, above us, and below us, but our Spitfire escort did such a first-class job that we only lost one plane and the pilot baled out and was picked up by one of our destroyers. I got my tail shot up, so I shouted on the inter-com. for help -- four Spitfires immediately came to give me support and they covered me until I got home.

Like most pilots I'd always wanted to fly Spitfires, so I was mighty pleased when I got posted to a Spitfire Squadron.....it was quite a change too to find that this Squadron was the Australian Spitfire Squadron. At that period we did fighter sweeps over France. It was good fun in those days because there was a fair amount of flares and they would come up for a scrap. The Squadron shot down quite a few enemy aircraft during these sweeps, and I personally think it was one of the most exciting times that I've had in the Air Force. We used to escort the few daylight bombers that were operating in those days -- it's odd to look back at it now and recall how a hundred-and-fifty Spitfires would escort some ten to twelve Ventures. I remember too how on one sweep over France I got left a bit behind during a turn -- the next thing that happened was that I heard on the inter-com. someone shouting 'Look out Don, there are enemy aircraft above you. I got a shock when I turned round and saw twelve Focke-Wulff 190s coming at me. I was flying at about 16,000 feet and I did some pretty hectic evasive action from that height right down to the deck. They shot up my radio so that I couldn't call for help and they came at me from all angles -- I think they were having a bit of target practice at me. I took as many cracks at them as I could, but as soon as I got lined up on one, I'd find two others sitting on my tail, so I'd have to break away. After a bit, all of them except two went away. I was flying at nought feet and my machine was so full of holes that it was very sluggish. Even so, I managed to shoot down one of the remaining two -- the other went home for his life....and so did I.

continued/

I got command of this Australian Squadron and ten days later, seven of us were on an offensive patrol over the Atlantic -- just south-west of the Scillies when we spotted eight enemy 110s. We were all flying at night feet and I suppose the M.E.s. were out after our anti-submarine aircraft. We had a running fight with them and managed to shoot down five -- we ourselves lost one pilot.

After some time we were withdrawn from operations, but we still carried on training to keep up to the mark. Even during this period, two of our pilots doing a training flight managed to get a Ju.88.

When we came back to operational work again, we joined the Tactical Air Force and we were equipped with the latest type of Spitfire. Part of our job now is to escort Liberators, Marauders and Bostons on their daylight attack on targets in enemy occupied Europe. These targets range from factories to airfields and the well-known 'military installations' in Northern France. These medium daylight bombers have been working continually for quite a long while now -- they don't get as much publicity as some of the more spectacular raids that the heavy boys do, but nevertheless, this constant bombardment of France is having an effect that would be recognised by our forces when they get there.

Whenever the weather is suitable, my Squadron is over Europe and believe me, the weather has got to be pretty bad nowadays before an op. is called off. We are out sometimes two or three times a day escorting the bombers. We hardly ever see any enemy aircraft -- in the last forty trips that we've made, we've had no opposition whatsoever! But we see plenty of our own aircraft -- there seemed to be hundreds coming towards you, hundreds behind you, and hundreds going ahead of you. It's rather like being in Brisbane on New Year's Night!

As I said, these Spitfires are the latest type. Apart from being best fighters in the air, they are equipped to carry a bomb and my Squadron has used them in this role as bombers for the Tactical Air Force. I couldn't attempt to describe the formation that we fly in when we are diving to attack, but the net result is that the whole Squadron peel off and go down close

together in a straight line to the target. Each individual pilot aims his machine at the target, and the net result is extraordinarily good....on one show, we cut a bridge in half, and other times we've pin-pointed military targets in the Pas de Calais area and blown them up. The enemy flak is nearly always intense -- and accurate, but we never break formation because this would destroy the concentrated effect of our bombing. We dive at an angle of about 70 degrees and, as you can imagine, we are going at something of a rate by the time we drop our bombs. You've got to be careful when you pull out in order to avoid 'blacking out'. If you pull out of your dive too quickly, the blood goes from your head and for a few seconds you experience what the Docs. call a 'mental black-out! These Spitfires are such wonderful aircraft that when we come out of our dive we point them straight up in the sky and go back up almost as fast as we came down. We can use these Spitfire bombers in low-level attacks as well, and the Squadron has had very good results on targets such as enemy communications, small factories, and so on.

As you can see, this sort of bombing fits in with the larger scale type that the medium bombers are doing, which in its turn is the complement to the terrific raids that the heavy boys carry out. And all the time we are working under Field conditions -- the Australian spitfire Squadron is living in tents -- and we are all at a very high state of mobility. We are in fact, living under the same conditions that we'll experience when the day comes when our bases will be in Europe.

I've done between three-hundred-and-twenty and three-hundred-and-thirty operational hours, and the Air Ministry have decided to take me off operations for a bit. I was very sorry to leave the Squadron.....they gave me a beer-mug as a parting gift by the way.....they really are a grand lot of chaps, and their offensive spirit is something more than a hundred per cent. They're very keen to get to grips and fight it out with the Hun, and every pilot is confident that he is more than a match for his counterpart in the Luftwaffe. There's a tenseness on the Squadron these days because these men are waiting, as in fact the whole world is, for our great attack.....and they are waiting with a great eagerness and confidence for the enemy to appear in the skies once more.

NOT CHECKED AS BROADCAST
To be recorded:
Duration.

PRODUCER: DAVID BERNARD
SCRIPT:

Personal file

"WITH THE AUSTRALIANS IN BRITAIN"

SPEAKER: 404795 S/Ldr. DON ANDREWS, D.F.C., of Southport, Queensland.(453 Sqdn.)

PACIFIC SERVICE: TUESDAY 9TH MAY 1944 06.15 - 06.30 GMT

I joined my first operational Squadron in November of 1941.....we flew Hurricanes and one of our main jobs was anti-flak -- that means we went in just ahead of the daylight bombers to shoot up the ground defences. Later that year, we were turned into night fighters and I served with the Squadron on defensive duty over England for seven months -- in those days there were hardly any raids on this country -- so we were bored stiff.

Then in July '42 I joined a Squadron flying Hurri' bombers. Our job was to strike at any enemy shipping trying to sneak along the Channel. The first trip I made with them was quite a show. We spotted eight enemy ships in the Channel, sank one -- it broke in half -- left one on fire sinking, and damaged others. We had fighter escort and they went in just ahead of us to disorganise the ship's ack-ack fire while we followed hot behind them with our bombs. When we went out on a trip of this sort, we'd fly over the sea at naught feet to the area where the enemy ships had been reported. When we saw them -- you'd either spot their black silhouettes on the horizon or the smudge of smoke coming out of their funnels -- then we'd yell out on the inter-com. -- The Spitfires' covering us, would increase speed and go in with their guns blazing - we'd drop our bombs from masthead height, and then beat it for home.

This Squadron was on the Dieppe show. We took off before dawn and got over Dieppe just as the day was breaking. We could see the landing craft shuttling between the shore and their parent ships, and the vivid yellow and red streaks of tracer coming from the guns on land and the ships at sea. We bombed some heavy gun positions around Dieppe, and then went back to base. Later in the day, we went over again to give close support to our

continued/

invading forces by bombing light gun positions that had been giving them some trouble. By that time the sky was full of aircraft -- the enemy seemed to have put up as many fighters and bombers as he could concentrate in that area..... there were Focke-Wulffe 190s and Dorniers, behind us, on each side of us, above us, and below us, but our Spitfire escort did such a first-class job that we only lost one plane and the pilot baled out and was picked up by one of our destroyers. I got my tail shot up, so I shouted on the inter-con. for help -- four Spitfires immediately came to give me support and they covered me until I got home.

Like most pilots I'd always wanted to fly Spitfires, so I was mighty pleased when I got posted to a Spitfire Squadron.....it was quite a change too to find that this Squadron was the Australian Spitfire Squadron. At that period we did fighter sweeps over France. It was good fun in those days because there was a fair amount of Huns and they would come up for a scrap. The Squadron shot down quite a few enemy aircraft during these sweeps, and I personally think it was one of the most exciting times that I've had in the Air Force. We used to escort the few daylight bombers that were operating in those days -- it's odd to look back at it now and recall how a hundred-and-fifty Spitfires would escort some ten to twelve Ventures. I remember too how on one sweep over France I got left a bit behind during a turn -- the next thing that happened was that I heard on the inter-con. someone shouting 'Look out Don, there are enemy aircraft above you. I got a shock when I turned round and saw twelve Focke-Wulff 190s coming at me. I was flying at about 16,000 feet and I did some pretty hectic evasive action from that height right down to the deck. They shot up my radio so that I couldn't call for help and they came at me from all angles -- I think they were having a bit of target practice at me. I took as many cracks at them as I could, but as soon as I got lined up on one, I'd find two others sitting on my tail, so I'd have to break away. After a bit, all of them except two went away. I was flying at nought feet and my machine was so full of holes that it was very sluggish. Even so, I managed to shoot down one of the remaining two -- the other went home for his life....and so did I.

continued/

I got command of this Australian Squadron and ten days later, seven of us were on an offensive patrol over the Atlantic -- just south-west of the Scillies when we spotted eight enemy 110s. We were all flying at nought feet and I suppose the M.Es. were out after our anti-submarine aircraft. We had a running fight with them and managed to shoot down five -- we ourselves lost one pilot.

After some time we were withdrawn from operations, but we still carried on training to keep up to the mark. Even during this period, two of our pilots doing a training flight managed to get a Ju.88.

When we came back to operational work again, we joined the Tactical Air Force and we were equipped with the latest type of Spitfire. Part of our job now is to escort Liberators, Marauders and Bostons on their daylight attack on targets in enemy occupied Europe. These targets range from factories to airfields and the well-known 'military installations' in Northern France. These medium daylight bombers have been working continually for quite a long while now -- they don't get as much publicity as some of the more spectacular raids that the heavy boys do, but nevertheless, this constant bombardment of France is having an effect that would be recognised by our forces when they get there.

Whenever the weather is suitable, my Squadron is over Europe and believe me, the weather has got to be pretty bad nowadays before an op. is called off. We are out sometimes two or three times a day escorting the bombers. We hardly ever see any enemy aircraft -- in the last forty trips that we've made, we've had no opposition whatsoever! But we see plenty of our own aircraft -- there seemed to be hundreds coming towards you, hundreds behind you, and hundreds going ahead of you. It's rather like being in Brisbane on New Year's Night!

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PERSONAL FILE - S/LDR. D.G. ANDREWSROYAL AUSTRALIAN AIR FORCE OVERSEAS HEADQUARTERSR.A.A.F. Bulletin No. 248 - "A"10 November, 1943.AUSTRALIAN SPITFIRES GET
FIVE ME 110's.

Five of eight ME 110's were shot down by three Australian Spitfire pilots during a patrol off the coast of England recently.

The fight took place during a patrol. Two each were destroyed by Pilot Officer C.R. Leith, of Rose Bay, N.S.W. and Flying Officer P.V. McDade, of Casino, N.S.W. The fifth was destroyed by Flying Officer R.H.S. Ewins, of Ballarat, Victoria. Ewins was forced through engine trouble to bale out over the sea and was rescued by a destroyer later in the day. While he waited he watched yet another battle between ME's and other Spitfires.

The battle in which the Australians took part was fought just above sea level.

"After we went in to make a head-on attack, the ME's formed a defensive circle, but we broke them up," said Flying Officer McDade. "Then I saw one on the tail of a Spitfire. I fired to shake him off, then I singled out another, and followed it up almost vertically, firing all the time. He burst into flames and dived into the sea. I hit a third ME in the wing, the port engine and the cockpit. Then my cannon ammunition gave out, but I finished him off with machine gun fire."

Pilot Officer Leith set the port engine of one ME on fire and it dived into the sea. "I caught another after a five minutes' chase, made two attacks, and just as I was about to fire a third time the ME hit the water and broke up."

Flying Officer Ewins fired at a ME 110 and saw it go down in flames. Returning to form up with the squadron, his motor cut out. Ewins' gained as much height as possible with the speed, and got up to 2,000 feet. Then he released the hood, took off his helmet, undid the harness, rolled the machine on its back, pushed the stick forward and fell out, his Mae West inflating on the way down. Then he inflated the dinghy and climbed in.

"Eight ME 110's flew low over me and disappeared", said Ewins.

"About an hour after that, two Spitfires appeared and flew round approximately five miles south of me. Then I saw eight ME 110's attack the Spitfires. I watched an ME 110 shot down by a Spitfire and one of the occupants bale out and the machine belly-land on the water about half a mile from me. Very soon after that I was picked up by a destroyer and taken to a southern port."

The formation was led by Squadron Leader D.G. Andrews, of Southport, Queensland, who was recently awarded the Distinguished Flying Cross. He had been appointed to command the squadron ten days previously.

Before joining his present squadron, Andrews flew with two R.A.F. Hurricane squadrons and with an R.A.F. Hurribomber squadron. He was a Flight Commander in the Hurribomber squadron. He joined the Australian Spitfire squadron in December, 1942.

During the combined operations raid on Dieppe, Andrews, flying a Hurribomber, bombed gun positions. While in the R.A.F. squadrons he took part in fighter sweeps and shipping strikes, and before his exploit with the 12 FW 190's had listed one enemy aircraft probably destroyed and two damaged to his credit, as well as one ship sunk and hits on several others.

Andrews has taken part in many hard-fought engagements. The citation to his D.F.C. says that he had participated in numerous attacks on shipping, during which he had to the time of the award obtained hits on four vessels. His work, executed in face of heavy anti-aircraft fire, was of a very determined order. Since joining his present squadron he had undertaken a large number of sorties and had displayed a high degree of efficiency. During an engagement with a force of 12 enemy fighters, Andrews had led his formation with great skill, shooting down one enemy aircraft himself.

The last mentioned engagement took place during a sweep off the coasts of Holland and Belgium in 1943.

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Flight Lieutenant Donald George ANDREWS, R.A.A.F., No. 453 (R.A.A.F.) Squadron.
This officer has participated in numerous attacks on shipping during which he obtained hits on four vessels. His work, executed in the face of heavy anti-aircraft fire, was of a very determined order. Since joining his present squadron, Flight Lieutenant Andrews has undertaken a large number of sorties and has displayed a high degree of efficiency. In a recent engagement against a force of twelve enemy fighters, Flight Lieutenant Andrews led his formation with great skill. During the fight he shot down one enemy aircraft.

PERSONAL FILE - F/Lt. D.G. ANDREWS15.8.43 No. 22Air Ministry News ServiceAir Ministry Bulletin No. 11174OUT NUMBERED TWELVE TO ONE

When Fighter Command Spitfires carried out a sweep off the coasts of Holland and Belgium today, a fighter pilot was at one time engaged in a dog fight with twelve F.W.190s. This pilot, outnumbered twelve to one, ultimately shot one of the enemy fighters into the sea, but was himself badly shot up by several of the others.

He then flew his damaged Spitfire nearly 90 miles from the Dutch coast back to an airfield in this country. He landed it safely, and the ground crews found that it had been hit by about 20 cannon shells and machine-gun bullets, which had holed the propeller, both main planes, engine, elevators, rudder and the log of one of his landing wheels. A bullet had also holed the clycol tank and when the pilot landed his engine was "just about boiling" as he put it.

"The combat occurred just out to sea off Flushing", said the pilot, a 21 year old Australian "when I found myself all alone with 12 F.W. 190s on my hands. I fought them from 16000 feet down to sea level, but I couldn't shake them off and get home.

"Suddenly, for some reason, the Hun detached four of these 190s, and yet another four after they had all been beating the daylight out of me for a time. Then he detached another two, which left me with only two. I turned into one of these and got in a shot which put a shell into his cockpit. He went head first into the sea. By this time the other one had gone and I was able to make for home".

Later in the day Spitfires and Typhoons were in action over Brittany when another F.W.190 was destroyed by a Rhodesian flight sergeant. Others were damaged.

From these operations four of our fighters are missing.

PERSONAL FILE - F/LT. D.G. ANDREWS24. 8. 43

When Spitfires made a sweep off the Dutch and Belgian coasts recently F/Lt. D.G. Andrews, of South Port, Queensland, a fighter pilot, at one time fought 12 F.W. 190s.

F/Lt. Andrews flew nearly 90 miles back to England. Ground crews found that his plane had been hit by about 20 cannon shells and machine-gun bullets. F/Lt. Andrews, who was 21 years of age, fought the 12 F.Ws from 1,600 feet down to sea level, but could not shake them off.

Interviewed on his return to base he said "suddenly the Hun detached four of these 190s and yet another four after they had all been beating the daylight out of me for a time.

"Then he detached another two, which left me with only two. I turned into one of these and got in a shot which put a shell into his cockpit. He went head first into the sea. By this time the other one had gone, and I was able to make for home."

Dup lcales

Flight Lieutenant D.G. Andrews, of Southport, Queensland, a flight commander in an Australian Spitfire squadron, recently had the unenviable experience of being attacked by 12 FW 190's one of which he shot down, during a sweep off the coasts of Holland and Belgium.

When the enemy aircraft were reported, Flight Lieutenant Andrews was at the rear of the formation, as he had been left behind in a turn. There were five in the first bunch of FW 190's which dived out of the sun at 16,000 feet and approached the Spitfires from dead astern. Flight Lieutenant Andrews warned the rest of the formation, then broke away.

Then he noticed more enemy aircraft coming out of the sun. Instead of attacking the squadron, they concentrated on his aircraft. He called for help, but evidently his comrades did not receive the message, and from then he was attacked by 12 of the enemy which circled around him making attacks from various angles. Several times during the attacks, the Australian noticed that the enemy's fire was going closer to their own aircraft than to him. Encircled, F/Lt. Andrews could make no headway, and he lost height gradually to nil feet about two miles north west of Walcheren, the ground defences joining in the firing as he descended.

By this time the Spitfire had been hit in numerous places. The pilot could feel the impact of the bullets.

Then the number of enemy aircraft decreased gradually, until there were only two attacking.

Andrews then made several miles' progress for home before the next attack occurred - ten miles west of Walcheren. Andrews found the opportunity to reply and he made a head on attack on a FW 190 allowing it to fly through his fire. The second FW attacked Andrews who, just before breaking away, saw an explosion ahead of the cockpit of the first FW, followed by a tremendous splash in the sea as the aircraft crashed in. The last of the FW's immediately flew off at full speed, and Andrews flew his badly damaged Spitfire 90 miles to a base in England.

Before joining the Australian Spitfire squadron, Andrews flew with two R.A.F. Hurricane squadrons and with an R.A.F. Hurribomber squadron. He was a flight commander in the Australian Spitfire squadron since he joined it in December, 1942.

During the Combined Operations raid on Dieppe, Andrews was among the Hurribombers sent in to bomb shore gun position. When in various R.A.F. squadrons, Andrews took part in fighter sweeps and shipping strikes, and before his exploit with the 12 FW 190's, had one enemy aircraft probably destroyed and two damaged to his credit, as well as one ship sunk and hits on several others. He has led a squadron eight times.

Several pilots of the Australian Spitfire squadron also took part recently in the finding of a crew of a Flying Fortress which had been forced down into the sea. One evening Flying Officer L.J. Hansell, of Bungonia, N.S.W., and Pilot Officer J.G. Stansfield, of Richmond, Victoria, were sent out to look for the crew of the Fortress and circled round the spot where an R.A.F. aircraft had dropped dinghies. Because of bad weather the Spitfires had to return to base. The next morning six aircraft of the squadron continued the patrol in relays until 11.30 when the crew were finally picked up by a launch.

No. 453 started practice bombing on the Spitfires about three months ago but it was not until the second week in April that they flew them on operations. The first operation, which was led by P/Lt. Esau was an attack on a "secret" target in the Pas de Calais area carried out by two squadrons of Spitibombers carrying 500 lb. bombs. Since then the squadron have done around ten bombing attacks.

The Spitfires go out unescorted sometimes at zero feet all the way, sometimes high level, approaching the target at ten thousand feet and diving to four thousand. If the opposition from light ground guns is not too stiff they dive to two thousand feet going down one after the other in line astern. They have these tactics worked out so perfectly that twelve Spitibombers can bomb within five seconds.

Andrews has led nine of these attacks and says the opposition they meet varies. "On some targets you get nothing and others are pretty awe-inspiring," he said. "On the special targets, particularly, you run into flak both light and heavy and extremely accurate. A lot of the boys have been hit, usually the ones coming in at the end of the formation when the guns are trained". Andrews himself has not been hit. On divebombing attacks he said the heavy guns open fire as the Spitfires approach then the light guns join in as they dive. In spite of the opposition however 453 have only lost one pilot since they started bombing. This was W/O Yarra who was shot down by flak on one of their first bombing trips.

Andrews says that several of his pilots have had experiences of blacking out. "If you pull out of your dive very hard you black out for a second" he said. "One chap pulled out so hard that he not only blacked out but his wings got buckled. He'd just released his bombs and there was a heck of a lot of flak about and he pulled out so suddenly that when he got the aircraft back the skin along the wings was like corrugated iron and the aircraft could not be flown again" (pilot's name Dutton).

Andrews is tremendously enthusiastic about the Spitibombers and very disappointed at having to leave the squadron just after they were re-equipped. "You really feel your doing something when you can see the results" he said. "After six months without one of the squadron seeing an enemy aircraft all the boys are terribly keen". Andrews is leaving the unit for a rest long overdue as he has done 320 to 330 unbroken hours of operational flying. He is no novice to fighter bomber work as before joining No. 453 squadron he commanded a flight in an R.A.F. Hurribomber squadron, and saw considerable action in attacks on enemy shipping and harbour installations. His Hurribomber squadron took part in the Combined Operations attack on Dieppe.

Comparing the Spitibombers and the Hurribombers he said that although the Spitfire won't take as much punishment as the Hurribomber it is much faster and scores heavily in that as soon as the bombs are dropped it becomes again the perfect fighter.

453 have made bombing attacks on railways, railway embankments, bridges, roads in the occupied countries as well as on special targets in the Pas de Calais area. The accuracy of their bombing he says depends on the dive but when the dive is good the results are remarkable. Recently he says when the squadron did three attacks in the one day and on one raid they cut the bridge they were attacking not once but several times and other hits were scored on the approaches.

The last raid he did -- an attack by twelve Spitibombers on the "special targets" -- he believes was the best of all. "The bombing was really perfect" he said. "I believe that we completely wiped out what we were aiming at". There was considerable opposition over this target he says but as he went in it was inaccurate. The last pilots in however were met with strong accurate fire.

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20/4/44 No. 3.

Air Ministry News Service.

Air Ministry Bulletin No. 13631

R.A.F. MUSTANGS OVER FRENCH AIRFIELDS

Long-range Mustangs of the Second Tactical Air Force made their first offensive sweep into Southern France yesterday.

One squadron flew to within 40 miles of the Swiss frontier and another swept near Bordeaux.

Only one enemy aircraft - a He.111 - was encountered in the air. The Heinkel was hit by Flight-Lieutenant A.F. Pavey, of Wood Green, London, and was last seen flying close to the ground with a large hole in its wing.

The Mustangs also shot up several other German aircraft parked on other French airfields.

A F.W. 200 and a training aircraft were damaged on the ground by the Wing Leader, Wing-Commander Robin Johnston, D.F.C., and a Ju.88 by Flight-Lieutenant A.W. Minchin.

A Ju.52 troop-carrier and two Me.109s were hit by Flight-Lieutenant R. Barrat of Wellington, New Zealand, Flight-Lieutenant B.G. Collyns, of Marlborough, New Zealand, and Flight-Lieutenant T.E. Jonsson, D.F.M., the only Icelandic pilot in the R.A.F.

Spitfire squadrons of the Second Tactical Air Force made another successful bombing attack on a military target in Northern France yesterday. They pressed home their attack in the face of accurate flak.

Squadron-Leader D.G. Andrews, D.F.C. of Southport, Queensland who led an Australian squadron, said: "Despite the flak our bombs plastered the target which was completely obliterated by smoke from the explosions. It was the most accurate bombing I have seen.

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From Pilot Officer J.B. Toohey, R.A.A.F. P.R.O.
Squadron (for record purposes only) : 453 (Detling)

Fighter pilots of an Australian Spitfire Squadron in England have not seen a German aircraft of any kind for months,

Yet they have provided part of the escort for many American bomber raids on France, Belgium and Holland, and have swept the Occupied Territories in many reconnaissances.

Many of these bomber raids have been deep penetrations many miles behind the enemy coast, and the Spitfires have covered the bombers all the way there and back.

On other occasions they have escorted Fortresses and Liberators part of their journey to bomb German targets or have met them on the way back. On those occasions the German fighters stopped their attack on the bombers long before they were due to meet their Spitfire escort.

Enviously they have read of attacks by German fighters on other Allied fighters, but as so far nothing has happened to them.

"It is just our bad luck," declared the Squadron's Commanding Officer, Flight Lieutenant D.G. Andrews, D.F.C. of Southport, Queensland. "Some day they will have to come up and fight it out with us and that will give us the chance we have been waiting for. We know the German is a brave and good fighter, and that he is staying out of range because he is acting under orders, but when he does come up we'll prove that our men are better fighters."

Last big dogfight members of this squadron had with the Germans was more than six months ago, when seven Australians met eight Me 110's. The Australians shot down five of the German fighters for the loss of two machines and one pilot. The other pilot baled out and was picked up by a destroyer.

One of the squadron's present Flight Commanders, Flight-Lieutenant P.U. McDade, of Casino, New South Wales, got two of those five.

The Squadron's C.O. was awarded his D.F.C. after a single-handed fight against 12 Fw 190s. He shot down one German fighter and brought his damaged aircraft safely back.

Although the Australians have made many a rendezvous with Flying Fortresses, Liberators, Marauders, Mitchells and Bostons flown by Americans, they have not met the American pilots.

"We've seen a lot of their bombing and it is very good," said Squadron-Leader Andrews. "We've seen their bombs land right on the target, and our only complaint is that when we have been escorting them, not one Hun fighter has taken the air to oppose them."

285

OVERSEAS HEADQUARTERS, R.A.A.F.

PRESS

LONDON

Bulletin No. 67

27/11/42 (4 p.m.)

AUSTRALIANS IN HURRIBOMBERS

"We fly right down on the deck - and rely on speed and the element of surprise to get us through" said Flight Lieutenant D.G. Andrews, 21 year-old pilot, of Southport, Queensland, describing the work of Hurri-bomber squadrons which are keeping up continuous attacks on enemy shipping, railways, aerodromes, and factories.

Flight Lieutenant Andrews commands a flight of bomb-carrying Hurricanes and has led it on over 15 sorties - most of them directed against enemy shipping. He has severely damaged two enemy merchantmen and an E-boat. The latter was one of four moored in an estuary near Lannion. Flight Lieutenant Andrews led the flight in at 0 feet, with a squadron and a half of Spitfires flying overhead as close cover. The two merchantmen he damaged were in heavily defended convoys.

"There's always bags of flak round the convoys" he said. "It's worse than on the shores, but we've been lucky, our losses have been light".

One of these attacks took place at night. Flight Lieutenant Andrews and another pilot spotted a convoy of about seven ships near the Channel Islands. He bombed a ship of 500 to 1000 tons and claimed a damaged.

He led the flight on two sorties on the day of the Combined Operations raid on Dieppe, one attack on the shore batteries in the early morning, the other at 11 a.m. directed against small gun positions.

In his flight are three other Australians, Sergeant A.J. Long, of Toowoomba; Sergeant T.F. Rosser, of Port Moresby, Papua; and Sergeant J.H. Greaves, of N.S.W.

In a sister Hurri-bomber squadron are Flight Sergeant W.H. Moore, of Dirrabandi, Queensland, and Flight Sergeant Colin Benjamin, of Sydney, both Hurri-bomber veterans. Flight Sergeant Benjamin has done three shipping strikes, as well as attacks on aerodromes, army camps and factories. Flight sergeant Moore has made three attacks on shipping, one on a submarine warehouse near Bruges, one on a shell factory, and three on St. Omer aerodrome.

NOTE

This has been passed by A.I.6, Air Ministry.

W. G. T.
S/LDR.

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OVERSEAS HEADQUARTERS, R.A.A.F.

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19/8/42
He led the flight on two sorties on the day of the Combined Operations raid on Dieppe, one attack on the shore batteries in the early morning, the other at 11 a.m. directed against small gun positions.

In his flight are three other Australians, Sergeant A.J. Long, of Toowoomba; Sergeant T.F. Rosser, of Port Moresby, Papua; and Sergeant J.H. Greaves, of N.S.W.

In a sister Hurri-bomber squadron are Flight Sergeant W.H. Moore, of Dirrabandi, Queensland, and Flight Sergeant Colin Benjamin, of Sydney, both Hurri-bomber veterans. Flight Sergeant Benjamin has done three shipping strikes, as well as attacks on aerodromes, army camps and factories. Flight Sergeant Moore has made three attacks on shipping, one on a submarine warehouse near Bruges, one on a shell factory, and three on St. Omer aerodrome.

NOTE

This has been passed by A.I.6, Air Ministry.

A/ G. T.
S/LDR.

OVERSEAS HEADQUARTERS R.A.A.F.

PRESS

Bulletin No. 67

LONDON

27/11/42 (4 p.m.)

AUSTRALIANS IN HURRIBOMBERS

"We fly right down on the deck - and rely on speed and the element of surprise to get us through" said Flight Lieutenant D.G. Andrews, 21 year-old pilot, of Southport, Queensland, describing the work of Hurr-ibomber squadrons which are keeping up continuous attacks on enemy shipping, railways, aerodromes, and factories.

Flight Lieutenant Andrews commands a flight of bomb-carrying Hurricanes and has led it on over 15 sorties - most of them directed against enemy shipping. He has severely damaged two enemy merchantmen and an E-boat. The latter was one of four moored in an estuary near Lannion. Flight Lieutenant Andrews led the flight in at 0 feet, with a squadron and a half of Spitfires flying overhead as close cover. The two merchantmen he damaged were in heavily defended convoys.

"There's always bags of flak round the convoys" he said. "It's worse than on the shores, but we've been lucky, our losses have been light."

One of these attacks took place at night. Flight Lieutenant Andrews and another pilot spotted a convoy of about seven ships near the Channel Islands. He bombed a ship of 500 to 1000 tons and claimed a damaged.

He led the flight on two sorties on the day of the Combined

+ Attacks on
Enemy ships (P2)
+ Dreyer
see P2.

14.11.42.

Flight Lieutenant D.G. Andrews arrived in the U.K. on August 16, 1941, after training in Canada, and was posted to No. 53 (fighter) O.T.U. at Llandow. On finishing his course, he was given the choice of various squadrons in No. 11 Group to go to and chose No. 615 anti-flak squadron. He did no sorties with this squadron but was posted immediately to 245 long-range four-cannon Hurricane squadron. He did one intruder operation over France and a few normal night patrols with 245. On July 22 he was posted as flight commander to 175 Hurricane squadron, then at Warmwell. He has done about 15 sorties, mainly night and day shipping reconnaissances.

"We go out a lot, but it's not every time we see anything," he said.

In his flight are three other Australians, Sergeants Long and Rosser and Greaves. The Hurricane bombers go out in formations of four or eight in daylight, and in pairs at night. Andrews has made three actual attacks on shipping, two on merchantmen and one on an E-boat.xx off Lizardrieux, east of Lannion. The latter was one of four moored in the Estuary. The Hurricane bombers attacked at 0 feet, with a squadron and a half of Spitfires as cover.

"I saw machine-gun bullets striking all the way in," said Andrews. "Then I saw my bombs go on either side of the stern, or very close to it.

His first attack on a merchantman was his first encounter with the enemy. It took place in the Channel north of Sept Isle. Eight Hurricane bombers attacked a convoy of seven ships.

"I went in No. 2, as it was my first show," he said. "We believe the pair of us hit a merchantman of 50,000 to 100,000x

ANDREWS

D.G.

10 76

[Many of the air ^{blows at} ~~attacks on~~ the
enemy's ~~sea~~ shipping ^{were delivered} ~~are made~~ by
Sturmbombers, ^{squadrons of} which ^{were} ~~are~~ detailed
to make continuous ~~in~~ attacks
on vessels moving toward enemy
ports, as well as on railways,
airfields & factories. In these
raids, the Sturmbombers ~~re~~ relied
on low flying & speed to get
them through. [Flight Lieutenant
D. G. Andrews, of San Southport,
Queensland, ^{was} ~~is~~ one of the Australians
~~engaged~~ engaged on this work. He
~~led~~ commanded

4

27

~~ATTACK~~

~~COMMUNIST~~

~~COPIES~~

COPY.

RATF

27/11/42

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typical attack, on an E-boat;

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18. 11. 42

AUS. 404795 F/Lt. D.G. Andrews, Pilot of Southport.

He was on No. 8 course at Bradfield and Narrandera. He left Australia in March, 1941 on the 'Aorangi' for Canada where he trained at Camp Borden. He arrived in the U.K. on 16th August, 1941 and from Bournemouth was posted to No. 53 (F) O.T.U. at Llandow. On finishing his course he was given the choice of various Squadrons in No. 11 Group to go to and chose No. 615 anti-flak Squadron. He did no sorties with this squadron but was posted immediately to 245 long range 4 canon Hurricane Squadron. He did one intruder operation over France and a few normal night patrols with 245. On 22nd July, he was posted as Flight Commander to 175 Hurribomber Squadron then at Warmwell. He has done approximately 15 sorties, mainly night and day shipping reconnaissances. "We go out a heck of a lot but it's not ~~we~~ every time we see anything" he said. In his flight are three other Australians, Sgt. Long, Sgt. Rosser (Papua) and Sgt. Greaves. The Hurribombers go out in formations of four or eight in daylight and in pairs at night - F/Lt. Andrews has made three actual attacks on shipping - two on merchantmen and one on an E - boat off Lizardrieux East of Lannion. The latter was one of four moored in the estuary. The Hurribombers attacked at 0 feet, with a Squadron and a half of Spitfires as cover. "I saw M.G. striking all the way in" F/Lt Andrews said "then I saw my bombs burst either on the stern or very close to it."

His first attack on a merchantman was his first encounter with the enemy. It took place in the Channel North of Sept Ile. Eight Hurribomber's attacked a convoy of seven ships. "I went in No. 2 as it was my first show" F/Lt Andrews said "We reckon the pair of us hit a merchantman of 500 to 1,000 tons." They were given a damaged cat.4. "There's always bags of flak around the convoys" he said "We go in low level and rely on speed and surprise to get us through". He added that they were usually spotted when about two miles off.

The second attack on merchant shipping was at night. Two Hurribombers attacked a convoy of about seven ships between Guernsey and Jersey "That was the best flak display I've ever seen, even including the Dieppe show" F/Lt Andrews said "We couldn't see much, but I claimed a damaged and it was later confirmed by intelligence, I escaped with one bullet hole,

that's all"

F/Lt Andrews did two sorties on the day of the combined operations raid on Dieppe, one in the very early morning, the other at 11 a.m. The early morning attack was on the heavy artillery along the waterfront. "We went in just as the troops were drawing in to shore" he said "the flak had well and truly woken up. I dived onto the gun positions and dropped two 500 lb. bombs. They landed in the target area."

The later sortie was a low level attack on two small gun positions. F/Lt Andrews bombs were confirmed as going directly into the middle of the target. (S/Ldr Allcock P.R.O. 10 Group has stills of this attack) The Hurribomber's tail was completely shot away on this sortie.

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COPI OF ENCLOSURE NO. 264.

16/9/42.

Combined ops
Dieppe
Aus. 405415 Sergeant Pilot A.J. Long, of Toowoomba.

He was on No. 13 course trained at No. 2 I.T.S., Bradfield Park, No. 6 E.F.T.S., Tamworth and No. 14 S.F.T.S., at Aylmer, Canada. He was on the Monterey with the contingent for Overseas Headquarters as far as Canada. From Canada he crossed in the Orion, arriving in March, 1942.

He was posted to No. 59 O.T.U. and on July 21 with Pilot Officer S. Hill, of Brisbane, was posted to No. 175 Hurribomber squadron at Warmwell.

the
Flight Lieutenant Andrews, of Southport, Queensland, ~~commands~~
~~the Hurricane flight commander,~~
"B" Flight in No. 175 Squadron which is commanded by Squadron Leader Pennington-Lee, R.C.A.F. Sergeant Long has done three sorties, one uneventful fighter sweep, one offensive shipping patrol and one ~~sortie~~ *of his fellow Hurricanes were* in the combined operations on Dieppe. This ~~was~~ *the* last sweep of the day, ~~designed to silence~~ *which* the coastal guns ~~which were~~ firing on the withdrawing troops.

~~The boats were also being dive bombed by JU88's.~~ The Hurri-bombers were escorted by two squadrons of Spitfires, ~~which were~~ *These* engaged by FW 190's and lost two aircraft, ~~No. 175 squadron suffered no losses,~~ *but* ~~The Hurribombers silenced~~

~~"I've never seen so many planes in all my life" said~~
~~Sergeant Long. The Hurri-bombers were entirely successful silencing all~~
~~the shore guns.~~

Dieppe

Final portion of
Combined ops, make
this page
NO 8

Dieppe, the

of "blueprint
the ~~testament~~ for invasion" book

place on the night of August

18, 1942, It was a

much more complex ~~of~~

combined operation than

Vaagso or Bruneval, and the

full ~~for~~ story of even the aerial

phase of it would fill a book.

[The enemy was taken unprepared, & only a few fighters
appeared at first to meet the Allied air fleet.]

[Allied aircraft were flying at great

strength over ^{a substantial} ~~a part of~~ a part of

enemy territory for five ^{of the early} hours of August 19

at 10 a.m., the first enemy ~~fighters~~ bombers

appeared. The air battle from then

on became one of major proportions.

(Flight Lieutenant W. E.

Andrews, of Southport, Queensland

(175 Squadron RAF — Sgt. Peerington — Rec

RCAF, commanding officer) ~~that~~

was one of the first & last Hurricane
pilots on the scene. ^{This Australian} ~~also~~ led a

~~the~~ flight ^{when} ~~of~~ this squadron ^{made} an
early morning attack on the shore

batteries ^{in the early morning} and another ^{at 11 am} ~~at 11 am~~ ^{when the withdrawal began}

several smaller gun positions.

of us hit a merchantman of 500 to 1000 tons." They were given a "damaged."

1 Andrews said there was always ~~plenty~~ plenty of flak around the convoys.

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~~There are usually spotted when about two miles off."~~

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"That was the best flak display I have ever seen, even including the Dieppe show," he said. "We couldn't see much, but I claimed a 'damaged,' and it was later confirmed by Intelligence. I escaped ~~at~~ with one bullet-hole.

Andrews did two sorties on the day of the combined operations raid on Dieppe, one in the very early morning, and the other at 11 a.m. The earlier ~~one was on the heavy artillery along the waterfront. They went in just as~~ *The Hurribombers* ~~the first time just as~~ *as the* ~~the troops were drawing into the shore, The anti-aircraft fire was~~ *rising to its greatest height intensity* ~~very intense at this stage.~~ *himself* Andrews dived on to the gun positions, and dropped two 500lb. bombs. ~~They landed in the target area.~~ *directly*

The later sortie was a low-level attack on two ~~small~~ gun positions. Andrews' ~~bombs were confirmed, as going directly into the middle of the target.~~ *The Hurribombers. The* *hanging force* *the*

(SQUADRON-LEADER ALLCOCK, P.R.O. 10 GROUP, HAS STILLS OF ~~THIS ATTACK.~~) *one of these*

The Hurribombers's tail was completely shot away ~~on this sorties.~~

Type
this
line
in caps
please

Operations raid on Dieppe, one attack on the shore batteries in the early morning, the other at 11 a.m. directed against small gun positions.

And also? none
In ~~his~~ flight ~~are~~ three other Australians, Sergeant A.J. Long, of Toowoomba; Sergeant T.F. Rosser, of Port Moresby, Papua; and Sergeant J.H. Greaves, of N.S.W.

companion
In a ~~sister~~ Hurri-bomber squadron ~~are~~ *that day were* Flight Sergeant W.H. Moore, of Dirrabandi, Queensland, *(now missing)* and Flight Sergeant Colin Benjamin, of Sydney, both Hurri-bomber veterans. ~~Flight Sergeant Benjamin has done three shipping strikes, as well as attacks on aerodromes, army camps and factories. Flight Sergeant Moore has made three attacks on shipping, one on a submarine warehouse near Bruges, one on a shell factory, and three on St. Omer aerodrome.~~

NOTE

~~This has been passed by A.I.6, Air Ministry.~~

???

S/LDR.

Dieppe

184/23/Air

COPY OF ENCLOSE - AIR FORCE MELBOURNE. (DIEPPE)

A.L. 514 24/8/42/

[These] ^{were} Australian pilots ~~shared in air action which initiated momentous combined~~
~~operations raid on Dieppe last week when as members of~~ ^{among the} Hurricane bombers ~~which~~
^a they bombed heavy gun position menacing ^{the} beach landings. ^{beach position} They are AUS
~~405117 Sergeant W.H. Moore of Birranbandi, Queensland and AUS 403855~~
~~Flight Sergeant C.J. Benjamin of Sydney (.)~~ ^{the Hurricane bombers among the} Hurricane bombers leaving base before
dawn were first Allied aircraft over Dieppe (.) In face of heavy barrage they
silenced ^{the} battery. ~~They~~ ^{which} attacked the flak posts and gave easy access to a
formation of four-cannon Hurricanes ^{ed. them in.} following (.) ^{the} Meanwhile Commandos ^{had} landed
on ^{the} western sector of ^{the} town (.) ^{the} The unit which known as quote All Nations
Squadron unquote because of number allied countries represented suffered
severe loss when Commanding Officer a Fighting Frenchman was shot down (.)
Despite being hit by flak over target he attacked FW 190's (.) ^{the} Hurricane-bombers
returned to refuel and reload, ^{then} and returned to attack ^{to} a strong gun-post east
of ^{the town} ~~city~~ which was firing on the naval forces (.) ~~Flight Sergeant Benjamin's~~
aircraft ^{was} badly shot up, but by skilful piloting managed ^{he} reach base (.) Later
^{he} ~~the Hurricane bombers~~ in day ~~squadron~~ returned to put out of action ^a battery shelling the ships (.)
Final order to ^{the} pilots was quote "you must get those guns" unquote (.) Describing
the attack ~~Sergeant Moore said that while~~ ^{as the Hurricane bombers were} crossing the Channel ^{to fight.} squadron of
ME 109's sat above ^{them} ~~us~~ but did not come down for a scrap (.) ^{the} ~~the Hurricane bombers~~ went in zero
feet with guns blazing ^{the} bombed ^{them} post out of existence (.) ^{Then they} turned sharply and
fired on some troops and transport (.) ^{Moore} saw Junkers 88 attacking destroyer

(Signal A.I. 514) 2.

~~the~~ covering last of ~~the~~ ~~convoy~~ ~~to~~ ~~I~~ put on full boost, ~~for Hun~~ but he ~~made off before I could get into range(.)~~ ~~A force of about 20 TW 190's~~ ~~stooged high above us but again did not attack(.)~~ Sergeant Moore believes that bag of the enemy aircraft greatly exceeds 91 officially claimed(.) He said that many of the German planes claimed as probables were almost certainly destroyed

~~the~~ the ^{engaged or strafing}
[Among ~~the~~ Hurricanes pilot was
Sergeant R V B Dulhanty, of (Ald),
who attacked a transport travelling
along a road behind Dreppe, saw
it blow up in flames, & then blew
(5) cows out of ~~the~~ a cow shed he
had mistaken for a military hut.

~~His squadron lost four Hurricanes,
but 2 of the pilots were
rescued later.~~