

AWM 65

[228]

BASKERVILLE, ALAN HENRY

426281

AUSTRALIAN ARCHIVES  
ACCESS STATUS

OPEN

ROYAL AUSTRALIAN AIR FORCE.  
OFFICERS & AIRCREW

The following biographical details are requested for use at R.A.A.F. Overseas Headquarters, London.

Surname. BASKERVILLE.....Number. 426281.....

Christian Names. ALAN HENRY.....

Air Force Rank & Mustering. SGT. PILOT.....

Degrees, Decorations, etc. D F C.....

Present Appointment & Location. ....R.A.A.F. 11 P.D.R.C. BRIGHTON

Date of Birth. 14/3/23.....Place. TOWNSVILLE QLD

Educated. TOWNSVILLE GRAMMAR, TOONOOMBA GRAMMAR SCHOOL

Date of Entering Service. 11/6/43.....

Previous Service Experience.....

Places of Training in R.A.A.F. 2 I.T.S. BRADFELD Pt. S.E.F.T.S. NARRANDER

Civilian Career & Activities. 5 S.F.T.S. HIRANQUINTY BANK OFFICER CHEMISTY BR. OF AUST.

Clubs, Recreations, etc. SH. SPORTS.....

Father's Name. HENRY BASKERVILLE.....

Wife's Name.....

Children.....

Home Address. 11MBROS ST WYVILL HEIGHTS BRISBANE AUST.

Signature. M Baskerville.....

Date. 9/7/43.....

Date Embarked Australia. 6/5/43.....

Destination.....United Kingdom.....

ROYAL AUSTRALIAN AIR FORCE.

**RTA**

PRO FORMA  
P/R 5.

Overseas Headquarters,  
Kodak House,  
KINGSWAY, W.C.2.

SECRET & CONFIDENTIAL.

The following biographical details are required for R.A.A.F. Historical Records, Overseas Headquarters. These forms are to be filled in and returned to the Officer Commanding Repatriation Disposal Section, No. 41 (R.A.A.F.) P.D.L.C.

NAME (in full) BASKERVILLE ALAN HENRY NUMBER 426281  
 RANK & MUSTERING F/O - G.D. PILOT DECORATIONS D.F.C.  
 NUMBER I.T.C. COURSE 29 A.F.U. 21.9.43 - 11.3.44 C.I.C. 11.3.44 - 30.5.44  
 DATE LEFT AUSTRALIA 6.5.43 DATE OF ARRIVAL U.K. 7.7.43  
 CANADA .....  
 S. AFRICA .....  
 SQUADRONS 460  
 AIRCRAFT FLOWN DH. 82 WIRRAWAY OXFORD PROCTER WELLINGTON III HALIFAX LANCASHIRE T. VII  
 COMMAND AND TYPE OF SERVICE BOMBER, MAIN FORCE  
 OPERATIONS OR TRAINING WITH AMERICAN PERSONNEL, SQUADRONS, OR AIRCRAFT NONE

DETAILS OF OPERATIONS - with notes; to be given as fully as possible under the following applicable headings:-

- |   |  |
|---|--|
| (a) Number of Operations; Hours.  | (b) Number Operations; Sorties, Day/Night              |
| (c) Targets attacked  | (c) Aircraft on enemy surface vessels type, size, etc. |
| (d) Attacks on enemy submarines   | (e) Combats with enemy aircraft.                       |
| (e) Outstanding services or incidents.                                      | (f) Other Australians in crew.                         |
| (1) Unit, Transport Command, etc. should give a brief report of their work. |  |

(a) 34 164.50 hrs.  
 (b) DAY 15 NIGHT 17  
 (c) LE HAVRE 8/9/44, 10/9/44, SANGATTE (FRANCE) 20-9-44, CALAIS 28/9/44, 25/9/44, 27/9/44, CAPE GUIS NEZ 26/9/44, KIEL 26/9/44, RHENNE (GER) 17/9/44, SAARGRÜCHEN 2/10/44, EMMERICH 7/10/44, STUTTGART 19/10/44, ESSEN 23/10/44, 25/10/44, WALSCHERIN (HOLLAND) 29/10/44, COLOGNE 30/10/44, 31/10/44, DUSSELDORF 2/11/44, (MINING HELIGOLAND BARR) 6/11/44, WANNE EICKEL 9/11/44, 18/11/44, DORTMUND 11/11/44, 29/11/44, DÜREN 16/11/44, ASCHAFFENBURG 21/11/44, WIRFT DAM 31/11/44, KARLSRUHE 11/12/44

DATE 8.10.45

SIGNATURE Alan Baskerville

Use other side, or attach extra sheets if necessary.

PIERSEBURG 6/12/44, LUDWIGSHAVEN 15/12/44, ULFT 15/12/44, BONN 21/12/44,  
ST. VITH 26/12/44, RHEYDT 27/12/44.

(f) ATTACKED BY UNIDENTIFIED TWIN-ENGINEED FIGHTER ON RETURN FROM  
COLDING, NIGHT OF 20/10/44. REAR GUNNER OPENED FIRE BUT NO RESULTS  
OBSERVED.

(d) NIL.

(e) NIL.

(g) NIL.

(h) P/O SMITHS (N/A), P/O TRIST J.N. (A/E), P/O ELLIS, H. (N/O), P/O GONALVES,  
J.D. (M/A), P/O M'QUEEN, J. (R/E)

(i) 160 SQUADRON.

COPY OF CITATION OF NON IMMEDIATE AWARD

DISTINGUISHED FLYING CROSS

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F/O. Alan Henry Baskerville (426281) 460 SqD  
Gazetted 13-4-48.

This officer has completed in numerous operations against the enemy in the course of which he has displayed the utmost courage, fortitude and devotion to duty.

7.12.44

FOR THE AUSTRALIAN PRESS

Air Ministry News Service

Air Ministry Bulletin No. 16626

AUSTRALIANS ATTACK GERMAN OIL PLANT AND RAILWAYS

Three Lancasters and two Halifax squadrons of the R.A.A.F. working with Bomber Command, were all in last night's great attack by 1350 aircraft on Germany's oil supplies and railways.

Lancasters had to fly through snow storms, icing cloud, and electrical storms to get to Germany's largest synthetic oil plant, the Leuna plant near Leipzig. There was also cloud over the target, but, as F/O A.H. Baskerville, a pilot from Wavell Heights, Brisbane, said: "There was a good concentration of markers and they were maintained throughout the attack. The glow of large fires could be seen through cloud. On the way back, we passed near Giessen, which had been attacked by another force of Lancasters. This was burning furiously, and there was smoke rising up to 12,000 ft."

"Cloud prevented us from seeing the Leuna works", said F/O R.H. Crossin, of Hurstville, another Lancaster pilot. "When we passed Giessen, it looked like a coal fire, and there were many explosions going off among the fires."

"After the attack on the Leuna works, the pilot of a reconnaissance aircraft reported that fires were still burning in the oil plant, with explosions among the flames".

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44219 W/O W.A. Forbes, D.F.C., of Bunderburg, Queensland, led his squadron in the attack on Giessen, where both the marshalling yards and the industrial centre of the town were bombed. "The attack seemed to be very successful", he said. "The bombing with high explosives was very accurate and we saw one beautiful explosion among the fires."

"The enemy fighters were very active. We sighted several and one of them closed in on us. Our mid-upper gunner kept up a constant fire and the enemy broke away at a hundred yards range. He had spoiled our first bombing run, but we went round again and dropped our bombs." (K.E.H. BENNETT 424 117) 463 4/1

"We had a good run in over Giessen", said F/O K. Bennett, a pilot who comes from Sydney, "but, just as we bombed, we saw a twin-engined enemy aircraft coming at us head-on. It turned above us to attack another Lancaster, and our mid-upper gunner - Sgt. G. Frizzell, of Balerno, Scotland, - gave him a long burst. Most of us saw strikes in the fighter's port wing, and it dived away with pieces coming from it and with the engine on fire". 422792 467

"As we came out of cloud", said F/O F. York, an air bomber from Maroubra, Sydney, "we could see that the markers were well placed. Fires were burning in the marshalling yards and there were also big ones in Giessen itself".

F/O E.A. Cunliffe

418254.

102 (Ceylon) Sqd. 8.11.44

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F/O. E.A. Culliffe, Pilot of a Halifax, who comes from Oakleigh, Melbourne, described the bad weather over Osnabruck. "An electric storm put my instruments out of gear", he said. "It was about the worst weather ever --- solid cloud, icing conditions, and mist even above the cloud tops. But the fires burning in the target below must have been pretty hefty. We could see the red glow from them clearly and they must have been large to show through all that cloud".