

AWM 65

[522]

BURNS, SYDNEY GEORGE

429919

AUSTRALIAN ARCHIVES
ACCESS STATUS

UN

missing 26.9.44
Safe. 3.10.46.

281

R.T.A.

ROYAL AUSTRALIAN AIR FORCE

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

SURNAME... BURNS..... NUMBER... AUS 429919
CHRISTIAN NAMES... SYDNEY GEORGE.....
AIR FORCE RANK AND MUSTERING... SGT. NAV. B......
DEGREES ETC.....
DATE OF BIRTH... 11/10/16..... PLACE... BROKEN HILL N.S.W. AUSTR.
EDUCATED... BROKEN HILL (HIGH SCHOOL) TECHNICAL COLLEGE
BROKEN HILL.
DATE OF ENTERING SERVICE... 10-10-42.....
PREVIOUS SERVICE EXPERIENCE... NIL.....
PLACES OF TRAINING... 4175 VICTOR HARBOUR. 2485 NHILL. 1985
2485 MT. GAMBIER. 28085 FT. PIRIE. SUMMERSIDE
P.F.T.
CIVILIAN CAREER AND ACTIVITIES... BUILDER.....
.....
SPORTS (TEAMS REPRESENTED) CLUBS ETC... SOUTH BROKEN HILL FOOTBALL CLUB
BROKEN HILL TENNIS ASSOCIATION.....
FATHER... WILLIAM BURNS.....
WIFE... MRS. S. G. Burns (MAVIS MERLE).....
HOME ADDRESS... 341 WILSON STREET SOUTH BROKEN HILL N.S.W.
SIGNATURE... S. G. Burns.....
DATE... 31-10-43.....
DATE OF EMBARKATION... 6-7-43.....

HEADQUARTERS USE ONLY - DO NOT FILL IN

AWARDS.....
CATEGORY..... INTERVIEWS.....
RADIO..... OTHER REFERENCES.....
.....
.....
.....

RTA

PRO. FORM.
P/R. 5.

ROYAL AUSTRALIAN AIR FORCE

Overseas Headquarters,
Kodak House,
KINGSWAY, W.G. 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. 11 (R.A.A.F.) P.D.R.C.

NAME (in full) SYDNEY GEORGE BLUNS NUMBER A429919

RANK AND MUSTERING F/SGT NAV/B DECORATIONS -

NUMBER I.T.S. COURSE 33 O. U. - A.T.S. etc.

DATE LEFT AUSTRALIA) 7.7.43
CANADA) 28.10.43 DATE OF ARRIVAL U.K. 30/10/43
S. AFRICA)

SQUADRONS 467 (RAAF)

AIRCRAFT FLOWN LANCASTERS

COMMAND & TYPED OF ACTIVITY BOMBER COMMAND

OPERATIONS OR TRAINING WITH AMERICAN PERSONNEL, SQUADRONS, OR AIRCRAFT

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

- (a) Number Operational Hours
- (b) Number Operational sorties, Day-night
- (c) Targets attacked
- (d) Attacks on enemy surface vessels - type, size, etc.
- (e) Attacks on enemy submarines
- (f) Operations with enemy aircraft
- (g) Outstanding sorties or incidents
- (h) Other Australians in crews
- (i) Personnel in Photographic Reconnaissance Unit, Transport Command, etc., should give a brief report of their work.

(a) 23 Hours (b) 4 night 2 day

(c) LeHavre, Boulogne, Stuttgart, Rhef, Bremen, Baven, Munster & shot down on 7th over Calais

(h) To James (Pilot) F/SGT McHELMORE D. (NAV) F/SGT SMITH, A.I. (WOP)

DATE 28/10/44 SIGNATURE S.G. Bluns F/SGT
(Use other side, or attach extra sheets, if necessary)

Personal file

En 164, 1632/62/9

IS 9 WEA/1/221/1500

IS 9 WEA/1/222/2001

IS 9 WEA/1/223/2002

1594462 Sgt. I.B. Fletcher
Eng - 467 Squadron.

Private Address - 274 Ecclesall Rd. South, Sheffield, 11.

Aus. 429919 F/Sgt S.G. Burns.
Bombardier - 467 Squadron.

Private Address - 341 Wilson Street, South Broken Hill, NS.W..

Aus. 423809 F/Sgt D. Michelmore.
Navigator - 467 Squadron.

Private Address - 53 Penrose Street, Lane Cove, N.S.W.

Crew:

Pilot	F/O Jones R.	
F. Eng.	Narrator.	
Nav	F/Sgt Michelmore	U.K. Aus. 422809
Bombardier	F/Sgt Burns S.G.	U.K. Aus. 429919
W.Op	F/Sgt Smith A.J.	
MU.G.	Sgt. Whitefield F.	
R.G.	Sgt. Johnston J.	

Lancaster 3, left Waddington.

We took off on the 24th Sep 44 at 1735 hrs from Waddington. Our objective was No. 22 on the town plan of Calais in the French Michelin. We were hit by light flak several times. The port inner engine caught fire and pilot gave us the order to prepare to bale out. No sooner had he given the order than he ordered us to bale out. I baled out No. 2 and landed in the flooded part of Calais at approx 1930 hrs.

I hid my parachute harness and mae west under some reeds and I swam and made my way in the flooded area for about 20 mins and came across an empty house where I hid for the night. The next morning I came out and had a lookaround. I decided to make South East. Made for some dry ground and after having walked for 200 yds I was arrested by the Germans.

After having been taken to three different places I finally was taken in at the local Jail where I met F/Sgt. Burns and F/Sgt Michelmore, who had been captured on landing on the 24 Sep 44. We were taken to two different places as we had been bombed out and shelled out of them. We were searched everything was taken away from us but given back at once. The food was very bad, had it not been for some comforts slipped in to us by a French woman we would have had a worse time. We were liberated on 30 Sep 44 at 1830 (approx) by the CDN Inf which we contacted.

1.10.44.

Not issued: story killed by SHAEF censor.

R.A.A.F. Release No. 821

October 25, 1944.

BOMBED CALAIS, BOMBED IN CALAIS,
LIBERATED IN CALAIS

*Personal file
F/S S. C. Burns*

An airman who has had the rare experience of helping bomb Calais, being bombed himself in Calais, and being present at its liberation is Flight Sergeant S.C. Burns⁴⁶², airbomber, of Broken Hill, New South Wales.

Burns was in the crew of Flying Officer R. Jones, of Melbourne, in an R.A.A.F. squadron Lancaster in the daylight attack on German defences on September 24.

The crews took off in bad visibility and flew beneath low cloud through very bad weather.

"We made our first bombing run at about 1500 feet, through intense light and some heavy flak" said Burns. Trailing cloud prevented us from identifying the aiming-point, and we descended and made another run. Again we overshot, and it was while we were turning to go in again that we were hit. A heavy burst got us in the port mainplane putting the port-outer out of commission and setting fire to the wing and the inner engine. The aircraft went into a shallow dive and we had to jump.

"I had to juggle with the shrouds to try to avoid landing among the Hun emplacements, while tracer was going past within ~~xxx~~ arms-length. The 40 m.p.h. wind beat me, and I finished up in

the barbed wire around a gun position, and a crowd of Germans signing to me to put my hands up and come in.

"I spent just a week in the town during which I was joined by the engineer from my crew, Sergeant I.B. Fletcher, of Sheffield and the navigator, Flight Sergeant Doug. Michelsore, of Lans Cove, N.S.W, who had been captured on the outskirts of the town while trying to make their way back to our lines.

"During this time we were interrogated but --- although they threatened to shoot us --- the only information they got out of us was our opinion that the garrison had "had it". They seemed rather inclined to agree.

"Bombing and shelling seemed incessant and we were twice bombed out of our goals. On the day the Canadians entered the town we were in a cellar shelter, where some of the Germans were already preparing for the surrender by drinking their stock of champagne, when there was a near miss outside and everybody raced out to investigate. A nearby building storing petrol and ammunition was on fire, and the Germans, after trying to put it out, scattered in all directions.

"Just about the same time we saw some chaps in khaki battle-dress some distance away and cautiously made our way towards them. It was a patrol, which greeted us with some suspicion, but we were passed back and eventually reached England again".

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Australian Papers please note: This is a MORNING papers release.