

AWM 65

[2908]

JONES, IAN COSMAN

401696

AUSTRALIAN ARCHIVES
ACCESS STATUS

OPEN

PRO. FOEMA.
P/R. 5.

ROYAL AUSTRALIAN AIR FORCE

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

RTA

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) IAN COSMAN-JONES NUMBER AUS 401606
 RANK AND MUSTERING W/O WOP/AIR DECORATIONS A.I.D. 1929-43 STAR
 NUMBER I.T.S. COURSE 12 O.T.U. - A.F.U. etc.....
 DATE LEFT AUSTRALIA) 13-6-41
 CANADA) 29-12-41 DATE OF ARRIVAL U.K. 29-12-41
 STH. - AFRICA)
 SQUADRONS 10 - 461
 AIRCRAFT FLOWN SUNDERLAND 1-11-17A-11E
 COMMAND & TYPED OF ACTIVITY COASTAL ANTI/SUB
 OPERATIONS OR TRAINING WITH AMERICAN PERSONNEL, SQUADRONS, OR AIRCRAFT.....
N.A.

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) Outstanding sorties or incidents |
| (f) Combats with enemy aircraft | (g) Personnel in Photographic Reconnaissance Unit, Transport Command, etc., should give a brief report of their work. |
| (h) Other Australians in crews | (i) |

- (A) 802-30
 (B) 80 APPROX
 (C) SUBMARINES
 (D) NIL
 (E) ONE
 (F) 3 ON 106² - 3 SUBS² - 1 TORP - 1 ME 109 - 6 TORP² / FW 200
 (G) SUB ATTACKED & SUNK
 (H) F/L MANSER F/L DADENPORT F/L LUCAS DFC P/O ANDERSON
 (I) ---

DATE 1-2-45 SIGNATURE [Signature]
(Use other side, or attach extra sheets, if necessary)

Bought Six Junkers 60

While on patrol over the Bay of Biscay recently, a Coastal Command Sunderland was attacked by six Junkers 60. Battered by explosive shells, the flying boat endured a fierce assault for ten minutes, and, with gaping holes in the fuselage, and such damage to engines and equipment, succeeded in reaching its base.

The Sunderland "X for X-ray", was on patrol when the nose gunner sighted six Junkers 60 ahead. The nearest of them was 1,000 yards away and the cockpit began to smoke. The enemy aircraft took up their positions for attack and in the words of the captain of X-ray, W/O. Davenport, of Blakenhurst, N.S.W. "They were suddenly belting cannon shells around us. They came in fast, and they were using explosive shells,; within the first five minutes of the attack the tail turret was put out of action by a shell which severed the elevator trimming wires and out the hydraulic pipe lines.

"X for X-ray" dived towards cloud, but not before seven shells had burst amidships, killing the midship gunner. Another shell entered the starboard outer engine and cut the air pressure lines. The other enemy aircraft were all firing from longer range and ineffectively, and just as X-ray reached the shelter of a cloud the nose turret gunner got in several bursts.

"The breathing space did not last long, however, for three minutes later, on emerging from the cloud, the Sunderland was attacked by two of the 60s, but partly succeeded in evading them in a diving turn. Not completely, however. Another explosive shell tore a hole 3 feet by 2 feet in the port mainplane between the fuselage and inner engine. The port inner engine, recuperator and cylinder head gauge went out of action and shrapnel from the same shell penetrated one of the petrol tanks and wounded the wireless operator. In spite of his injuries the wireless operator continued to send messages."

Again X for X-ray sought refuge in a cloud, and again the enemy registered hits. When the Sunderland emerged there was another hole, nearly 2 feet square, on the port flap. By remaining in the cloud for half-an-hour the Sunderland shook off the J's and limped home, making a forced landing at a south coast base.

Names of the crew

Captain F/Lt. J. W. Davenport, 21, Kyle Parade, Blakenhurst, N.S.W.
 1st pilot W/O. R. E. Lucas, Brewer, 15, Henry Street, Bondi Beach, Sydney.
 Navigator W/O. R. H. Kennedy, Arthur Street, Manilla, N.S.W.
 WCE/AG W/O. P. C. Bird, 4, Vasey Street, Bunbury, W. Australia.
 WCE/AG W/O. R. C. D. Smith-Cander, 22, Woodlands Road, Wesley Heath, Kent.
 Observer W/O. H. E. Turnbull, 10, St. Georges Road, Toorba, Melbourne.
 WCE/AG W/O. I. Jones, 243, St. Hilda Road, Melbourne.
 Flight Eng. Sgt. R. E. Foxley, The Ace, 345, Margate Road, Ramsgate, Kent.
 WCE/AG Sgt. R. V. Edge, 122, Street, Malanda, N. Queensland.
 W/Sgt. A. E. Craig, River Road, Greenwich, N.S.W.
 W/Sgt. J. Russell, 10, William Street, Croydon, S. Australia.
 W/Sgt. R. V. Woodhouse, 206, Brown Street, West Perth, W. Australia.

Fought Six Junkers 88

While on patrol over the Bay of Biscay recently, a Coastal Command Sunderland was attacked by six Junkers 88. Battered by explosive shells, the flying-boat endured a fierce assault for ten minutes, and, with gaping holes in the fuselage, and much damage to engines and equipment, succeeded in reaching its base.

The Sunderland "X for X-ray", was on patrol when the nose gunner sighted six Junkers 88 ahead. The nearest of them was 1,000 yards away and the combat began at once. The enemy aircraft took up their positions for attack, and in the words of the captain of X-ray, F/O. Davenport, of Blakehurst, N.S.W. "They were suddenly belting cannon shells around us. They came in fast, and they were using explosive shells, within the first five minutes of the attack the tail turret was put out of action by a shell which severed the elevator trimming wires and cut the hydraulic pipe lines.

"X for X-ray, dived towards cloud, but not before more shells had burst amidships, killing the midship gunner. Another shell entered the starboard outer engine and cut the air pressure lines. The other enemy aircraft were all firing from longer range and ineffectively, and just as X-ray reached the shelter of a cloud the nose turret gunner got in several bursts.

"The breathing space did not last long, however, for three minutes later, on emerging from the cloud, the Sunderland was attacked by two of the 88s, but partly succeeded in evading them in a diving turn. Not completely however. Another explosive shell tore a hole 3 feet by 2 feet in the port mainplane between the fuselage and inner engine. The port inner engine, recounter and cylinder head gauge went out of action and shrapnel from the same shell penetrated one of the petrol tanks and wounded the Wireless Operator. In spite of his injuries the wireless operator continued to send messages."

Again X for X-ray sought refuge in a cloud, and again the enemy registered hits. When the Sunderland escaped there was another hole, nearly 2 feet ~~square~~ square, on the port flap. By remaining in the cloud for half-an-hour the Sunderland shook off the Jus and limped home, making a forced landing at a South coast base.

Names of the crew

Captain	F/Lt. J.N. Davenport, 51, Kyle Parade, Blakehurst, N.S.W.
1st pilot	F/O. R.D. Lucas, Braemar, 15, Maney St. Bondi Beach, Sydney.
Navigator	F/O. D.H. Kennedy, Arthur St. Manilla, N.S.W.
WOP/AG.	F/O. P.C. Bird, 4, Varey St., Bunbury, Western Australia.
WOP/AG.	F/O. R.G.D. Smith-Gander, 22, Woodlands Rd., Bexley Heath, Kent.
Observer	F/O. H.H. Turnbull, 10, St. Georges Rd. Toorha, Melbourne
WOP/AG.	W/O. I. Jones, 243, St. Kilda Rd. Melbourne.
F/Eng.	Sgt. R.A. Fowles, The Ace, 345, Margate Rd, Ramsgate, Kent.
FMA/AG	Sgt. R.J. Edge, Ann Street, Malands, N. Queensland.
	F/Sgt. A.H. Craig, River Rd, Greenwich, N.S.W.
	F/Sgt. J. Russell, 10, William St. Croyden, S Australia.
	F/Sgt. R.V. Woodhouse, 206, Brown St. East Perth, W. Australia.

