

AWM 65

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LONEY, WESLEY GLEN

400279

AUSTRALIAN ARCHIVES  
ACCESS STATUS

OPEN



ROYAL AUSTRALIAN AIR FORCE

OFFICERS & AIR CREWS

See Misc. Enc: 965 ✓  
~~771~~  
~~1021~~

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

SURNAME..... LONEY ..... NUMBER..... 400279 .....  
 CHRISTIAN NAMES..... WESLEY GLEN .....  
 AIR FORCE RANK AND MUSTERING..... L.A.C. PILOT .....  
 DEGREES, DECORATIONS ETC..... D.F.O. ~~NIL~~ .....  
 PRESENT APPOINTMENT AND LOCATION..... R.A.F. THORNABY. .....  
 DATE OF BIRTH..... Nov. 12, 1921. ..... PLACE..... RUTHERGLEN, VICTORIA. .....  
 EDUCATED..... MELBOURNE HIGH SCHOOL. .....  
 .....  
 DATE OF ENTERING SERVICE..... 18th August, 1940. .....  
 PREVIOUS SERVICE EXPERIENCE..... .....  
 .....  
 PLACES OF TRAINING..... AUSTRALIA (N.S.W.), CANADA, ENGLAND. .....  
 CIVILIAN CAREER AND ACTIVITIES..... .....  
 .....  
 SPORT (TEAMS REPRESENTED), RECREATIONS, CLUBS ETC. ....  
 ..... FOOTBALL (AUST. RULES). .....  
 ..... BOXING. .....  
 FATHER..... ALFRED JOHN LONEY. .....  
 WIFE..... .....  
 CHILDREN..... .....  
 HOME ADDRESS..... 103 MIMOSA ROAD, CARNEGIE, MELBOURNE, .....  
 ..... VICTORIA. .....

SIGNATURE..... H.B. Loney .....  
 DATE..... 4.2.42 .....

DATE EMBARKED..... 28 Dec. 1940. .....  
 DESTINATION..... VANCOUVER. .....

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



PRO. FORM.  
P/R.5.

ROYAL AUSTRALIAN AIR FORCE

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.11  
(R.A.A.F.) P.D.R.C.

NAME (in full) WESLEY GLEN LONEY. NUMBER 400279.  
RANK AND MUSTERING F/O. PILOT. DECORATIONS D.F.C.  
NUMBER I.T.S. COURSE 4. O.T.U. - A.F.U. etc. No. 1 Course. 8 E.F.T.S. AUSTR.  
No. 19. 7 S.F.T.S. CANADA  
No. 4. 6 O.T.U. ENG.  
No. 29. 1 O.T.U. ENG.  
DATE LEFT AUSTRALIA ) 28.12.1940. DATE OF ARRIVAL U.K. SEPT. 1941.  
CANADA ) AUG. 1941.  
Sth. AFRICA )  
SQUADRONS 59 Sqn. R.A.F.  
ANSON, OXFORD, HUDSON, BLENHEIM, LIBERATOR, FORTRESS.  
AIRCRAFT FLOWN  
COMMAND & TYPED OF ACTIVITY COASTAL. A/S + CONVOY ESCORT.  
OPERATIONS OR TRAINING WITH AMERICAN PERSONNEL, SQUADRONS, OR AIRCRAFT.....  
1 Ops. TOUR. ON LIBS. + FORTRESSES. No. 59 Sqn. R.A.F.

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 -<br>type, size, etc.  |
| (e) Attacks on enemy submarines | (g) Outstanding sorties or incidents  |
| (f) Combats with enemy aircraft | (i) Personnel in Photographic Reconnaissance<br>Unit, Transport Command, etc., should<br>give a brief report of their work. |
| (h) Other Australians in crews  |   |

a. 753.00. hours. COMM. 31.10.42. ENDING. 17.7.44.  
b. 53 SORTIES. (V.L.R. COMBINED DAY + NIGHT).  
c. ~~SAME~~ LAND TARGETS - NIL.  
d. ① 1 4000 TON M/V. Bay of Biscay. 6.11.42. ② 1 D.R. + 2 E. BOATS  
② 2 DESTROYERS - FRENCH COAST. 27.11.42. OFF NORWEGIAN  
SANK 500 TON U. BOAT. N. ATLANTIC 16.10.43. COAST. (24.5.44)  
DAMAGED 500 TON U. BOAT. Bay of Biscay. 13.1.44.  
e. NIL. f. NIL. g. NIL. h. NIL.

DATE 12.2.45. SIGNATURE W.G. Loney.  
(Use other side, or attach extra sheets, if necessary)



*Personal File*  
Includes in Part 2 Aus. 400279 F/O. W.G. Loney R.A.A.F. of Carnegie, Melbourne, Vic.  
at R.A.F. Station Ballykell, N. Ireland. (59 Squadron)

"WITH THE AUSTRALIANS IN BRITAIN"

'CONVOY BATTLE'

Produced by R.S. Lee and David Bernard

Censored by R.S. Lee and Air Ministry

PACIFIC: TUESDAY 21st. DECEMBER, 1943:  
Recorded: DLO 47981.

08.45 - 09.00 GMT.

ANNOUNCER:

This is London Calling in the Pacific Service. "Five U-boats were sunk and three others damaged by Coastal Command Liberators and naval vessels in a battle which lasted two days and nights in the North Atlantic". That communique was issued recently by the Admiralty and the Air Ministry. In this convoy battle more than 20 U-boats had concentrated in the area to attack two valuable convoys, steaming 60 miles apart, yet so successful were the combined efforts of the aircraft and naval vessels that more than 99% of the escorted ships safely reached harbour". Contact was first made with the enemy towards the evening and during the night continued hunts were carried out by destroyers, and just after dawn a joint attack was made by a long-range Liberator and a destroyer on a submarine which was severely damaged. Later in the day, another Liberator "Y Yorker" captained by Flying Officer G.D. Gamble broke out of cloud cover and made repeated attacks in the face of withering fire on another U-boat. That U-boat was sunk. While this battle was being fought three more Liberators joined forces to destroy a U-boat which was lying in wait for the first of the convoys. Flying Officer W.H. Loney, an Australian, Captain of one of the Liberators saw this submarine sink after his last attack. During the second night, the remaining U-boats attempted to close in on the convoys but were routed in quick succession by the destroyer and frigate escort. On the next day, the battle was continued by the navy and aircraft from Coastal Command.

The submarine pack was routed, 5 U-boats were sunk, three others

severely/



severely damaged and two vital convoys had been saved.

Here now are first-hand stories of this action. The first is by Flying Officer D.G. Gamble, D.F.C., B.E.M., an Englishman.....

'CONVOY BATTLE - Part 1'

GAMBLE:

Recently, two convoys were crossing the Atlantic. We got orders one morning to pick up and escort the slower of the two. They were roughly about 60 miles apart out in mid Atlantic. The one to which we were briefed was furthest south and somewhat behind the other. Other aircraft from our Squadron had gone ahead of us and the convoy was also being covered by aircraft from Iceland.

So far the convoys had been unmolested, so we had no idea what an exciting day it was going to be. Of course, on an anti-submarine strike we're always hoping for excitement. It was bad weather when we took off and for about three hours we couldn't get any sunshots or drifts to check our position. We ran into the Northerly convoy first of all, so we made an interception to strike the second. The relative positions of the two had changed so we went about 80 miles ahead of the two convoys to search the area there. On the way we had our first 'Action Stations' of the day. We saw a dead whale in the distance, with hordes of seagulls flying around it. When we first saw it we mistook it for a submarine. It had been harpooned and the harpoon with smoke bucket attached was sticking out of the top and looked very much like a conning tower in silhouette. We carried on with the search. The weather had now improved and visibility was much better. The front look-out suddenly sighted something about 16 miles ahead. "What's that George?" he said. We immediately recognised it as a submarine. It was on the surface travelling to intercept the convoys at about dusk. It didn't see us at first. We increased speed and altered course and climbed into cloud so as to approach unseen. That was at about 5 o'clock, and we had then been out about 8 hours.

We broke cloud about five miles from the U-boat and at once dived to attack. The submarine turned slightly to starboard so that we came in on his port beam. His cannon opened up on us at about two

miles/



miles, and his fire was pretty accurate and intense but we weren't hit. At 1,000 yards we opened up with our nose armament. He continued to fire but we passed over him at low level and dropped our first stick of depth charges. We couldn't assess the result, for we had to take pretty violent evasive action at once. The swirl of the exploding depth charges covered his wake, so we felt pretty certain that we had at least shaken him up.

We climbed out of range of his cannon fire and circled to observe any results. He was a game fighter and was still firing. We circled and reported to base and any vessels in the vicinity. We kept on circling, turning in occasionally to keep the U-boat on the surface and worry him, all the time weaving to avoid his flak. At about dusk, when we had been circling for an hour and a half, we decided to give him another load. He altered course as we came in. We continued weaving to avoid his flak, which was pretty accurate, and again W/O. Mercer, our nose gunner, opened up. He was very accurate - and he silenced the machine gun by the conning tower. We straddled him with our depth charges, very close to the hull and gun platform on either side. The tail gunner immediately shouted through the inter-comm. "You've got him George". As on the first attack the tailgunner sprayed the U-boat as we passed over after dropping the depth charges.

We circled again to see what had happened. He still kept on firing but after about ten minutes he reduced speed almost to a standstill. Shortly after that black smoke started coming up out of the conning tower. He kept on firing, but gradually his stern went awash. Then he started up speed again and about an hour after the attack just slid under - firing right to the last moment. We went in to observe the swirl and we saw men in dinghies and men swimming about in Mae Wests. We dropped flame floats and notified the convoy of the position of the survivors.

Our petrol was getting low - we had exceeded the prudent limit of endurance, as the official report puts it - so we made for home. We arrived back at base safely. without a scratch.



When we got back to base we found that the Australian pilot, F/O. Loney, had come in just before us. In co-operation with two other Liberators, he had also sunk a submarine not far from us at about the same time. He had been damaged in the action, so his Liberator couldn't be got off the runway quickly and we had to circle the airfield for half an hour before we ourselves touched down.

ANNOUNCER:

A simultaneous attack was made by other long range Liberators of Coastal Command on the faster convoy. Here is the story of that action as told by Flying Officer Wesley G. Loney of Carnegie, Melbourne, captain of one of the aircraft, with his co-pilot and navigator.....

'CONVOY BATTLE - Part 2'

LONEY:

Our crew is quite a mixed crowd - I'm the Captain of the aircraft and am an Australian from Melbourne. Here is my co-pilot F/O. Goodwin.

GOODWIN:

I'm from Moose Jaw, Saskatchewan. I'd only been in this country a few months and this in fact was my first operational flight.

CAPT:

And here's my navigator, Flight/Sgt. George Coston.

COSTON:

I'm from Wisbech in England. I've been on operational trips a number of times. The crew of our aircraft 'C for Charlie' carried only one other Englishman - the rest were - a Scotsman, a Welshman, three Canadians and an Australian, so as the skipper said, we certainly are a mixed crowd.

CAPT:

Well I think we'd better get off this topic of our respective countries otherwise we'll be starting the eternal argument one again, but believe me, there's no place like Melbourne.

NAVIGATOR:  
& CO-PILOT:

Hey, come off it! etc.

CAPT:

All right, let's get cracking with the story. We were escorting the faster, more Northern Convoy and had been detailed to cover it for several hours. We knew there was a pack of U-boats in the vicinity because earlier that day an aircraft from our station had already made an attack on one.

CO-PILOT:

Of course, we didn't know whether this U-boat had been destroyed



or not, but the Captain had promised us a night out if we sunk one so we were determined ..... to make him pay for his words.

NAVIGATOR: We did too! Although it was a pretty close thing. It was getting dusk and we had only about half an hour more of our petrol to do and we were getting a bit anxious about it when we sighted the U-boat. You were the first one to spot it Skipper I think?

CAPT: Yes. We were about 40 miles from the convoy when I picked it up through my binoculars about 12 miles dead ahead of us. I yelled out "There she is - it's a sub alright! Action stations". It looked as if it was going to crash-dive so I opened up the throttles and we raced towards it flat out. As we approached the sub. it opened up on us with a fairly large calibre ack-ack gun but fortunately it was pretty inaccurate and didn't worry us much.

CO-PILOT: I noticed another aircraft flying around and it was drawing some of the U-boat's fire. We identified the other aircraft as another Liberator and saw it make an attack, but the U-boat still went on at full speed and to our delight we saw that the sub. was still going to stay on the surface and fight it out.

NAVIGATOR: I was on the bomb-aimer's position and when I heard the Skipper shout "Bomb doors open" I put forward the lever, selected the depth charges and we were all set. From my position in the nose I got a wizard view of the sub. and also of the accuracy of the front gunner's fire. - Sgt. Dixon he's the Welshman we spoke about earlier on.

CAPT: Yes. I could see it as well - he was fairly letting him have it. We could see bullets ricochetting from the conning tower and the deck. He certainly cleared it up and as we made our run all their guns were silenced.

George, the navigator, did a grand job with the depth charges. By the time they'd exploded we were past the sub. and the rear-gunner shouted out 'Nice going George' 'Good straddle'.

NAVIGATOR: But these U-boats take a bit of sinking. That attack must have shaken it but she settled down on course again. The gun crews on the sub. must have been reinforced because she started firing at us again.

CO-PILOT: A third Liberator had appeared on the scene so we had to queue up



before we could make our next attack. While we were waiting our turn in the queue we got a grandstand view of an attack by the other aircraft. We thought it was our turn now and went in and started to make another run but one of the Liberators gate-crashed the queue and got in ahead of us. The force of his depth charges exploding covered our aircraft with spray and we were shot about 50 feet up in the air.

CAPT: We were determined to get in a good attack with the rest of our depth charges and as the other aircraft seemed to have used up theirs, we could afford to take our time over it. We turned and came in to attack the U-boat from dead astern. The U-boat concentrated its flak on us and it was rather intense, and they scored quite a number of hits on us.

NAVIGATOR: We were just about 30 feet above the sea and I thought for a moment we were going to take the conning tower with us as I pressed the button to release the depth charges. The rear-gunner gave us his report on the result - he said the stern had been blown clean out of the water and as we turned to have a look for ourselves all we could see were the bows sticking out of the water at an angle of about 60 degrees.

CO-PILOT: Boy! It was a lovely sight! And I took a few pictures of it, but it was sinking so fast that I didn't get a really good 'close-up' and in a minute it had disappeared completely.

CAPT: I called for a report on the amount of damage that we'd suffered. The beam-gunner said that he thought the port-tyre was burst and the engineer told me that one of the wing tanks was holed and we were losing petrol. So we set course for the convoy and reported that the U-boat had been sunk and that we'd have to get back to base.

NAVIGATOR: I plotted a course for home and we had quite a few anxious moments watching the old petrol gauge getting lower and lower, but we made it all right. The skipper made a wizard landing even though we had a burst tyre.

CO-PILOT: Unfortunately, the automatic camera had received a hit so the only pictures we had of our action were the ones taken by myself and the beam-gunner. Although they were taken from a good way off they

certainly/



certainly preserved a record of that U-boat sinking. One of the first things we did as soon as we were on the deck was to remind the skipper of his promise and make him fix a date for our night out!

CAPT: Yes, you can't get away with anything with this mob. We heard later that the Navy had picked up some survivors who'd said that our nose-gunner wiped out one gun-team and the Captain and wounded a number of others. So even though or perhaps because we're a mixed crew we certainly got the answer on that particular show.

Well now I think I'll say cheerio Melbourne!

CO-PILOT: Cheerio Moose Jaw and Fillmore - and on behalf of the Canadian lads - Cheerio Clifford, Ontario from W/O. Field and Cheerio Calgary from P/O. Parker.

NAVIGATOR: Now for myself Cheerio Wisbech - and Cheerio Aberdeen from W/O. Clark and Cheerio Cardiff from Sgt. Johnny Dixon and Cheerio, London from Sgt. Bill Sills.

ANNOUNCER: You have been listening to an account by an Australian, Canadian and two Englishmen of the part they played in a recent convoy battle.

.....ooOoo.....



EXTRACTS FROM RADIO NEWS REEL.North American Edition 12.12.43.

NARR: (out of an account of the rescue of the crew of a crashed Coastal Command plane.) "The crew of that aircraft were rescued by boats from H.M.S. Pink, a flower class corvette. Their ordeal is a reminder of the great part played by our protecting aircraft. Many of those fliers are Canadians and Flt. Lt. Jack Peach of the Royal Canadian Air Force brought some of them to our studio. Flying-Officer Gamble and his co-pilot, Flt. Sgt. Miskiman of Vancouver, are two of a Liberator crew. Flying Officer Gamble, who's the first to speak, tells how they sighted the U-boat.

GAMBLE INTERVIEW. "We climbed into clouds.....  
....petrol was getting rather low by that time

NARR: A second U-boat was sunk by a Liberator, piloted by Flying Officer Loney of Melbourne, Australia, whose co-pilot was F.O. Goodwin from Moose Jaw, Saskatchewan. With them in the studio is their navigator, Flt. Sgt. Coston of Lincolnshire, England. They tell how they sank a U-boat with their last attack.

LONEY INTERVIEW. "We were determined to make it a good one.....  
....didn't get a really good close-up.

NARR: So ended one of the most memorable sea and air engagements in the Atlantic - an engagement that Admiral Sir Max Horton has described as "another decisive defeat for the enemy."

Pacific Edition. 12.12.43.

TALK ended: "The plane...came towards us to make a crash landing. But almost at once a second plane went in to carry on the attack."

It was from H.M.S. Pink, a Flower class corvette, that boats were lowered to the rescue of the crew. Flying-Officer Gamble, one of the co-pilots of the aircraft tells how his crew sighted a U-boat as it was travelling to intercept the convoy about dusk.

GAMBLE INTERVIEW "we climbed into cloud.....  
...petrol was getting rather low by that time.

African Edition. 12.12.43.

NARR: It was from H.M.S. Pink a Flower class corvette that boats were lowered to the rescue of the crew. F/O. Gamble was one of the co-pilots of the aircraft, and on arrival at his base, he told his story to F/Lt. Peach of the Royal Canadian Air Force who introduces him.

GAMBLE INTERVIEW. "He comes from Bedworth, England.....  
.....long enough by the time we landed."

NARR: Listening to Gamble's and Miskiman's story was the crew of another Liberator. They too had been in at the kill of another submarine, and so Peach had to get their story too. First of all he tackled F/O. Loney.

LONEY INTERVIEW. "Well here he is to tell you the part.....  
...and thank you very much for coming here.

NEWS MAGAZINE. 12.12.43.

NARR: The crew of that aircraft were rescued by boats from H.M.S. Pink. Their ordeal is a reminder of the big part played by our protecting aircraft. Here is the story of another Liberator - piloted by Flying Officer Gamble from Warwickshire, England, and his co-pilot Flt. Sgt. Miskiman of Vancouver. They are interviewed by Flt. Lt. Jack Peach of the Royal Canadian Air Force.

GAMBLE INTERVIEW: "Which of the two convoys.....  
... we circled again to see what happened"



NARR: The Flt.Lt. Peach spoke to Flying Officer Loney of Melbourne and his co-pilot Flying Officer Goodwin. Loney said this about his own attack.

LONEY INTERVIEW: "Well we were determined.....  
...lower and lower, but it was all right."



COASTAL COMMAND CREWS ON CONVOY PATROL

SPEAKERS: Aus. 400279. F/O. Loney, W.O. RAAF. of Carnegie, Melbourne.  
F/O. Gambell D.F.C., D.E.M., R.A.F.  
F/O. Goodwin, R.C.A.F.  
Flt. Sgt. Coston, R.A.F.  
Flt. Sgt. Miskiman, R.C.A.F.  
INTERVIEWER: Flt. Lt. Jack Peach.  
DATE: 11.12.43.  
CENSORS: Naval and Air Advisers, M.o I.

NO. 59 SQUADRON

PEACH: Here in the studio with me are some of the members of two Coastal Command Liberator crews who helped to protect the two Atlantic convoys. Both crews were successful in sinking a U-boat and they are here to tell you about it.

First of all here is F/O. Gambell who holds the DFC and the DEM. He comes from Warwickshire, England, and with him is co-pilot, Flt. Sgt. Miskiman of Vancouver. Which of the two convoys were you covering, Gambell?

GAMBELL: The one which was sailing further south.

PEACH: Did you have any difficulty in tracking it?

GAMBELL: We ran into the northern one first, so we made an interception to strike the second.

MISKIMAN: And that was when we had our first action stations. We saw a dead whale in the distance. It had been harpooned and a smoke bucket was sticking on top of the harpoon. It looked very like the conning tower of a submarine in silhouette.

PEACH: How did you get the real alarm, Miskiman?

MISKIMAN: The front look-out suddenly sighted something about 16 miles ahead. There wasn't any doubt about that one.

PEACH: What time was this?

GAMBELL: About five. We'd been out eight hours by then. The submarine was travelling to intercept the convoy about dusk.

PEACH: Did it see you?

GAMBELL: Not at first. We climbed into cloud so as to approach it unseen and dived out to the attack when we were about five miles away. It was a big one - one of the 740 tonners. His cannon opened up on us at about two miles away with pretty accurate and intense fire, but we weren't hit. We passed over him, firing ourselves, at low level, and dropped our first stick of depth charges.

PEACH: Were you able to see whether you had damaged him, Miskiman?

over/



MISKIMAN: Well no. George had to take pretty violent evasive action... But the swirl of the exploding depth charges covered his wake, so we felt pretty certain that we had at least shaken him up. We climbed and circled to observe results. We kept this up for about one and a half hours, turning in occasionally to keep the U-boat on the surface and worry him. Then about dusk we decided to give him another load.

PEACH: And this time you got him?

Gambell: Yes. We straddled him with our depth charges, very close to the hull and the conning tower on either side. The tail gunner immediately shouted "You've got him, George." We circled again to see what had happened.

MISKIMAN: We kept on firing - he was a game bird, but gradually his stern went swash. Then about an hour after the attack he just slid under - firing to the last moment. We saw men in dinghies and men swimming about in Mae Wests, so we dropped flame floats and notified the convoy of the position of the survivors. Then we had to set course for home. Our petrol was getting pretty low by that time.

PEACH: It must have been. How long had you been out?

END OF DISC I.

GAMBELL: Plenty long enough by the time we landed. When we got back to base, we found that the Australian pilot Loney who, in co-operation with other Liberators, had sunk a submarine not far from us at about the same time, had come in just before us.

PEACH: That's F/O. Loney, who's here now with his crew?

LONEY: Yes, that's right.

PEACH: Well, here he is to tell you the part he and his crew played in sinking the U-boat. He is F/O. Loney of Melbourne, and he has with him F/O. Goodwin, his co-pilot from Moose Jaw, Saskatchewan. And their navigator, Flt. Sgt. Coston of Wisbech, England. When did you spot your U-boat, Loney?

LONEY: Just about dusk. We had only about half an hour more of our patrol to do and we were beginning to be afraid that we weren't going to see anything. It was about 12 miles dead ahead of us, but it looked as if it was going to crash dive so I opened up the throttles and we raced towards it flat out. It opened up at us with a fairly large calibre ack-ack gun, but the fire was pretty inaccurate, so it didn't worry us.

over/



PEACH: So it decided to stay on the surface and fight it out? eh Goodwin?

GOODWIN: Yes, to our great delight.

PEACH: Could you see what was happening from where you were, Coston?

COSTON: Yes indeed. I was in the bomb-aimer's position in the nose, getting the depth-charges ready. I had a wizard view of the sub - and also of the accuracy of the front-gunner's fire. He certainly cleaned it up and as we ran up and straddled the U-boat with our first stick of depth charges.

PEACH: But that wasn't the end of it.

LONEY: No, they take some sinking.

GOODWIN: And meanwhile, another Liberator had appeared on the scene, so we had to queue up before we could make our next attack. When we thought it was our turn, another plane gatecrashed the queue and got in ahead of us. The force of his depth charges exploding covered our aircraft with spray and we were shot about 50 feet up in the air.

PEACH: What about your own attack?

LONEY: Well we were determined to make it a good one. It was our last four depth charges. But as the other aircraft seemed to have used up theirs we were able to take our time over it. We banked and ran up to attack it from dead astern. Some of their ack-ack fire hit us.

COSTON: Then it was my turn to take a hand from the bomb-aimer's position. We were just about 30 feet above the sea and I thought for a moment we were going to take the conning tower of the submarine with us as I pressed the button to release the depth charge.

LONEY: The rear-gunner gave us his report on the result. He said the stern had been blown clean out of the water.

GOODWIN: We turned then to have a look for ourselves and all we could see were the bows sticking out of the water at an angle of about 60 degrees. I took a few pictures of it, but it was sinking so fast that I didn't get a really good 'close-up.'

PEACH: Were you much damaged yourselves, Loney?

LONEY: The port-tyre was burst and one of the wing-tanks was holed and we were losing petrol, so we had to get back to base pretty quickly. We had a few anxious moments watching the petrol-gauge get lower and lower, but it was all right.

GOODWIN: And it was a good landing, in spite of the burst tyre. And the



photographs I'd taken & had preserved a record of the U-boat sinking.

FEACH:           So everybody was satisfied. Well, congratulations, all of you, and thank  
you very much for coming here.

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THIRD U-BOAT DEFEAT WITHIN A FEW WEEKS  
 (Follow up story to Admiralty/Air Ministry communique)

Five U-boats were sunk and three more damaged when, for the third time within a few weeks, enemy U-boats recently concentrated in strength on the North Atlantic attempted to launch a major attack on two important convoys which were only 60 miles apart.

The enemy was decisively beaten, aircraft of Coastal Command sinking three of the U-boats and damaging three more. The two other U-boats were destroyed by the Royal Navy.

Destruction of these German submarines cost Coastal Command two aircraft. The narrative of this stirring, hard fought action is one of the epic stories in the four-year history of the Battle of the Atlantic.

In the previous recent actions around trans-Atlantic convoys - described in an Air Ministry communique of 5th December, 1943 - six U-boats were destroyed by aircraft operating with Coastal Command. The latest action opened when a very long range Liberator sighted a U-boat on the surface, travelling at 16 knots in an attempt to close one of the convoys 15 miles away. In the face of intense flak, the aircraft's captain, Flight Lieutenant E.A. Bland, D.S.O., of Frinton-on-Sea, Essex, went into the attack but the two port engines were struck and there were repeated hits on the port side and fuselage of the Liberator.

The run-in was continued, however, the aircraft tracking over the U-boat at a height of 50 feet, but the depth-charges failed to release as the bombing gear had been damaged by the U-boat's fire. The captain turned the Liberator and began circling the submarine while assessing the damage to the aircraft.

Meanwhile, the Senior Naval Officer of the convoy was informed of the position, and the crippled Liberator continued to circle the submarine. A Liberator from another squadron arrived on the scene and, despite damage to itself, made two attacks, resulting in very severe damage to the U-boat. As the submarine was submerging Flight Lieutenant Bland attempted a further attack with his badly-damaged aircraft but again the depth-charges failed to release. The U-boat was however subsequently severely damaged by an attack carried out by H.M.S. Duncan.

It became clear that Flight Lieutenant Bland's Liberator would have to be "ditched", so he set course for the convoy and came down close to a Naval escort vessel. Within ten minutes all the crew were rescued by the ship (H.M.S. Pink) though one member was killed when the aircraft force-landed and broke up after its nose had been buried in a ten-foot wave. Another of the crew died shortly afterwards.

A Senior Naval Officer described the performance of Flight Lieutenant Bland and his crew as a "very gallant action". The officer added that the effort of the other Liberator's crew equalled in courage that of Flight Lieutenant Bland and his men.

Later in the day, another Liberator, "Y", captained by Flying Officer G.D. Gamble, D.F.C., B.E.M., of Bedworth, Warwick, who has had long experience of the U-boat war, stalked a surfaced U-boat through cloud. Breaking out of cloud cover, he attacked and dropped depth-charges amid fierce anti-aircraft fire.

Flying Officer Gamble circled to attack again but was driven off by the intensity of fire from the U-boat, which was circling and taking violent evasive action. For an hour and a half the aircraft and U-boat sparred. Finally, as dusk approached, Flying Officer Gamble determined to make a further attack in spite of the flak.



"We were met by the same withering fire", he said, "but one of my wireless operators was doing a splendid job with his gun and silenced the enemy's machine guns. We dropped our depth-charges, but were disappointed to see the U-boat still on an even keel and firing, though it was circling tightly. Three quarters of an hour later, however, the bows were low in the water and black smoke began to pour from the afterdeck. The U-boat slowly lost way, the bows sank lower and it ultimately disappeared, leaving about 12 men clinging to one dinghy and between 16 and 20 to another". That U-boat had been "killed".

While this battle was being fought astern of the convoys, three more Liberators joined forces to destroy another U-boat within a few miles of our merchantmen. These aircraft - all very long range Liberators - almost queued up to take turns in attacking the U-boat, one of them having pressed home the attack from such a low level that it lost its trailing aerial which must have been caught on the submarine's conning-tower.

DFC  
14/4/44

"The flak was very heavy", said Flying Officer W.H. Loney, of Melbourne, the captain of one of the Liberators, "and our aircraft was holed in several places, a petrol tank having been punctured and a tyre burst. The front gunner, however, did some good work and silenced the enemy fire as we closed."

400279 59 Squadron

"As a result of the combined attacks, the U-boat seemed to be blown clear of the water and the stern lifted. Then, as it settled back, the bows lifted and the U-boat slid below, stern first. It sank within a minute and we saw about 15 survivors in the sea".

This was the last attack of the first day of Coastal Command's action but as a formidable concentration of U-boats was known to be still in the zone, attempting to close the ships, strong air cover was arranged for the following day. Liberators from Iceland were detailed for close escort and, in addition, Hudsons, U.S. Navy Venturas, Sunderlands and Liberators carried out anti-submarine sweeps in the area.

Shortly after mid-day on the second day, an attack was made by a Coastal Command R.C.A.F. Sunderland, manned by a mixed R.C.A.F. and R.A.F. crew. This flying-boat sighted two U-boats proceeding in company, about 50 yards apart, 20 miles from the convoy. Both U-boats were large and powerfully armed, but the captain of the aircraft Flight Lieutenant P.T. Sargent, of Toronto, went straight into the attack, selecting the nearer U-boat as his target. Heavy fire was opened by both submarines. After a battle in which the Sunderland was hit repeatedly, one U-boat was entirely enveloped by the depth-charge explosions, noticeably lifted out of the water and then disappeared severely damaged. (Full story in A.M.B. No. 12306).

Throughout the afternoon of the second day three more U-boats were attacked by aircraft but it was not until the evening that the final "kill" of the two day air action was scored.

"We had been flying since first light when we sighted a submarine on the surface, travelling at about eight knots", said Flight Lieutenant E. Knowles, D.F.M., of Morecambe, the captain of one of the two Liberators which shared in the destruction of this U-boat. "It opened fire but the flak was wide of the mark as we attacked. Coming round again, we saw another Liberator, from Iceland, going in. We queued up behind and he circled and followed us."

"The U-boat's gunners were attacked by the air gunners, depth-charges seemed to straddle the target, the German crew scrambled onto the conning-tower and then started to abandon the U-boat, which was sinking by the stern. Later, it broke in half, leaving 20 to 30 survivors in the water."



EXTRACTS FROM RADIO NEWS REEL.North American Edition 12.12.43.

NARR: (out of an account of the rescue of the crew of a crashed Coastal Command plane.)  
 "The crew of that aircraft were rescued by boats from H.M.S. Pink, a flower class corvette. Their ordeal is a reminder of the great part played by our protecting aircraft. Many of those fliers are Canadians and Flt. Lt. Jack Peach of the Royal Canadian Air Force brought some of them to our studio. Flying-Officer Gamble and his co-pilot, Flt. Sgt. Miskiman of Vancouver, are two of a Liberator crew. Flying Officer Gamble, who's the first to speak, tells how they sighted the U-boat.

GAMBLE INTERVIEW. "We climbed into clouds.....  
 ....petrol was getting rather low by that time

NARR: A second U-boat was sunk by a Liberator, piloted by Flying Officer Loney of Melbourne, Australia, whose co-pilot was F.O. Goodwin from Moosejaw, Saskatchewan. With them in the studio is their navigator, Flt. Sgt. Coston of Lincolnshire, England. They tell how they sank a U-boat with their last attack.

LONEY INTERVIEW. "We were determined to make it a good one.....  
 ....didn't get a really good close-up.

NARR: So ended one of the most memorable sea and air engagements in the Atlantic - an engagement that Admiral Sir Max Horton has described as "another decisive defeat for the enemy."

Pacific Edition. 12.12.43.

TALK ended: "The plane...came towards us to make a crash landing. But almost at once a second plane went in to carry on the attack."

It was from H.M.S. Pink, a Flower class corvette, that boats were lowered to the rescue of the crew. Flying-Officer Gamble, one of the co-pilots of the aircraft tells how his crew sighted a U-boat as it was travelling to intercept the convoy about dusk.

GAMBLE INTERVIEW "We climbed into cloud.....  
 ...petrol was getting rather low by that time.

African Edition. 12.12.43.

NARR: It was from H.M.S. Pink a Flower class corvette that boats were lowered to the rescue of the crew. F/O. Gamble was one of the co-pilots of the aircraft, and on arrival at his base, he told his story to F/Lt. Peach of the Royal Canadian Air Force who introduces him.

GAMBLE INTERVIEW. "He comes from Bedworth, England.....  
 ....long enough by the time we landed."

NARR: Listening to Gamble's and Miskiman's story was the crew of another Liberator. They too had been in at the kill of another submarine, and so Peach had to get their story too. First of all he tackled F/O. Loney.

LONEY INTERVIEW. "Well here he is to tell you the part.....  
 ...and thank you very much for coming here.

NEWS MAGAZINE. 12.12.43.

NARR: The crew of that aircraft were rescued by boats from H.M.S. Pink. Their ordeal is a reminder of the big part played by our protecting aircraft. Here is the story of another Liberator - piloted by Flying Officer Gamble from Warwickshire, England, and his co-pilot Flt. Sgt. Miskiman of Vancouver. They are interviewed by Flt. Lt. Jack Peach of the Royal Canadian Air Force.

GAMBLE INTERVIEW: "Which of the two convoys.....  
 ... we circled again to see what happened".



NARR: The Flt.Lt. Peach spoke to Flying Officer Loney of Melbourne and his co-pilot Flying Officer Goodwin. Loney said this about his own attack.

LONEY INTERVIEW: "Well we were determined.....  
...lower and lower, but it was all right."



COASTAL COMMAND CREWS ON CONVOY PATROL

SPEAKERS: Aus. 400279. F/O. Loney, W.G. RAAF. of Carnagie, Melbourne.  
F/O. Cambell D.F.C., B.E.M., R.A.F.  
F/O. Goodwin, R.C.A.F.  
Flt. Sgt. Coston, R.A.F.  
Flt. Sgt. Miskiman, R.C.A.F.  
INTERVIEWER: Flt. Lt. Jack Peach.  
DATE: 11.12.43.  
CENSORS: Naval and Air Advisers, M.o I.

NO. 59 SQUADRON

PEACH: Here in the studio with me are some of the members of two Coastal Command Liberator crews who helped to protect the two Atlantic convoys. Both crews were successful in sinking a U-boat and they are here to tell you about it.

First of all here is F/O. Gambell who holds the DFC and the BEM. He comes from Warwickshire, England, and with him is co-pilot, Flt. Sgt. Miskiman of Vancouver. Which of the two convoys were you covering, Gambell?

GAMBELL: The one which was sailing further south.

PEACH: Did you have any difficulty in tracking it?

GAMBELL: We ran into the northern one first, so we made an interception to strike the second.

MISKIMAN: And that was when we had our first action stations. We saw a dead whale in the distance. It had been harpooned and a smoke bucket was sticking on top of the harpoon. It looked very like the conning tower of a submarine in silhouette.

PEACH: How did you get the real alarm, Miskiman?

MISKIMAN: The front look-out suddenly sighted something about 16 miles ahead. There wasn't any doubt about that one.

PEACH: What time was this?

GAMBELL: About five. We'd been out eight hours by then. The submarine was travelling to intercept the convoy about dusk.

PEACH: Did it see you?

GAMBELL: Not at first. We climbed into cloud so as to approach it unseen and dived out to the attack when we were about five miles away. It was a big one - one of the 740 tonners. His cannon opened up on us at about two miles away with pretty accurate and intense fire, but we weren't hit. We passed over him, firing ourselves, at low level, and dropped our first stick of depth charges.

PEACH: Were you able to see whether you had damaged him, Miskiman?



MISKIMAN: Well no. George had to take pretty violent evasive action... But the swirl of the exploding depth charges covered his wake, so we felt pretty certain that we had at least shaken him up. We climbed and circled to observe results. We kept this up for about one and a half hours, turning in occasionally to keep the U-boat on the surface and worry him. Then about dusk we decided to give him another load.

PEACH: And this time you got him?

Gambell: Yes. We straddled him with our depth charges, very close to the hull and the conning tower on either side. The tail gunner immediately shouted "You've got him, George." We circled again to see what had happened.

MISKIMAN: We kept on firing - he was a game bird, but gradually his stern went awash. Then about an hour after the attack he just slid under - firing to the last moment. We saw men in dinghies and men swimming about in Mae Wests, so we dropped flame floats and notified the convoy of the position of the survivors. Then we had to set course for home. Our petrol was getting pretty low by that time.

PEACH: It must have been. How long had you been out?

END OF DISC I.

GAMBELL: Plenty long enough by the time we landed. When we got back to base, we found that the Australian pilot Loney who, in co-operation with other Liberators, had sunk a submarine not far from us at about the same time, had come in just before us.

PEACH: That's F/O. Loney, who's here now with his crew?

LONEY: Yes, that's right.

PEACH: Well, here he is to tell you the part he and his crew played in sinking the U-boat. He is F/O. Loney of Melbourne, and he has with him F/O. Goodwin, his co-pilot from Moose Jaw, Saskatchewan. And their navigator, Flt. Sgt. Coston of Wisbech, England. When did you spot your U-boat, Loney?

LONEY: Just about dusk. We had only about half an hour more of our patrol to do and we were beginning to be afraid that we weren't going to see anything. It was about 12 miles dead ahead of us, but it looked as if it was going to crash dive so I opened up the throttles and we raced towards it flat out. It opened up at us with a fairly large calibre ack-ack gun, but the fire was pretty inaccurate, so it didn't worry us.

over/



PEACH: So it decided to stay on the surface and fight it out? eh Goodwin?

GOODWIN: Yes, to our great delight.

PEACH: Could you see what was happening from where you were, Coston?

COSTON: Yes indeed. I was in the bomb-aimer's position in the nose, getting the depth-charges ready. I had a wizard view of the sub - and also of the accuracy of the front-gunner's fire. He certainly cleaned it up ~~and~~ as we ran up and straddled the U-boat with our first stick of depth charges.

PEACH: But that wasn't the end of it.

LONEY: No, they take some sinking.

GOODWIN: And meanwhile, another Liberator had appeared on the scene, so we had to queue up before we could make our next attack. When we thought it was our turn, another plane gatecrashed the queue and got in ahead of us. The force of his depth charges exploding covered our aircraft with spray and we were shot about 50 feet up in the air.

PEACH: What about your own attack?

LONEY: Well we were determined to make it a good one. It was our last four depth charges. But as the other aircraft seemed to have used up theirs we were able to take our time over it. We banked and ran up to attack it from dead astern. Some of their ack-ack fire hit us.

COSTON: Then it was my turn to take a hand from the bomb-aimer's position. We were just about 30 feet above the sea and I thought for a moment we were going to take the conning tower of the submarine with us as I pressed the button to release the depth charge.

LONEY: The rear-gunner gave us his report on the result. He said the stern had been blown clean out of the water.

GOODWIN: We turned then to have a look for ourselves and all we could see were the bows sticking out of the water at an angle of about 60 degrees. I took a few pictures of it, but it was sinking so fast that I didn't get a really good 'close-up.'

PEACH: Were you much damaged yourselves, Loney?

LONEY: The port-tyre was burst and one of the wing-tanks was holed and we were losing petrol, so we had to get back to base pretty quickly. We had a few anxious moments watching the petrol-gauge get lower and lower, but it was all right.

GOODWIN: And it was a good landing, in spite of the burst tyre. And the



photographs I'd taken d had preserved a record of the U-boat sinking.

PEACH:           So everybody was satisfied. Well, congratulations, all of you, and thank  
you very much for coming here.

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Includes in Part 2 Aus. 400279 F/O. W.G.Loney R.A.A.F. of Carnegie, Melbourne, Vic.

at R.A.F. Station Ballykelly N. Ireland. (59 Squadron)

"WITH THE AUSTRALIANS IN BRITAIN"

'CONVOY BATTLE'

Produced by R.S. Lee and David Bernard

Censored by R.S.Lee and Air Ministry

PACIFIC: TUESDAY 21st. DECEMBER, 1943:  
Recorded: DLO 47981.

08.45 - 09.00 GMT.

ANNOUNCER:

This is London Calling in the Pacific Service. "Five U-boats were sunk and three others damaged by Coastal Command Liberators and naval vessels in a battle which lasted two days and nights in the North Atlantic". That communique was issued recently by the Admiralty and the Air Ministry. In this convoy battle more than 20 U-boats had concentrated in the area to attack two valuable convoys, steaming 60 miles apart, yet so successful were the combined efforts of the aircraft and naval vessels that more than 99% of the escorted ships safely reached harbour". Contact was first made with the enemy towards the evening and during the night continued hunts were carried out by destroyers, and just after dawn a joint attack was made by a long-range Liberator and a destroyer on a submarine which was severely damaged. Later in the day, another Liberator "Y Yorker" captained by Flying Officer G.D. Gamble broke out of cloud cover and made repeated attacks in the face of withering fire on another U-boat. That U-boat was sunk. While this battle was being fought three more Liberators joined forces to destroy a U-boat which was lying in wait for the first of the convoys. Flying Officer W.H. Loney, an Australian, Captain of one of the Liberators saw this submarine sink after his last attack. During the second night, the remaining U-boats attempted to close in on the convoys but were routed in quick succession by the destroyer and frigate escort. On the next day, the battle was continued by the navy and aircraft from Coastal Command.

The submarine pack was routed, 5 U-boats were sunk, three others

severely/



severely damaged and two vital convoys had been saved.

Here now are first-hand stories of this action. The first is by Flying Officer D.G. Gamble, D.F.C., B.E.M., an Englishman.....

'CONVOY BATTLE - Part 1'

GAMBLE:

Recently, two convoys were crossing the Atlantic. We got orders one morning to pick up and escort the slower of the two. They were roughly about 60 miles apart out in mid Atlantic. The one to which we were briefed was furthest south and somewhat behind the other. Other aircraft from our Squadron had gone ahead of us and the convoy was also being covered by aircraft from Iceland.

So far the convoys had been unmolested, so we had no idea what an exciting day it was going to be. Of course, on an anti-submarine strike we're always hoping for excitement. It was bad weather when we took off and for about three hours we couldn't get any sunshots or drifts to check our position. We ran into the Northerly convoy first of all, so we made an interception to strike the second. The relative positions of the two had changed so we went about 80 miles ahead of the two convoys to search the area there. On the way we had our first 'Action Stations' of the day. We saw a dead whale in the distance, with hordes of seagulls flying around it. When we first saw it we mistook it for a submarine. It had been harpooned and the harpoon with smoke bucket attached was sticking out of the top and looked very much like a conning tower in silhouette. We carried on with the search. The weather had now improved and visibility was much better. The front look-out suddenly sighted something about 16 miles ahead. "What's that George" he said. We immediately recognised it as a submarine. It was on the surface travelling to intercept the convoys at about dusk. It didn't see us at first. We increased speed and altered course and climbed into cloud so as to approach unseen. That was at about 5 o'clock, and we had then been out about 8 hours.

We broke cloud about five miles from the U-boat and at once dived to attack. The submarine turned slightly to starboard so that we came in on his port beam. His cannon opened up on us at about two

miles/



miles, and his fire was pretty accurate and intense but we weren't hit. At 1,000 yards we opened up with our nose armament. He continued to fire but we passed over him at low level and dropped our first stick of depth charges. We couldn't assess the result, for we had to take pretty violent evasive action at once. The swirl of the exploding depth charges covered his wake, so we felt pretty certain that we had at least shaken him up.

We climbed out of range of his cannon fire and circled to observe any results. He was a game fighter and was still firing. We circled and reported to base and any vessels in the vicinity. We kept on circling, turning in occasionally to keep the U-boat on the surface and worry him, all the time weaving to avoid his flak. At about dusk, when we had been circling for an hour and a half, we decided to give him another load. He altered course as we came in. We continued weaving to avoid his flak, which was pretty accurate, and again W/O. Mercer, our nose gunner, opened up. He was very accurate - and he silenced the machine gun by the conning tower. We straddled him with our depth charges, very close to the hull and gun platform on either side. The tail gunner immediately shouted through the inter-comm. "You've got him George". As on the first attack the tailgunner sprayed the U-boat as we passed over after dropping the depth charges.

We circled again to see what had happened. He still kept on firing but after about ten minutes he reduced speed almost to a standstill. Shortly after that black smoke started coming up out of the conning tower. He kept on firing, but gradually his stern went awash. Then he started up speed again and about an hour after the attack just slid under - firing right to the last moment. We went in to observe the swirl and we saw men in dinghies and men swimming about in Mae Wests. We dropped flame floats and notified the convoy of the position of the survivors.

Our petrol was getting low - we had exceeded the prudent limit of endurance, as the official report puts it - so we made for home. We arrived back at base safely. without a scratch.



When we got back to base we found that the Australian pilot, F/O. Loney, had come in just before us. In co-operation with two other Liberators, he had also sunk a submarine not far from us at about the same time. He had been damaged in the action, so his Liberator couldn't be got off the runway quickly and we had to circle the airfield for half an hour before we ourselves touched down.

ANNOUNCER: A simultaneous attack was made by other long range Liberators of Coastal Command on the faster convoy. Here is the story of that action as told by Flying Officer Wesley G. Loney of Carnegie, Melbourne, captain of one of the aircraft, with his co-pilot and navigator.....

'CONVOY BATTLE - Part 2'

LONEY: Our crew is quite a mixed crowd - I'm the Captain of the aircraft and am an Australian from Melbourne. Here is my co-pilot F/O. Goodwin.

GOODWIN: I'm from Moose Jaw, Saskatchewan. I'd only been in this country a few months and this in fact was my first operational flight.

CAPT: And here's my navigator, Flight/Sgt. George Coston.

COSTON: I'm from Wisbeck in England. I've been on operational trips a number of times. The crew of our aircraft 'C for Charlie' carried only one other Englishman - the rest were - a Scotsman, a Welshman, three Canadians and an Australian, so as the skipper said, we certainly are a mixed crowd.

CAPT: Well I think we'd better get off this topic of our respective countries otherwise we'll be starting the eternal argument one again, but believe me, there's no place like Melbourne.

NAVIGATOR:  
& CO-PILOT: Hey, come off it! etc.

CAPT: All right, let's get cracking with the story. We were escorting the faster, more Northern Convoy and had been detailed to cover it for several hours. We knew there was a pack of U-boats in the vicinity because earlier that day an aircraft from our station had already made an attack on one.

CO-PILOT: Of course, we didn't know whether this U-boat had been destroyed



or not, but the Captain had promised us a night out if we sunk one so we were determined ..... to make him pay for his words.

NAVIGATOR: We did too! Although it was a pretty close thing. It was getting dusk and we had only about half an hour more of our petrol to do and we were getting a bit anxious about it when we sighted the U-boat. You were the first one to spot it Skipper I think?

CAPT: Yes. We were about 40 miles from the convoy when I picked it up through my binoculars about 12 miles dead ahead of us. I yelled out "There she is - it's a sub alright! Action stations". It looked as if it was going to crash-dive so I opened up the throttles and we raced towards it flat out. As we approached the sub. it opened up on us with a fairly large calibre ack-ack gun but fortunately it was pretty inaccurate and didn't worry us much.

CO-PILOT: I noticed another aircraft flying around and it was drawing some of the U-boat's fire. We identified the other aircraft as another Liberator and saw it make an attack, but the U-boat still went on at full speed and to our delight we saw that the sub. was still going to stay on the surface and fight it out.

NAVIGATOR: I was on the bomb-aimer's position and when I heard the Skipper shout "Bomb doors open" I put forward the lever, selected the depth charges and we were all set. From my position in the nose I got a wizard view of the sub. and also of the accuracy of the front gunner's fire. - Sgt. Dixon he's the Welshman we spoke about earlier on.

CAPT: Yes. I could see it as well - he was fairly letting him have it. We could see bullets ricochetting from the conning tower and the deck. He certainly cleared it up and as we made our run all their guns were silenced.

George, the navigator, did a grand job with the depth charges. By the time they'd exploded we were past the sub. and the rear-gunner shouted out 'Nice going George' 'Good straddle'.

NAVIGATOR: But these U-boats take a bit of sinking. That attack must have shaken it but she settled down on course again. The gun crews on the sub. must have been reinforced because she started firing at us again.

CO-PILOT: A third Liberator had appeared on the scene so we had to queue up



before we could make our next attack. While we were waiting our turn in the queue we got a grandstand view of an attack by the other aircraft. We thought it was our turn now and went in and started to make another run but one of the Liberators gate-crashed the queue and got in ahead of us. The force of his depth charges exploding covered our aircraft with spray and we were shot about 50 feet up in the air.

CAPT: We were determined to get in a good attack with the rest of our depth charges and as the other aircraft seemed to have used up theirs, we could afford to take our time over it. We turned and came in to attack the U-boat from dead astern. The U-boat concentrated its flak on us and it was rather intense, and they scored quite a number of hits on us.

NAVIGATOR: We were just about 30 feet above the sea and I thought for a moment we were going to take the conning tower with us as I pressed the button to release the depth charges. The rear-gunner gave us his report on the result - he said the stern had been blown clean out of the water and as we turned to have a look for ourselves all we could see were the bows sticking out of the water at an angle of about 60 degrees.

CO-PILOT: Boy! It was a lovely sight! And I took a few pictures of it, but it was sinking so fast that I didn't get a really good 'close-up' and in a minute it had disappeared completely.

CAPT: I called for a report on the amount of damage that we'd suffered. The beam-gunner said that he thought the port-tyre was burst and the engineer told me that one of the wing tanks was holed and we were losing petrol. So we set course for the convoy and reported that the U-boat had been sunk and that we'd have to get back to base.

NAVIGATOR: I plotted a course for home and we had quite a few anxious moments watching the old petrol gauge getting lower and lower, but we made it all right. The skipper made a wizard landing even though we had a burst tyre.

CO-PILOT: Unfortunately, the automatic camera had received a hit so the only pictures we had of our action were the ones taken by myself and the beam-gunner. Although they were taken from a good way off they

certainly/



certainly preserved a record of that U-boat sinking. One of the first things we did as soon as we were on the deck was to remind the skipper of his promise and make him fix a date for our night out!

CAPT: Yes, you can't get away with anything with this mob. We heard later that the Navy had picked up some survivors who'd said that our nose-gunner wiped out one gun-team and the Captain and wounded a number of others. So even though or perhaps because we're a mixed crew we certainly got the answer on that particular show.

Well now I think I'll say cheerio Melbourne!

CO-PILOT: Cheerio Moose Jaw and Fillmore - and on behalf of the Canadian lads - Cheerio Clifford, Ontario from W/O. Field and Cheerio Calgary from P/O. Parker.

NAVIGATOR: Now for myself Cheerio Wisbech - and Cheerio Aberdeen from W/O. Clark and Cheerio Cardiff from Sgt. Johnny Dixon and Cheerio, London from Sgt. Bill Sills.

ANNOUNCER: You have been listening to an account by an Australian, Canadian and two Englishmen of the part they played in a recent convoy battle.

.....ooOoo.....



*Loney.*

1021

Extract from:

"WITH THE AUSTRALIANS IN BRITAIN"  
'CONVOY BATTLE'

21st December, 1943.

LONEY Our crew is quite a mixed crowd - I'm the Captain of the aircraft and am an Australian from Melbourne. Here is my co-pilot F/O. Goodwin.

GOODWIN I'm from Moose Jaw, Saskatchewan. I'd only been in this country a few months and this in fact was my first operational flight.

CAPT. And here's my navigato, F/Sgt. George Coston.

COSTON. I'm from Wisbech in England. I've been on operational trips a number of times. The crew of our aircraft 'C for Charlie' carried only one other Englishman - the rest were - a Scotsman, a Welshman, three Canadians and an Australian, so as the skipper said, we certainly are a mixed crowd.

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NAVIGATOR  
& CO-PILOT Hey, come off it! etc.

CAPT: All right, let's get cracking with the story. We were escorting the faster, more Northern Convoy and had been detailed to cover it for several hours. We knew there was a pack of U-boats in the vicinity because earlier that day an aircraft from our station had already made an attack on one.

CO-PILOT Of course, we didn't know whether this U-boat had been destroyed or not, but the Captain had promised us a night out if we sunk one so we were determined .....to make him pay for his words.

NAVIGATOR We did too! Although it was a pretty close thing. It was getting dusk and we had only about half an hour more of our petrol to do and we were getting a bit anxious about it when we sighted the U-boat. You were the first one to spot it Skipper I think?



CAPT. Yes. We were about 40 miles from the convoy when I picked it up through my binoculars about 12 miles dead ahead of us. I yelled out "There she is - it's a sub alright! Action stations". It looked as if it was going to crash-dive so I opened up the throttles and we raced towards it flat out. As we approached the sub. it opened up on us with a fairly large calibre ack-ack gun but fortunately it was pretty inaccurate and didn't worry us much.

CO-PILOT I noticed another aircraft flying around it was drawing some of the U-boat's fire. We identified the other aircraft as another Liberator and saw it make an attack, but the U-boat still went on at full speed and to our delight we saw that the sub. was still going to stay on the surface and fight it out.

NAVIGATOR I was on the bomb-aimer's position and when I heard the Skipper shout "Bomb doors open" I put forward the lever, selected the depth charges and we were all set. From my position in the nose I got a wizard view of the sub. and also of the accuracy of the front gunner's. fire - Sgt. Dixon he's the Welshman we spoke about earlier on.

CAPT. Yes. I could see it as well - he was fairly letting him have it. We could see bullets ricocheting from the conning tower and the deck. He certainly cleared it up and as we made our run all their guns were silenced.

George, the navigator, did a grand job with the depth charges. By the time they'd exploded we were past the sub. and the rear-gunner shouted out 'Nice going George' 'Good straddle'.

NAVIGATOR But these U-boats take a bit of sinking. That attack must have shaken it but she settled down on course again. The gun crews on the sub. must have been reinforced because she started firing at us again.

CO-PILOT A third Liberator had appeared on the scene so we had to queue up before we could make our next attack. While we were waiting our turn in the queue we got a grandstand view of an attack by the other aircraft. We though it was our turn now



and went in and started to make another run but one of the Liberators gate-crashed the queue and got in ahead of us. The force of his depth charges exploding covered our aircraft with spray and we were shot about 50 feet up in the air.

CAPT: We were determined to get in a good attack with the rest of our depth charges and as the other aircraft seemed to have used up theirs, we could afford to take our time over it. We turned and came in to attack the U-boat from dead astern. The U-boat concentrated its flak on us and it was rather intense, and they scored quite a number of hits on us.

NAVIGATOR: We were just about 30 feet above the sea and I thought for a moment we were going to take the conning tower with us as I pressed the button to release the depth charges. The rear-gunner gave us his report on the result - he said the stern had been blown clean out of the water and as we turned to have a look for ourselves all we could see were the bows sticking out of the water at an angle of about 60 degrees.

CO-PILOT: Boy! it was a lovely sight! And I took a few pictures of it, but it was sinking so fast that I didn't get a really good 'close-up' and in a minute it had disappeared completely.

CAPT: I called for a report on the amount of damage that we'd suffered. The beam-gunner said that he thought the port-tyre was burst and the engineer told me that one of the wing tanks was holed and we were losing petrol. So we set course for the convoy and reported that the U-boat had been sunk and that we'd have to get back to base.

NAVIGATOR: I plotted a course for home and we had quite a few anxious moments watching the old petrol gauge getting lower and lower, but we made it all right. The skipper made a wizard landing even though we had a burst tyre.



CO-PILOT

Unfortunately, the automatic camera had received a hit so the only picture we had of our action were the ones taken by myself and the beam-gunner. Although they were taken from a good way off they certainly preserved a record of that U-boat sinking. One of the first things we did as soon as we were on the deck was to remind the skipper of his promise and make him fix a date for our night out!

CAPT.

Yes, you can't get away with anything with this mob. We heard later that the Navy had picked up some survivors who'd said that our nose-gunner wiped out one gun-team and the Captain and wounded a number of others. So even though or perhaps because we're a mixed crew we certainly got the answer on that particular show.

Well now I think I'll say cheerio Melbourne'.

CO-PILOT

Cheerio Moose Jaw and Fillmore - and on behalf of the Canadian lads - Cheerio Clifford, Ontario from W/O. Field and Cheerio Calgary from P/O. Parker.

NAVIGATOR

Now for myself Cheerio Wisbech - and Cheerio Aberdeen from W/O. Clark and Cheerio Cardiff from Sgt. Johnny Dixon and Cheerio, London from Sgt. Bill Sills.

ANNOUNCER:

You have been listening to an account by an Australian, Canadian and two Englishmen of the part they played in a recent convoy battle.



CONVOY PROTECTOR WINS D.F.C.

Story of Atlantic Battle Against U-boats

Liberator pilot who has helped guide many a convoy safely to port, sometimes at the risk of his own life, <sup>408279</sup> Flying Officer Wesley Glen Loney, R.A.A.F, of Melbourne, is awarded the D.F.C. in today's Air Ministry awards list.

On one occasion, the citation says, Flying Officer Loney made a most effective attack on an enemy submarine and after being joined in the operation by two other aircraft the vessel was sunk. Flying Officer Loney's work contributed much to this success. At a later date, this officer again sighted a surfaced U-boat, which he probably damaged. "Flying Officer Loney has proved himself a first class captain of aircraft who has invariably driven home his attacks with great determination", the citation adds.

The highlight of Loney's career was the famous North Atlantic battle, lasting two days and nights, in which more than 20 U-boats were concentrated to attack 2 valuable convoys steaming 60 miles apart. Coastal Command Liberators, co-operating with destroyers, sank five of the U-boats and damaged three others. As a result, more than 99 percent of the escorted ships safely reached harbour.

Loney's crew in that battle comprised -- in addition to himself -- two Englishmen, a Scot, a Welshman, and three Canadians.

They knew there was a pack of U-boats near the faster, more northern convoy which they were escorting, because earlier that day an aircraft from their station had attacked one -- but they were uncertain whether this U-boat had been destroyed. Dusk was falling and they had only enough petrol to last about half an hour, when they sighted the U-boat. They were about 40 miles from the convoy when Flying Officer Loney picked it up through his binoculars about 12 miles ahead. He gave the order, "Action stations". It looked as if it was going to crash-dive, so he advanced the throttles and raced towards it. The submarine opened up with a fairly large calibre ack-ack gun, but its fire was inaccurate.

The co-pilot, Flying Officer Goodwin, a Canadian, noticed another Liberator which was drawing some of the U-boat's fire. The Liberator attacked but the U-boat still went on at full speed, clearly determined to stay on the surface and fight it out.



From the airbomber's position, the navigator, hearing the Skipper shout "Bomb doors open", put forward the lever, and selected the depth charges. He had a good view of the front-gunner's fire, and could see the bullets ricochetting from the conning tower and the deck. As they made their run, all the submarines guns were silenced. The navigator timed his depth charges perfectly. By the time they had exploded, the Liberator was past the submarine; but, though the attack must have shaken it, she settled down on course. Her gun crews were evidently reinforced because she started firing again.

A third Liberator then appeared and while they were, as the co-pilot put it "waiting their turn in the queue," before making their next attack, they had a grandstand view of an attack by the other aircraft. They started to make another run, but one of the Liberators slipped out of the queue and got in ahead. The force of his depth charges' exploding covered their aircraft with spray and they were shot about 50 feet in the air.

They were determined to make full use of the rest of their depth charges, as the other aircraft seemed to have used up theirs. Turning and coming in to attack the U-boat from dead astern, they met concentrated and intense flak, which scored some hits on them. They were about 30 feet above the sea, and, as the navigator pressed the button to release the depth charges, he thought they were going to hit the conning tower. The rear-gunner reported that the stern had been blown clean out of the water, and, as they turned, all they could see were the bows sticking out of the sea. The co-pilot took a few photographs but the U-boat was sinking so fast that he could not get a good 'close-up'. In a minute it disappeared completely.

The beam-gunner reported that the port-tyre was burst, and the engineer said one of the wing tanks was holed and they were losing petrol. They set course for the convoy and reported that the U-boat had been sunk and that they would have to get back to base. They had some anxious moments watching the patrol gauge getting lower and lower, but they got home safely, and despite the burst tyre, the captain made a landing.

P.T.O.



Convoy Protector Wins D.F.C. - 3

Although the automatic camera had been hit, they had the photographs taken by the co-pilot and the beam-gunner, which though taken from some distance, preserved a record of the U-boat's sinking.

They heard later that the Navy had picked up some survivors who said that the nose-gunner wiped out one gun-team and the captain, in addition to wounding several others.

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IMPORTANT.

PL.536 P 11 APR.

1101/8/1. 47A.

THIS SIGNAL IS MY PL 536 P DATED 11 April(.) FOLLOWING NON IMMEDIATE AWARD.

WILL BE GAZETTED 14 APR.8.).

Copy of Citation of Award of D.F.C.

Flying Officer Wesley Glen LONEY (Aus.400279) R.A.A.F. No.59 Squadron.

Flying Officer Loney, as pilot and captain of aircraft, has taken part most effectively in convoy escorts and anti-submarine sweeps. On one occasion he made a most effective attack on an enemy submarine and after being joined in the operation by 2 other aircraft the vessel was sunk. Flying Officer Loney's work contributed much to this success. At a later date, this officer again sighted a surfaced U-boat, which he probably damaged. F/O.Loney has proved himself a first class captain of aircraft who has invariably driven home his attacks with great determination.