[1/317]

OPERATIONAL ACTIVITIES

No. 460 SQUADRON

AUSTRALIAN ARCHIVES
ACCESS STATUS

OPEN

AWM 64
[1/317]

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

Encl 14.

Sy 460 Wellington

61/13/Air 5/3/42

Commanding Officer,
Royal Australian Air Force,
R.A.F. Station,
Molesworth,
HUNTS.

OPERATIONS RECORDS BOOK

I beg to acknowledge receipt of the Operations Records Book, Forms 540 and appendices, for January, 1942.

2. This is the first to be received from you by this Headquarters and, in order that we may have a complete record of the Squadron's activities, could you please forward copies of Form 540 (and Forms 541 and 765A etc. if any), to cover the activities of the squadron from the date of formation.

3. You may not have received yet a letter sent on 23/1/42 from Air Ministry to the principal commands of the R.A.F. on behalf of the A.O.C. of this Headquarters on the rendition of Operations Records of R.A.A.F. squadrons. Some of these have been far from satisfactory. Air Ministry asked the commands, amongst other things, to ensure that this Headquarters got an original and another copy, and that the return be sent in as soon as possible after the end of the month.

4. It would be appreciated if you would bring the enclosed memorandum to the notice of your Officer-in-charge of Operational Records. It is intended as a guide to him in his selection of relevant material, and as a forerunner to personal contact I hope to make with the squadron in the near future.

Yours sincerely,

(W.B.TART),
Squadron Leader, for
Air Commodore,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

VIA PRS.

Encl 1A

From F/Lt. Kark.

Headquarters,
Bomber Command.
Serial No.1525.

A NEW AUSTRALIAN SQUADRON.

Notes for Squadron Leader Tart of the R.A.A.F.

No.460 is a new Operational Bomber Squadron which is almost entirely composed of Australians. A fortnight ago the squadron arrived at a new aerodrome.

Sergeant Gordon Goodman is another typical example of ~~the~~ "Aussie" personnel. Before he joined up, he was a sugar chemist and proud to come from Bundaberg, the same town which gave birth to Bert Hinkler, the first solo flier from Australia to England.

Goodman and Pilot Officer Fred Breen, formerly a press photographer, ~~on the Sydney Morning Herald,~~ went to the same Initial Training School in Australia and then parted company for a year while they went to different parts of the Empire to learn to fly. They were glad to meet each other again in England at an Operational Training Unit. So they crewed up together.

Like most Australian observers, Goodman is considered a crack navigator. In Canada he took an intensive Astro course. It is claimed for Australian navigators ~~turned out of this school~~ that guided by the stars alone, they can find their way to within 10 miles of any point in the world. And the reason, says Goodman, why you can get as far as ten miles out, is because of the unsteadiness of the artificial horizon bubble in a vibrating aircraft.

This husky chemist came to England by navigating a Lockheed Hudson over the Atlantic. He made landfall within nine miles of the point aimed at and four minutes of the estimated time of arrival. For two hours, the aircraft had flown through storms which had been so heavy that nothing could be seen except the rain beating against the windows.

This was the second time Goodman had tried to fly the Atlantic. On the first occasion, he was awakened by the aircraft sharply banking over as the port engine gave signs of petering out. In almost mid-Atlantic, a conference was held and it was decided to make for the nearest point of land. They returned to Newfoundland. His second and successful crossing was made in 10½ hours.

A different kind of record was set up by Pilot Officer Tom Bourke of the R.A.A.F. He came by slow boat and it took him 93 days to get here. Bourke was born in Reigate and went out to be a sheep farmer at Hughenden. A story he likes to tell is one against his friend Sergeant John Holborow, who in peacetime, was a farmer near Sydney. But the tale involves Bourke himself, because it begins with his tipping an

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

aircraft on to its nose at his O.T.U. in England. Left riding high in the rear turret was John Holborow. Once before Holborow had had an experience of a crashed aircraft and he got out of it by rotating the turret and climbing out through the hole. Not knowing quite what had happened he tried the same tactics once again - only to find himself about to step out in mid-air. He was stopped in time, and came down "through the usual channels".

The Commander of the Squadron is also an Australian - Wing Commander Arthur Hubbard, an engineer from Morisset, North of Sydney. He has completed 46 operations, some of them in Egypt, some in Greece, and some in Libya. For his raid on Krupps, part of which is known to have been put out of commission for 10 days through Wing Commander Hubbard's bombing, King George last week decorated him with the D.F.C.

Unlike most members of his Squadron who wear the deep royal blue of the R.A.A.F., Wing Commander Hubbard is in the "R. single A.F.", with the Australian tab on his arm. A main grouse of his Squadron is that so many people still fail to recognize the "R. double A. F." uniform. Small boys have come up to ask them if they are anything from Free Frenchmen to night fighters. At Glasgow railway station, where there happened to be some soldiers standing near, one dear old lady walked up to Billy Drill, who comes from Ganmain, N.S.W., and whispered to him, "Poor boy. You're far too young to be a prisoner of war".

Most Squadrons have got a "line book"; ~~They are thinking of~~ starting a book on the things people say to them. It is recorded that one Swiss woman asked if they had much difficulty in learning English. A remark which they consider is too frequent to be worthy of writing is the famous "Oh, you come from Australia. I know someone in Blank". Blank is any town in New Zealand.

But the Aussies have a deep affection for England. Lady Frances Ryder has organized hospitality so well that the members of the Squadron frequently have a choice of country houses to visit when they get leave. But no matter how inviting the prospect of country parties, they all like to get to London for at least a part of their leave, the main reason being that they can meet dozens of other Australians at the two central hotels which they have christened "Australia House No.2", and "Australia House No.3".

Entertainment is already going at the station. They get two cinemas a week, frequent visits from Ensa, and a bus to a neighbouring town almost every night. Their Medical Officer, Flight Lieutenant John Frayne, is a practitioner from Unley. He regrets leaving his golf clubs at home, expecting, he says, to find us all living in dug-outs and trenches, with never a golf course between us. The "Doc"

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has had no acclimatisation troubles with the Squadron. They have stood up to the pioneer conditions of the station almost without a cold between them and the only headaches have not been earned through climatic causes.

Their four main impressions: The aircraft are grand; the signs of the blitz are not nearly as bad as they thought the beer is worse than they feared (those who have been here before explained that it wasn't always so); the girls are more cordial and much prettier than they hoped.

HDQRS. BOMBER COMMAND
13DEC 1941
AIR STAFF

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

MINUTE SHEET.

RAA 7.
Air Ministry File No.
Overseas H.Q.

Article re formation of 460 Sqn. Encl 14.

367/4227 2/40 J.K.&Co. 51-6123

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

13.

5.12.42. Letter from O.C. No 460 Sqdn in reply to Enclosure 12A. Notifying corrections to Form 540.

Enclosure 13A.

14.

7/12/42 Letter to Air Bd. fwdg. narrative of ops 460 Sdn. for June, 1942.

Encl. 14A

15

7/12/42 Letter to Air Bd. fwdg corrections to Ops. Records Books 460 Sdn.

Encl 15A

16

7/12/42 Letter to CO. 460 Sdn. drawing attention to more discrepancies in Ops. Records Books

Encl. 16A

17.

15/12/42 Letter to Air Bd. fwdg narratives of operations for No. 460 Sdn. for July, 1942.

Encl. 17A.

18

15/12/42 Letter to Air Bd. fwdg amended narratives Of operations for No. 460 Sdn. for March 25 & 28, 1942.

Encl. 18A.

19.

18/12/42 Letter to Air Bd. fwdg narratives of operations of 460 Sdn for August, 1942

Encl. 19A

20.

19/12/42. Letter from O.C. No 460 Squadron in reply to Enclosure 16.A. notifying corrections to be made on Forms 541.

Enclosure 20.A.

21

22/12/42 Letter to Air Bd. fwdg corrections to Forms 541 for 460 Sdn

Encl. 21A

22

22/12/42 Letter to Air Bd fwdg narrative of ops. for 460 Sdn for September, 1942.

Encl. 22A

23.

12/1/43. Letter to CO. 460 Sdn. pointing out mistake in Ops. Records Book for December.

Encl. 23A.

24.

19/1/43. Letter from O.C. No 46 0 Squadron in reply to Enclosure 23.A. advising correct entries and corrections to be made to Forms 540

Enclosure 24.A.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

MINUTE SHEET. ~~Air Ministry~~ RAAF Overseas HQ File No.

1
5/3/42 Letter to CO, 460 Sqdn. fwdg memo re Ops. Records
Encl. 1A & B

2.
26/3/42 Letter to CO, 460 Sqdn re fwdg of Ops. Records.
Encl. 2A

3
9/7/42 Copy of letter on 61/11/Air fwdg ORB & narratives of ops. for March, April, May, 1942 to Air Bd
Encl. 3A

4
24/7/42 Letter to CO. 460 Sqdn. re Ops. Records Books.
Encl. 4A

5
12/9/42 Letter to Air Bd fwdg Operational Orders for 460 Sqdn
Encl. 5A

6
3/11/42 Letter to CO. 460 Sqdn drawing attention to Paras 2233 & 2233A of K.R.&A.I.
Encl. 6A

7
12/11/42 Letter to CO. 460 Sqdn drawing attention to several discrepancies in Form 541 for June, 1942, and asking for correct position.
Encl. 7A

8
14/11/42 Letter from CO. 460 Sqdn. fwdg Form 247 & asking that it be completed & returned.
Encl 8A

9
15/11/42 Letter from CO. 460 Sqdn. fwdg details asked for in Encl. 7A.
Encl. 9A

10
18/11/42 Letter to CO. 460 Sqdn. & returning Form 247.
Encl. 10A

11
18/11/42 Letter to Air Bd. fwdg corrections to be made in 460 Sqdn Ops. Records Book for June, 1942
Encl. 11A

12.
19/11/42 Letter to CO. 460 Sqdn drawing attention to discrepancies in Forms 540 & 541
Encl. 12A

Wt. 27618/2361 750,000 9/39 W. H. & S. 668/100

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

Encl ~~2B~~ 1B
~~2B~~

OVERSEAS HEADQUARTERS, R.A.A.F., LONDON

MEMORANDUM ON COMPILATION AND SUBMISSION OF OPERATIONS RECORD BOOK FORM 540

1. This memorandum is to be used merely as a general guide in the compilation of the Operations Records Book and must in no way be construed as contravening K.R. and A.C.I. for the R.A.F., paras.2349 and 2350.

2. The objects of the Operations Records Book are ;

(a) to furnish a complete historical record of the unit from the time of its formation, including an accurate record of each operation carried out.

(b) to collect information for future reference with a view to improving the organisation, equipment and administration of the R.A.A.F.

3. It is essential that the Operations Records Book should be a complete record in itself of all activities of the Units. The following points should be observed :

(a) all important orders, despatches, instructions, reports (combat, bombing, casualty etc.) should be attached as appendices. Form 541 should always be attached if operations are carried out, and it should include (in the remarks column) a brief resume of the operation or sortie, its object, weather, height, opposition encountered and results achieved. In the case of patrols, the area should be stated. Form 765A should also be attached as an appendix.

(b) copies of special maps should, where possible, be attached as appendices, and prints of photographs especially associated with particular operations, e.g., results of bomb attacks, etc. should also be included as appendices.

4. The following items of information are to be included :

(a) visits of inspecting officers, government officials and other important personages.

(b) important parades, ceremonies, social and sports events.

(c) accidents, forced landings, and major damage to aircraft or major equipment.

(d) other serious accidents or injuries to personnel.

(e) particulars of any meritorious deed or act on the part of any personnel, and awards.

(f) the numerical strength of the unit, as at last day of each month as follows :

R.A.A.F. Officers	- Air crew Ground crew	If any R.A.F. personnel are Australian, it should be noted.
R.A.A.F. Airmen	- Air crew Ground crew	
R.A.F. Officers	- Air crew Ground crew	
R.A.F. Airmen	- Air crew Ground crew	
Other personnel		

(g) an entry as at the last day of the month showing the number of hours flown, operationally and in training, during the month.

(h) an entry on the last day of the month as to the number and type of aircraft on charge.

(i) an entry on the last day of the month showing the number of enemy aircraft casualties and by whom.

/...over

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

(j) movements of :-

(i) officers,
(ii) airmen,
(iii) aircraft,
(iv) equipment.

(k) outbreaks of sickness.

(l) training progress.

5. Any documentary records, copies of reports, photographs (properly "keyed"), entertainment programmes, press clippings (marked with the name and date of newspaper), or unit publications, which amplify the above or which would be of interest in the history of the Unit, should be attached as appendices.

6. Entries should also be made concerning circumstances which may prohibit operations or seriously delay training. Frequent use of such entries as "nil", "general routine", and "nothing to report" is to be avoided.

7. Form 540 is treated as a secret document and held in the greatest security. Therefore any information which is necessary to make the record complete should be included.

8. Operations Records Books should not follow a stereotyped pattern giving only such information as might be obtained from Daily Routine Orders, but should provide an adequate day-to-day word picture of events at the unit.

9. Units should not regard the compilation of their record as a nuisance but as a final record of their own activities, a record to posterity of all the unit does. Pride in the record should be fostered and every officer of the unit should be alive to the existence of the Record Book, so that should any event occur worthy of entry, suitable information will be submitted to the compiling officer.

10. The Operations Record Book is the main source of information for the compilation of the official history. It is better to put in a little too much than not enough. It is easy to eliminate unwanted information, but not easy to supply more if further details are required in six months, or say, six years time.

11. It must be remembered that one of the objects of the book is to collect information for future reference. If, for instance, it were felt that things would be better for a change, it should be recorded.

12. The compilation of the book is to be methodically carried out by an officer detailed for the duty. He is to consolidate all appropriate information and write the entries daily.

13. The diary is to be signed by the Commanding Officer of the unit, or in his absence, by the officer acting as Commanding Officer.

14. Designations of personnel are to include the initials, rank and, if considered necessary, the appointment occupied.

15. Finally, it is of the utmost importance that the Operations Record Book should be closed promptly at the end of each month and two copies, including an original, despatched direct to Overseas Headquarters, R.A.A.F., 63 Kingsway, London, W.C.2., with as little delay as possible.

W.B.Tart

(W.B.TART), S/Ldr.,
SENIOR OFFICER PUBLIC RELATIONS

5/3/42

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

Encl 2A

26/3/42

61/13/Air

Commanding Officer,
Royal Australian Air Force,
R.A.F. Station,
BRIGHTON. YORKS.

OPERATIONS RECORDS BOOK

Dear Sir,

Thanks for the Operations Records Book forms 765A for March which you are so promptly sending along.

2. I do not wish the despatch of these documents to be a burden to you, however, and suggest that you include the forms complete for the month when you forward the summary of events (Forms 540 and 541) instead of mailing them in advance.

3. You would greatly add to the value of Forms 540 and 541 if, whenever R.A.A.F. personnel are cited, you would quote the prefix "AUS" and their numbers.

Yours sincerely,

W.B.Tart.

(W.B.TART),
Squadron Leader, for
Air Vice Marshal,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

COPY

Encl. 3A

SECRET

61/11/Air/7574 9/7/42

The Secretary,
Air Board,
Victoria Barracks,
St. Kilda Road,
MELBOURNE. AUSTRALIA.

OPERATIONAL RECORDS BOOKS

No. 460 SQUADRON : R.A.A.F.

Operations Records Books Forms 540 for the above squadron for November, 1941, to May, 1942, inclusive, were forwarded today. Forms 541 for March, 1942, to May, 1942, inclusive were also forwarded. The squadron was not operational until March and therefore these forms were not supplied until that month.

2. Narratives of operations for March, April, and May, 1942, copies of movement order and flying accident reports were also forwarded.

sgd W.B.TART,
Squadron Leader, for
Air Vice Marshal,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

Encl 4A

61/25/Air 24/7/42

Dear Sir,

Thankyou for Operations Records Books for June.

2. There is one point in our letter of 26/3/42 to you which I would like to refer to again. Para. 3 asks that whenever Australian personnel are cited, would you please prefix the name with "Aus".

3. I notice that this has been done by you in Forms 540 but in Forms 541 many of the names of the crews detailed which are not mentioned at all in the diary are still not specified as Australians or given their musterings in the crews.

4. It would help us a great deal in our work if you would include this information.

Yours sincerely,

(W.B.TART),
Squadron Leader, for
Air Vice Marshal,
AIR OFFICER COMMANDING

Commanding Officer,
Royal Australian Air Force,
R.A.F.Station,
Breighton,
Selby, YORKS.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

Encl 5A

SECRET

61/25/Air/8347 12/9/42

The Secretary,
Department of Air,
Victoria Barracks,
MELBOURNE. AUSTRALIA.

NARRATIVE OF OPERATIONS

No. 460 SQUADRON : R.A.A.F.

Enclosed are copies of Operational Orders for No. 460 Squadron, R.A.A.F., for the month of April, 1942, which should be attached to narratives of operations forwarded on July 9, 1942. (vide our letter No. 61/11/Air/7574, dated 9/7/42).

(W.B.TART),
Squadron Leader, for
Air Vice Marshal,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

Encl 6A

61/25/Air 3/11/42

Commanding Officer,
No. 460 Squadron, R.A.A.F.,
R.A.F. Station,
Breighton,
SELBY. YORKS.

DESPATCH OF OPERATIONS RECORDS BOOKS

Reference the forwarding of Operations Records Books to this Headquarters,

2. It is desired to draw your attention to the provisions of paras. 2233 and 2234 of K.R . and A.C.I.

(W.B.TART),
Squadron Leader, for
Air Vice Marshal,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

Encl. 7A

SECRET

61/25/Air

12/11/42

Commanding Officer,
No. 460 Squadron, R.A.A.F.,
R.A.F. Station,
BREIGHTON. YORKS.

OPERATIONS RECORDS BOOKS

Reference your Operations Records Books, Forms 541, for June, 1942,

2. The crew of Wellington Z1400 (T) is mentioned in Form 541 as having gone to Essen twice on the night of June 1, 1942. In the second instance, the name of Sergeant H.E.A.Knox has been added to the list of crew, the captain of which is Pilot Officer W.A. Clegg.

3. Again, in Form 541 for 6/6/42 there is an entry for Pilot Officer Falkiner and crew having gone to Essen in W1392 and further down Pilot Officer Falkiner and crew in W1335 on the same raid; and Pilot Officer Doubleday and crew in W1323 as well as W1401 for the same raid.

4. There is an entry on Form 541 for June 18 of the crew of Pilot Officer Burgess having gone to Emden and 11 crews having gone on the 19th. In the Form 540 it states that 12 crews went to Emden on the 19th. so it is presumed that the entry for Pilot Officer Burgess and crew should read June 19 and not June 18.

5. Would you consult your records, please, and inform this Headquarters of the true position. It is essential that this data be accurate.

(W.B.TART),
Squadron Leader, for
Air Marshal,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

Encl 8A

Wt. 17180/744 40,000 Bks. 10/41 Sir J.C. & S., Ltd. 51—1421

Form 348 (small)
(Pads of 100 interleaved).

ROYAL AIR FORCE.

From:— No. 460 Squadron, R.A.A.F., R.A.F. Station, BREIGHTON.

To:— A.O.C. Overseas Headquarters, R.A.A.F., Kodak House, Kingsway, LONDON, W.C.2.

Date:— 14th. November, 1942.

Ref:— 460S/S6/3/Air.

ON COPY TO S.O.P.R
ON FILE NUMBER 61/25/Air

Forms 540 & Appendices

It is requested that the attached Form 247 may be completed and returned to this Unit - it was received yesterday un--completed.

for J. P. Pearns p/o
Wing Commander, Commanding,
No. 460 Squadron, R.A.A.F.

AUSTRALIAN AIR
17 NOV 1942
REGISTERED

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

S E C R E T S E C R E T Encl. 9A

From : No. 460 Squadron, R.A.A.F., R.A.F. Station, BREIGHTON.

To : A.O.C. R.A.A.F. Overseas Headquarters, Kodak House,
63 Kingsway, LONDON, W.C.2.

Date : 15.11.42.

ACTION COPY TO S.O.P.R
ON FILE NUMBER 61/25/Air

Ref : 460S/S6/3/Air.

OPERATIONS RECORDS BOOKS.

Reference your 61/25/Air dated 12/11/42 regarding Forms 541 for June, 1942, it is regretted that the anomalies to which you draw attention should have arisen - they are accounted for by the fact that at that time a heavy operational programme coincided with an acute shortage of clerical staff, with a consequent deleg--ation of the typing to a clerk who had not had much experience with work of that kind.

The following clarification of the points raised by you is put forward with the request that Forms 541 held by you may be amended accordingly.

Para. 2 of your above quoted letter.

Page 58/- of F. 541 the entry regarding Wellington Z. 1400 (T), captained by P/O. W.A. Clegg and including Sgt. Knox, H.E.A. should be dated 2/6/42.

Para. 3 of your above quoted letter.

Form 541 for 6/6/42 - W.1392 was manned by S/Ldr. Osborn and Crew and W.1335 by P/O. Falkiner and Crew.
- W.1323 was manned by P/O. Surgeon and Crew and W.1401 by P/O. Doubleday and Crew.

Para. 4 of your above quoted letter.

Page 77 of F. 541 - the second entry regarding P/O. C.H. Burgess should ~~XXXX~~ be dated 19.6.42. In Form 540 it should be recorded that 12 Crews were engaged on Gardening on 18/6/42 and 12 Crews attacked EMDEN on 19/6/42.

ROYAL AUSTRALIAN AIR FORCE
17 NOV 1942
REGISTERED

for J.P.S. Pearns p/o
Wing Commander, Commanding,
No. 460 Squadron, R.A.A.F.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

Encl. 10A

61/25/Air

SECRET

18/11/42

Commanding Officer,
No. 460 Squadron, R.A.A.F,
R.A.F. Station,
BRIGHTON. YORKS.

FORMS 540 & APPENDICES

Reference your letter No. 460S/S6/3/Air, dated 14/11/42.

2. Returned herewith is completed Form 247.

(W.B.TART),
Squadron Leader, for
Air Marshal,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

"BY FERRY COMMAND"

Encl. 11A

SECRET

61/25/Air/9193.

The Secretary,
Department of Air,
Victoria Barracks,
MELBOURNE. AUSTRALIA.

18/11/42

OPERATIONS RECORDS BOOKS

No. 460 Squadron : R.A.A.F.

Further to our 61/11/Air/7707, dated 21/7/42, forwarding Operations Records Books, for R.A.A.F. Squadrons in the United Kingdom for the month of June, 1942, the following corrections are to be made in those for No. 460 Squadron.

FORM 541, Page 58. The entry regarding Wellington Z1400 (T), captained by Pilot Officer W.A.CLEGG and including Sergeant KNOX, H.E.A., should be dated 2/6/42.

FORM 541, 6/6/42. W1392 was manned by Squadron Leader OSBORN and crew, and W1335 by Pilot Officer Falkiner and crew. W1323 was manned by Pilot Officer Surgeon and crew, and W1401 by Pilot Officer Doubleday and crew.

FORM 541, Page 77. The second entry regarding Pilot Officer C.H.BURGESS should be dated 19/6/42. In Form 540 it should be recorded that 12 crews were engaged on Gardening on 18/6/42 and 12 crews attacked Emden on 19/6/42.

(W.B.TART),
Squadron Leader, for
Air Marshal,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

Encl. 12A

SECRET.

61/25/Air 19/11/42

Commanding Officer,
No. 460 Squadron, R.A.A.F.,
R.A.F. Station,
BREIGHTON. YORKS.

OPERATIONS RECORDS BOOKS

Further to this Headquarters letter 61/25/Air dated 12/11/42, the following discrepacies have been found in the Operations Records Books for No. 460 Squadron :

2/6/42 Form 540, states seven aircraft took part operation on Essen.
Form 541, gives list of ten aircraft.

3/6/42 Form 540 refers to five aircraft taking part in raid on Bremen.
Form 541 gives list of six aircraft.

7/6/42 Form 540 states that three aircraft took part in Gardening Operation.
Form 541 gives list of four aircraft.

22/6/42 Form 541. Raid on Emden. For Wellington 1464 the only name given is that of Sergeant M.D.FRECKER. Rest of crew not given.

2/7/42 Form 541. Wellington Z.1400, Sgt. GRANT C.R.G., Captain, has only three of crew mentioned.

26/7/42 Form 540 states that four aircraft took part in a sea search.
Form 541 gives two aircraft.

29/7/42 Form 540 states 12 aircraft took part raid on Saarbruckeen.
Form 541 gives 13 aircraft.

11/8/42 Form 541. In crew of Sgt. GRANT C.R.G., only four names given.

15/8/42 Form 540 states four aircraft bombed Dusseldorf.
Form 541 gives six aircraft.

2. Would you consult your records, please, and inform this Headquarters of the correct position. It is essential that these records be accurate for the compilation of Historical Records.

(W.B.TART),
Squadron Leader, for
Air Marshal,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

S E C R E T.

ACTION COPY TO S.O.P.R
ON FILE NUMBER 61/25/Air

Encl 13A.

From : No. 460 Squadron, R.A.A.F., R.A.F. Station, BREIGHTON.

To : A.O.C. R.A.A.F. Overseas Headquarters, Kodak House, 63 Kingsway, LONDON, W.C.2.

Date : 2. 12. 42.

Ref : 460S/S.6/3/Air.

OPERATIONS RECORDS BOOKS. 12A.

Reference your 61/25/Air dated 19/11/42 regarding Forms 540 and 541 the following clarification of the points raised is put forward with the request that Forms 540 and 541 held by you may be amended accordingly.

2/6/42 Amend Form 540 to the effect that ten aircraft took part in the raid on ESSEN.

3/6/42 Amend Form 540 to the effect that six aircraft took part in the raid on BREMEN.

7/6/42 Amend Form 540 to the effect that four aircraft took part in GARDENING Operation.

22/6/42 Rest of Crew of Wellington 1464 (Captain Sgt. FRECKER, M.D.) are Sgt. BROWN, A.E.; Sgt. DANKS-BROWN, K.F.; Sgt. SHUTTLEOWRTH, J.C.; Sgt. HARRIS, T.C.

2/7/42 Rest of Crew of Wellington 1400 (Captain Sgt. GRANT, C.R.G.) are P/O. I.F. TAMAGNO; Sgt. FUGGLE, R.; Sgt. FRANKLIN, K.; Sgt. KNOX, H.E.A.

26/7/42 Although four aircraft took part in a sea search as recorded in Form 540, only two reached a point 3° E. - hence only two aircraft and crews figure in Form 541.

29/7/42 Amend Form 540 to the effect that thirteeen aircraft took part in the raid on SAARBRUCKEN.

11/8/42 Add Sgt. KNOX, H.E.A. to Sgt. GRANT's crew.

15/8/42 Amend Form 540 to the effect that six aircraft took part in the rain on DUSSELDORF.

The discrepancies noted in your above quoted letter are regretted.

J. W. Reams F/L

for Wing Commander, Commanding,
No. 460 Squadron, R.A.A.F.

REGISTERED

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

"BY FERRY COMMAND"

Encl 14A

460

61/25/Air/9477

SEC RET

7/12/42

The Secretary,
Department of Air,
Victoria Barracks,
MELBOURNE. AUSTRALIA.

NARRATIVE OF OPERATIONS

No. 460 Squadron : R.A.A.F.

Further to this Headquarters' letters 61/11/Air/7574 of 9/7/42, and 61/25/Air/8347 of 12/9/42,

2. Enclosed herewith are narratives of operations of the above Squadron for the month of June, 1942.

(W.B.TART),
Squadron Leader, for
Air Marshal,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

"BY FERRY COMMAND"

Encl 15A

SECRET

61/25/Air/9478 7/12/42

The Secretary,
Department of Air,
Victoria Barracks,
MELBOURNE. AUSTRALIA.

OPERATIONS RECORDS BOOKS

No..460 SQUADRON : R.A.A.F.

Further to our 61/11/Air/7707 dated 21/7/42, 61/11/Air/7938 dated 10/8/42 and 61/11/Air/8506 dated 25/9/42, forwarding Operations Records Books for R.A.A.F. Squadrons in the United Kingdom, for the months of June, July and August, 1942, respectively, the following corrections are to be made in those of No. 460 Squadron :

2/6/42 Amend Form 540 to the effect that ten aircraft took part in the raid on ESSEN.

5/6/42 Amend Form 540 to the effect that six aircraft took part in the raid on BREMEN.

7/6/42 Amend Form 540 to the effect that four aircraft took part in Gardening Operation.

22/6/42 Remainder of crew of Wellington 1464 (Captain : Sgt. M.D. FRECKER) are : Sgt. A.E.BROWN; Sgt. K.J.DANKS-BROWN; Sgt. J.C.SHUTTLEWORTH; Sgt. T.C.HARRIS.

2/7/42 Remainder of crew of Wellington 1400 (Captain : Sgt. C.R.G. GRANT) are : P/O I.F.TAMAGNO; Sgt. R.FUGGLE; Sgt. K.FRANKLIN; Sgt. H.E.A.KNOX.

26/7/42 Although four aircraft took part in a sea search as recorded in Form 540, only two reached a point 5 deg. E - hence only two aircraft and crews figure in Form 541.

29/7/42 Amend Form 540 to the effect that thirteen aircraft took part in the raid on SAARBRUCKEN.

11/8/42 Add Sgt. H.E.A.KNOX to Sgt. GRANT's crew.

15/8/42 Amend From 540 to the effect that six aircraft took part in the raid on DUSSELDORF.

(W.B.TART),
Squadron Leader, for
Air Marshal,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

Encl. 16A

SECRET

61/25/Air 7/12/42

Commanding Officer,
No. 460 Squadron, R.A.A.F.,
R.A.F. Station,
BREIGHTON, YORKS.

OPERATIONS RECORDS BOOKS

Further to this Headquarters' letters Nos. 61/25/Air, dated 12/11/42 and 19/11/42, the following discrepancies have been found in the Operations Records Books of No. 460 Squadron :

2/7/42 Form 541. In the details of the raid on Bremen Wellington 1384 is mentioned twice on the same raid, in one case with Sgt. A.G.Grand as captain, and then with Sergeant W.T. Hornby as captain.

13/9/42 Form 540 states that Wellington 1385 lent by No. 301 Polish Squadron, and crew from No. 460 Squadron with AUS404944 Sgt. E.Brasher, D.F.M., are missing. No mention of this plane or crew is made in Form 541.

4/9/42 Form 541. AUS Sgt. R.S.Neilson is mentioned in the crews of both W1323 and W1392.

2. Would you consult your records, please, and inform this Headquarters of the correct position.

(W.B.TART),
Squadron Leader, for
Air Marshal,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

"BY FERRY COMMAND"

Encl. 17A.

61/25/Air/9602

SECRET

15/12/42

The Secretary,
Department of Air,
Victoria Barracks,
MELBOURNE. AUSTRALIA.

NARRATIVE OF OPERATIONS

No. 460 Squadron R.A.A.F.

Further to this Headquarters' letter No. 61/11/Air/7574 of 9/7/42.

2. Enclosed herewith are Narratives of Operations for the above squadron for the month of July, 1942.

(W.B.TART),
Squadron Leader, for
Air Marshal,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

"BY FERRY COMMAND"

Encl. 18A.

61/25/Air/9591 SECRET

15/12/42

The Secretary,
Department of Air,
Victoria Barracks,
MELBOURNE. AUSTRALIA.

NARRATIVE OF OPERATIONS

No. 460 Squadron : R.A.A.F.

Reference this Headquarters' letter No. 61/11/Air/7574, dated 9/7/42, para 2,

2. The attached narratives of operations for No. 460 Squadron for March 25, 1942, and March 28, 1942, are to replace the one dated 25th. March. By mistake, both these operations were previously stated to have taken place on March 25.

3. Please acknowledge receipt.

(W.B.TART),
Squadron Leader, for
Air Marshal,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

"BY FERRY COMMAND"

Encl. 19A

61/25/Air/9649

S_E_C_R_E_T 18/12/42

The Secretary,
Department of Air,
Victoria Barracks,
MELBOURNE. AUSTRALIA.

NARRATIVES OF OPERATIONS

No. 460 Squadron : R.A.A.F.

Further to this Headquarters' letter No. 61/11/Air/7574 of 9/7/42,

2. Enclosed herewith are narratives of operations for the abovementioned squadron for the month of August, 1942.

(W.B.TART),
Squadron Leader, for
Air Marshal,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

Enclosure 20.A.

From:- Officer Commanding, No 460 Squadron R.A.A.F., R.A.F. Station, BREIGHTON. E.Yorks.

To:- Air Officer Commanding, Royal Australian Air Force, Overseas Headquarters, Kodak House, 63, Kingsway, LONDON W.C.2.

Ref:- 460S/S.6/3/Air.

SOPR

Date:- 16th December 1942.

OPERATIONS RECORDS BOOK.

16A

Reference your letter 61/25/Air. dated 7th December 1942 it is requested that this Unit's form be amended as follows:

2/7/42 Please admend the aircraft number of Sgt A.G. Grand and crew from Z.1384 to Z 1484.

4/9/42 Z. 1323 (S) Captain F/S Jackson, for AUS Sgt NEILSON R.S. read AUS F/S WOOD S.

13/9/42 Please insert the following entry.

Date.	Aircraft Type and Number	Crew	Duty	Time Up	Time Down	Details.
13/9/42	Wellington Z.1385	AUS SGT BRASHER K. AUS SGT JOHNSON E.W. AUS SGT CROWTHER A. AUS SGT BENNETT K. AUS SGT MONK W.J.C.	Operations BREMEN	00.17	-	Bomb load 810 x 4lb incendiaries. Aircraft failed to return to base.

for J. H. Kearns F/L
Wing Commander, Commanding,
No 460 Squadron R.A.A.F.

ROYAL AUSTRALIAN AIR FORCE 18 DEC 1942

ACTION COPY TO S/O/P/R.
ON FILE NUMBER 61/25/aw

REGISTERED

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

"BY FERRY COMMAND"

Encl 21A

S_E_C_R_E_T

61/25/Air/9721 22/12/42

The Secretary,
Department of Air,
Victoria Barracks,
MELBOURNE. AUSTRALIA

OPERATIONS RECORDS BOOKS

No. 460 Squadron : R.A.A.F.

Reference Operations Records Books, Forms 541, for the abovementioned squadron for July and September, 1942,

2. It is requested that the following corrections be made :-

2/7/42 Amend aircraft number of Sgt. A.G.GRAND and crew from Z1384 to Z.1484.

4/9/42 In crew Z.1323 (S) (Captain, F/Sgt Jackson), Sgt. Neilson R.S. should read AUSF/S Wood S.

13/9/42 The following entry is to be inserted :

Date	Aircraft type and number	Crew	Duty	Time Up	Time Down	Details
13/9/42	Wellington Z1385	AUS Sgt BRASHER K. AUS Sgt JOHNSON E.W. AUS Sgt CROWTHER A. AUS Sgt BENNETT K. AUS Sgt MONK W.J.C.	Operations Bremen	0017	--	Bomb load 810 x 4lb. incendiaries. Aircraft failed to return to base.

(W.B.TART),
Squadron Leader, for
Air Marshal,
AIR OFFICER COMMANDING

"BY FERRY COMMAND"

Encl 22A

61/25/Air/9720

S_E_C_R_E_T

22/12/42

The Secretary,
Department of Air,
Victoria Barracks,
MELBOURNE. AUSTRALIA.

NARRATIVES OF OPERATIONS

No. 460 SQUADRON : R.A.A.F.

Further to this Headquarters' letter No. 61/11/Air/7574 of 9/7/42,

2. Enclosed herewith are narratives of operations for the abovementioned squadron for the month of September, 1942.

(W.B.TART),
Squadron Leader, for
Air Marshal,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

ENCLOSURE 231A

61/25/Air

S_E_C_R_E_T

12/1/43

Commanding Officer,
No. 460 Squadron, R.A.A.F.,
R.A.F. Station,
BRIGHTON. YORKS.

OPERATIONS RECORDS BOOKS

Reference the Operations Records Books for No. 460 Squadron for the month of December, 1942.

2. On Form 540 it states that on December 21, six crews took part in a raid on Munich. Form 541 gives the names of eight crews taking part in this raid.

3. Would you please consult your records and inform this Headquarters of the correct position. It is essential that these records be accurate for the compilation of Historical Records.

(W.B.TART),
Squadron Leader, for
Air Marshal,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

ENCLOSURE 24A

From: Officer Commanding, No 460 Squadron
R.A.A.F. Breighton. E.Yorks.

To: Air Officer Commanding, Overseas H.Q.
R.A.A.F., Kodak House, Kingsway, London

Date: 16th January 1943.

Ref: 460S/S.6/3/Air.

SECRET.

Operational Record Books.

23A

Reference your letter 61/25/Air dated 12th January 1943, the following is forwarded for your information.

Eight crews took part in a raid on Munich and not six as stated in this Units Form 540 on December 21st 1942.

It is requested that this Units Form 540 be amended.

Wing Commander,
Commanding,
No 460 Squadron R.A.A.F.

ROYAL AUSTRALIAN AIR FORCE 19 JAN 1943

ACTION COPY TO S.O.P.R.
ON FILE NUMBER 61/25/Air

REGISTERED

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

"BY FERRY COMMAND"

ENCLOSURE 25A

61/25/Air/10079

S_E_C_R_E_T

19/1/43

The Secretary,
Department of Air,
Victoria Barracks,
MELBOURNE. AUSTRALIA.

NARRATIVES OF OPERATIONS

No. 460 Squadron. : R.A.A.F.

Further to this Headquarters' letter No. 61/11/Air/7574 of 9/7/42,

2. Enclosed herewith are narratives of operations for the abovementioned squadron for the month of November, 1942.

3. Please acknowledge receipt.

W.B. Tart

(W.B.TART),
Squadron Leader, for
Air Marshal,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

"BY FERRY COMMAND"

ENCLOSURE 26A

61/25/Air/10090

SECRET

20/1/43

The Secretary,
Department of Air,
Victoria Barracks,
MELBOURNE. AUSTRALIA.

OPERATIONS RECORDS BOOKS

No. 460 SQUADRON : R.A.A.F.

Further to this Headquarters' letter No. 61/11/Air/9995 dated 12/1/43, forwarding Operations Records Books for December, 1942,

2. It is requested that the following alteration be made in Form 540 for No. 460 Squadron :

Form 540 for December 21 states that six crews took part in a raid on Munich. This should read eight crews.

26A

(W.B.TART),
Squadron Leader, for
Air Marshal,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

"BY FERRY COMMAND"

ENCLOSURE 27A

61/25/Air/10322

S_E_C_R_E_T

3/2/43

The Secretary,
Department of Air,
Victoria Barracks,
MELBOURNE. AUSTRALIA.

NARRATIVES OF OPERATIONS

No. 460 SQUADRON : R.A.A.F.

Further to this Headquarters' letter No. 61/11/Air/7574 of 9/7/42,

2. Enclosed herewith are narratives of operations for the abovementioned squadron for the month of December, 1942.

3. Please acknowledge receipt.

(W.B.TART),
Squadron Leader, for
Air Marshal,
AIR OFFICER COMMANDING

cbd
2/8

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

61/25/Air 10/2/43

Commanding Officer,
No. 460 Squadron, R.A.A.F.,
R.A.F. Station,
BREIGHTON. YORKS.

OPERATIONS RECORDS BOOKS

No. 460 Squadron : R.A.A.F.

Reference Operations Records Books for No. 460 Squadron, R.A.A.F., for the month of January, 1943 :

2. Because the carbon copies of both Forms 540 and 541 were illegible, it was foundnecessary to have them re-typed at this Headquarters. This has caused some delay in forwarding them to Air Board.

3. Would it be possible to forward the original and first carbon copy to this Headquarters each month, please?

(W.B.TART),
Squadron Leader, for
Air Marshal,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

ENCLOSURE 29A

61/25/Air

S_E_C_R_E_T

12/2/43

Commanding Officer,
No. 460 Squadron, R.A.A.F.,
R.A.F. Station,
BREIGHTON. YORKS.

OPERATIONS RECORDS BOOKS

Further to this Headquarters' letter No. 61/25/Air, dated 10/2/43, returned herewith are Forms 540 and 541 for the month of January, 1943, which it was necessary to re-type.

2. As these records are constantly in use, it is essential that they be totally legible.

W.B.T.

(W.B.TART),
Squadron Leader, for
Air Marshal,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

ENCLOSURE 30A.

61/25/Air

S_E_C_R_E_T

24/2/43

Commanding Officer,
No. 460 Squadron, R.A.A.F.,
R.A.F. Station,
BREIGHTON. YORKS.

OPERATIONS RECORDS BOOKS

Reference Operations Records Books for No. 460 Squadron for January, 1943 :

2. In Form 541 for January 9, both Pilot Officer G.C.KEYS and Pilot Officer K.H.GRENFELL are stated to have used the same aircraft.

3. Would you please consult your records and inform this Headquarters of the correct position.

(W.B.TART),
Squadron Leader, for
Air Marshal,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

"BY FERRY COMMAND"

31A.

61/25/Air/10784

SECRET

3/3/43

The Secretary,
Department of Air,
Victoria Barracks,
MELBOURNE. AUSTRALIA.

NARRATIVES OF OPERATIONS

No. 460 SQUADRON : R.A.A.F.

Further to this Headquarters' letter No. 61/11/Air/7574 of 9/7/42,

2. Enclosed herewith are narratives of operations for the abovementioned squadron for the month of December, 1942.

3. A copy of these was originally despatched on 3/2/43, but this Headquarters has been notified that the package was lost in transit.

4. Please acknowledge receipt.

C.B. Andrew

(C.B. ANDREW),
Flight Lieutenant, for
Air Marshal,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

ENCLOSURE 32A

61/25/Air

SECRET.

9/3/43

Commanding Officer,
No. 460 Squadron, R.A.A.F.,
R.A.F. Station,
BREIGHTON. YORKS.

OPERATIONS RECORDS BOOKS

Returned herewith are two spare copies of Form 765A for February 11, 1943.

2. They were surplus to the requirements of this Headquarters.

(W.B.TART),
Squadron Leader, for
Air Marshal,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

ENCLOSURE 33A

From: Officer Commanding, No 460 Squadron
R.A.A.F., Breighton. Selby. E.Yorks.

To: Air Officer Commanding, Overseas H.Q.
R.A.A.F., Kodak House, London W.C. 2.

Date: 7th February 1943.

Ref: 460S/S6/3/Air.

Operations Record Books.

Reference your letter 61/25/Air dated 24th February 1943, the following is forwarded for your information.

Form 541 9th January 1943.

P/O G.C. Keys was captain of aircraft W. 4817 (X) and notaircraft W. 4332 (V) as stated. It is requested that you ammend this Unit's form accordingly..

Schumacher Flt
for Wing Commander, Commanding,
No 460 Squadron R.A.A.F.

S.O.P.R
61/25/AIR

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

IN
P.M 9 MAR 1943
R.A.A.F.
KINGSWAY

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

"EX FERRY COMMAND"

34A

61/25/Air/10853

S_E_C_R_E_T

9/3/43

The Secretary,
Department of Air,
Victoria Barracks,
MELBOURNE. AUSTRALIA.

OPERATIONS RECORDS BOOKS

No. 460 Squadron : R.A.A.F.

Reference Operations Records Books for the abovementioned squadron,

2. In Form 541 for January 9, 1943, Pilot Officer G.C.KEYS was captain of aircraft W.4817 (X) and not aircraft W.4332 (V) as stated.

3. Would you please make the necessary alteration.

(W.B.TART),
Squadron Leader, for
Air Marshal,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

35A

61/25/Air (35A)

S_E_C_R_E_T

17/3/43

Commanding Officer,
No. 460 Squadron, R.A.A.F.,
R.A.F. Station,
BRIGHTON. YORKS.

OPERATIONS RECORDS BOOKS

Receipt is acknowledged of Operations Records Books for the month of February, 1943.

2. As extracts from these records are signalled to Air Board, Melbourne, at the beginning of each succeeding month it would be appreciated if your Forms 540, 541 and 765A could be forwarded to this Headquarters not later than the fourth of each month.

(W.B.TART),
Squadron Leader, for
Air Vice Marshal,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

"BY FERRY COMMAND"

ENCLOSURE 36A

61/25/Air/11417(36A)

SECRET

13/4/43

The Secretary,
Department of Air,
Victoria Barracks,
MELBOURNE. AUSTRALIA.

DAILY SURVEYS OF OPERATIONS

No. 460 SQUADRON : R.A.A.F.

With further reference to this Headquarters' letter No. 61/33/Air/10915(8A) dated 11/3/43.

2. Forwarded herewith are Daily Surveys of Operations for the abovementioned squadron for the month of January, 1943.

3. Please acknowledge receipt.

(W.B.TART),
Squadron Leader, for
Air Vice Marshal,
AIR OFFICER COMMANDING

ENCLOSURE 37A

61/25/Air

S_E_C_R_E_T

30/4/43

Commanding Officer,
No. 460, Squadron, R.A.A.F.,
R.A.F. Station,
BRIGHTON. YORKS.

OPERATIONS RECORDS BOOKS

Reference the compilation of Operations Records Books.

2. It is requested that the numbers of Australian personnel concerned be inserted before their names in Form 541.

3. Also in Form 540 would you please include details of such happenings as postings, facility visits by Press rppresentatives etc., awards, accidents, sports, parades or social events on the lines outlined in the attached directions on the compilation of Operations Records Books.

(W.B.TART),
Squadron Leader, for
Air Vice Marshal,
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

"AIR FERRY COMMAND"

ENCLOSURE 38A

61/25/Air/11788

SECRET

4/3/43

The Secretary,
Department of Air,
Victoria Barracks,
MELBOURNE. AUSTRALIA.

DAILY SURVEYS OF OPERATIONS

No. 460 Squadron : R.A.A.F.

With further reference to this Headquarters' letter No. 61/33/Air/10915(8A) dated 11/3/43.

2. Forwarded herewith are Daily Surveys of Operations for the abovementioned squadron for the month of February, 1943.

3. Please acknowledge receipt.

(W.B.TART),
Squadron Leader, for
Air Vice Marshal,
AIR OFFICER COMMANDING

39A

61/25/Air

Secret

6/5/43.

Commanding Officer,
No. 460 Squadron, R.A.A.F.
R.A.F. Station,
BREIGHTON, YORKS.

OPERATIONS RECORDS BOOKS

Reference the compilation of Operations Records Books and despatch to this Headquarters,

2. It would be appreciated if one copy of each operational order could be sent with the Operations Records Books each month.

3. These documents are essential to complete the unit histories.

(W.B.TART)
Squadron Leader for
Air Vice Marshal
AIR OFFICER COMMANDING.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

40A

BY FERRY COMMAND

61/25/Air/12723

16/6/43.

SECRET

The Secretary,
Department of Air,
Victoria Barracks,
Melbourne, Australia.

DAILY SURVEYS OF OPERATIONS

No. 460 Squadron : R. A. A.F.

With further reference to this Headquarters' letter No. 61/33/Air/10915(8A) dated 11/3/43,

2. Forwarded herewith are Daily Surveys of Operations for the above mentioned squadron for the month of March, 1943.

3. Please acknowledge receipt.

(W.B.TART)
Squadron Leader, for
Air Vice Marshal,
AIR OFFICER COMMANDING.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

Form 247.

ROYAL AIR FORCE

Receipt No. 41A

RECEIPT FOR SECRET OR CONFIDENTIAL COMMUNICATION
(See K.R. and A.C.I. para. 2233, Clause 2).
OR UN-NUMBERED SECRET OR CONFIDENTIAL PUBLICATION
(See K.R. and A.C.I. para. 2237, Clause 5).

(This receipt should be returned as a SECRET* / NON-SECRET letter.)

From Air Board, Melbourne Australia.

To Overseas H.Q. R.A.A.F. Kodak House Kingsway London

Receipt is acknowledged of

narratives of operations for August 1942 of No. 460 Squadron RAAF.

Signature C. Fuchett

Date 18.2.43 19.....

Rank Historical and Statistical Records (Secretariat)

This receipt may be returned as a Non-Secret letter unless the reference (inserted above) to the communication or publication is such as might convey useful information to unauthorised persons.

The officer who fills in the reference to the communication or publication is responsible for directing, by striking out one of the words Secret or Non-Secret, the category of treatment of this form.

NOTE.—This form is not to be used in respect of Secret and Confidential NUMBERED Publications, receipts for which are to be given on Form 727.

Wt. 26992/1499. 1,000M. 9/41. P. & S. Ltd. 51/1315.

P.T.O.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

FOLD HERE

ON HIS MAJESTY'S SERVICE

OFFICIAL PAID

To Overseas Head Quarters

Kodak House

Kingsway

London

FOLD HERE

IMPO

If this receipt is being returned as a [illegible] de
despatched under cover. (See A.P.947, pa[illegible]7.)

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

Form 247.

ROYAL AIR FORCE

Receipt No. 42A

RECEIPT FOR SECRET OR CONFIDENTIAL COMMUNICATION
(See K.R. and A.C.I. para. 2233, Clause 2).

OR UN-NUMBERED SECRET OR CONFIDENTIAL PUBLICATION
(See K.R. and A.C.I. para. 2237, Clause 5).

(This receipt should be returned as a SECRET* / NON-SECRET letter.)

From Secretary
Dept. of Air
Australia.

To Overseas H.Q., RAAF
Kodak House
Kingsway London

Receipt is acknowledged of

Narratives of Operations
No. 460 Squadron for July 1942

Signature C. Fruchett

Date 18. 2. 43 19.....

Rank Historical and Statistical Records (Secretariat).

* This receipt may be returned as a Non-Secret letter unless the reference (inserted above) to the communication or publication is such as might convey useful information to unauthorised persons.

The officer who fills in the reference to the communication or publication is responsible for directing, by striking out one of the words Secret or Non-Secret, the category of treatment of this form.

NOTE.—This form is not to be used in respect of Secret and Confidential NUMBERED Publications, receipts for which are to be given on Form 727.

Wt. 26992/1499. 1,000M. 9/41. P. & S. Ltd. 51/1315.

P.T.O.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

FOLD HERE

ON HIS MAJESTY'S SERVICE

OFFICIAL PAID

To.....

.....

.....

FOLD HERE

IMPORTANT

If this receipt is being returned as a **secret** letter it should be despatched under cover. (See A.P.947, paras. 166 and 167.)

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

ENCLOSURE 43A.

61/25/Air. 24/7/43.

SECRET

Commanding Officer,
No. 460 Squadron, R.A.A.F.
R.A.F. Station,
Binbrook, Lincs.

OPERATIONS RECORDS BOOK

It has been found that, in some instances, descriptions of attacks by night fighters recorded in the Combat Reports, have not been included in the Squadron Operations Record Book.

2. To ensure that the fullest information concerning these attacks is recorded for Historical Records, it would be appreciated if two copies of all Combat Reports were included as Appendices 'C' to the Operations Records Book forwarded to this Headquarters monthly.

(W.B.TART)
Squadron Leader, for
Air Vice Marshal,
AIR OFFICER COMMANDING.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

61/25/Air.

27/7/43.

SECRET

Commanding Officer,
No. 460 Squadron, R.A.A.F.
R.A.F. Station,
Binbrook, Lincs.

OPERATIONS RECORDS BOOK

Perusal of Squadron Forms 540 has shown that, in many instances, only the operational activities of the squadron are covered in this document.

2. It would be greatly appreciated if those responsible for the compilation of the Form 540 would regard it as a Daily Diary covering both the operational and domestic activities of the squadron.

3. If this is done, the Form 540 will present a comprehensive and complete day-to-day picture of the squadron and, in so doing, will prove a document of great historical value.

4. The purpose of the Form 540 is well expressed in paragraph 10. of the Memorandum on Compilation and Submission of Operations Record Book Form 540, which was sent to all squadrons over a year ago - 'The Operations Record Book is the main source of information for the compilation of the official history. It is better to put in a little too much than not enough. It is easy to eliminate unwanted information but not easy to supply more if further details are required in six months, or say, in six years time.'

5. Historical Records Narration officers of both the R.A.F. and the R.C.A.F. are endeavouring to have their Forms 540 written up more fully so that a balanced picture of their squadrons will be available for the historian of the future, and are greatly in favour of the Form 540 being regarded as a Daily Diary.

6. In this connection, attention is directed particularly to paragraphs 5, 8, 9 and 11 of the enclosed Memorandum which provides amplification of the ideas set out in this letter.

7. Your co-operation in this matter will do much to ensure that the official history of the R.A.A.F. squadrons will stand comparison with those of any other Service or Country.

(W.B. TART)
Squadron Leader, for
Air Vice Marshal,
AIR OFFICER COMMANDING.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

ENCLOSURE 45A

61/25/Air/14685.

2/9/43.

SECRET) IMPORTANT

The Secretary,
Department of Air,
Victoria Barracks,
Melbourne, Australia.

DAILY SURVEYS OF OPERATIONS

No. 460 Squadron : R. A. A. F.

With further reference to this Headquarters letter No. 61/33/Air/10915(8A), dated 11/3/43,

2. Forwarded herewith are Daily Surveys of Operations for the above mentioned squadron for the month of April, 1943.

3. Please acknowledge receipt.

(W.B. TART)
Squadron Leader, for
Air Vice Marshal,
AIR OFFICER COMMANDING.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

ENCLOSURE 46A.

61 /25/Air/15001

15/9/43.

SECRET - IMPORTANT

The Secretary,
Department of Air,
Victoria Barracks,
Melbourne, Australia.

DAILY SURVEYS OF OPERATIONS

NO. 460 SQUADRON : R.A.A.F.

With further reference to this Headquarters letter No. 61/33/Air/10915 (8A), dated 11/3/43,

2. Forwarded herewith are Daily Surveys of Operations for the above mentioned Squadron for the month of April, 1943.

3. Please acknowledge receipt.

P.T.W.

(S.T. WRIGHT)
Flight Lieutenant, for
Air Vice Marshal,
AIR OFFICER COMMANDING.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

460

ENCLOSURE 47A

COMBAT REPORT

1. Serial No. 44 Date Night 5/6th September 1943. Ar-c Target Mannheim

2. Target Area, bombs gone, aircraft straight and level taking photograph Time 2331 hrs 160 m.p.h. R.A.S. height 19,800 ft, heading 095 degs M.

3. Moon had set, visibility fairly good, slight ground haze, no cloud above or below

4. Only searchlight activity was the normal target area searchlights and did not appear to be co-operating.

5. Red flares, other than our P.F.F. were being shot up from the ground.

6. One ME 109.

7. No lights carried

8. Not visible.

9. Enemy aircraft first seen at 250 yards range flying away and about 50 feet below passing from the port bow to the starboard quarter underneath.

10. Enemy aircraft did not attempt to attack.

11. No evasive action taken

12. Our gunner opened at 250 yards range and closed at 400 yards.

13. Our aircraft not damaged and no hits observed on fighter

14. Rear turret 200 rounds, no stoppages Mid upper nil.

15 F/Sgt Duel trained at . B.A.C.S., 27 OTU, 1656 C.U.
Sgt Harwell " " 4 A.C.S. " "

16. Monica not fitted. Boozer installed, but no warning registered.

17. Comments by Squadron Gunnery Leader

The gunner was positive about his identification and acted quickly to display a good offensive spirit.

A. MacWilliams F/Lt.
Squadron Gunnery Leader

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

A.F.G 997. *No. of Sheets*..... *Sheet No.*.....

INDENT FOR ORDNANCE STORES

FOR R.A.O.C. USE ONLY.

Unit No......

Date .....

Office Stamp of Accounting Unit.

Unit.....

Address .....

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Address for Vouchers.....
(If not as above)

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Numbers on which Indent is based. .....

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Area No.....

OFFICE STAMP

Code No......

Date when required.....
(To be completed for Ammunition, or URGENT demands).

NORMAL
SPECIAL †

1. REMARKS. Will include reason and authority for indent.	2. Establishment or authorized proportions.	3. On charge. S	3. On charge. U	4. DESIGNATION. Articles to be arranged alphabetically in Vocabulary Sectional order. SECTION.....	5. Size and fitting.	6. Catalogue No.	7. Now required.	8. Quantity issued with Voucher No. and date.			

Signed..... *Commanding*..... APPROVED.....

† R.A.O.C. will delete word not required.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

COMBAT REPORT

1. Serial No 45 Date - Night 5/6th September 1943 AR-F2 460 Sqdn Target. Mannheim

2. Target area, bombs just gone, time 2329 180 R.A.S. heading 086 degs M.

3. No moon, visibility fairly good with slight ground haze, no cloud above or below

4. Our aircraft was coned by searchlights for two minutes before attack and during attacks which lasted 4 minutes. No other ground co-operation observed.

5. Red flares were seen over target which were not part of F.F.F. tactics and appeared to be fired up from the ground.

6. One Junkers 88

7. Green light on starboard wing tip, no light in nose and port wing tip light was not visible.

8. Tracer appeared to be converging from the wings and two cannon appeared to be firing from the nose. Fragments of 20.M.M. cannon shells found in aircraft.

9. First sighting at 600 yards by rear gunner on starboard quarter up.

10. Three attacks. First attack broke away above and was lost to view. Captain was corkscrewing before the attack endeavoring to get out of the searchlights and still maintain a good tracking on to the flares. Second attack developed from starboard quarter up and broke away on the port beam up. Third attack developed on the port quarter up and broke away on the starboard beam up and dived out of sight.

11. Captain was corkscrewing when rear gunner made first sighting which he reported and our aircraft straightened up from a dive to starboard which then positioned the fighter on the port quarter up and it commenced a curve of pursuit attack. When the range was 400 yards our rear gunner ordered a diving turn to port and as this was being executed the fighter fired an ineffective burst and the mid upper replied with two long bursts without any visible results. During the second attack, the mid upper, who was first to make the sighting ordered a diving turn into the attack i.e. to starboard just as the fighter commenced to fire from 600 yards range. Our mid upper followed the fighter and held it during the turn and fired with one long burst and observed his tracer penetrating the fighter. As the third attack developed, the captain had already straightened up and was commencing a dive to port just as this third sighting was reported.

12. First attack. Fighter opened and closed at 400 yards range. Our mid upper opened and closed at the same range. 2nd Attack. Fighter opened at 600 yards closed at 150 yards. Our mid upper opened at 400 yards and held his fire to 150 yards. 3rd. attack. Fighter opened at 600 yards and closed again at 150 yards. Our mid upper opened at 400 yards and held his fire to the breakaway.

13. Damage to our aircraft. One cannon shell through starboard outer nacelle. Cannon shells through port trailing edge, and port outer nacelle, bomb bays and S.B. containers. Two holes on starboard side of fuselage near elevators. One cannon shell smashed recuperator for mid upper turret and rear turret hydraulic pipe lines in fuselage shot away. Many strikes observed on enemy aircraft which is claimed as damaged.

14. 500 rounds fired from Mid upper turret. Left hand gun developed a number one stoppage during third attack. Turret u/s after third attack, no hydraulic fluid left. No rounds fired from rear turret as hydraulic pipe lines were shot away.

15. F/Sgt Wood trained at 1. B.A.G.S. Aust. 7 A.G.S. 27 OTU., 1656 C.U.
F/SGT Inglis " " " " 20 OTU "

16. Monica not fitted. Boozer fitted but did not register until second attack.

17. Comments by Squadron Gunnery Leader This combat provides a further instance of the increasing number of attacks from above over the target area with searchlights being employed to illuminate our bombers for the fighters to sight. Our gunners were effected by the dazzle of the searchlights and it is suggested that some form of goggles be devised to protect the visibility of our gunners under such circumstances.

A. Macwilliam F/Lt.
Squadron Gunnery Leader.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

A.F.G 997. *No. of Sheets*..... *Sheet No.*.....

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Signed..... *Commanding*..... APPROVED.....

† R.A.O.C. will delete word not required.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

COMBAT REPORT

1. Serial No. 46 Date Night 6/7th September 1943 AR-T. Lancaster 460 R.A.A.F. Sqdn.

2. Time 01.59 hrs- D.R. position 48.34 N 01.31 W. heading 295 degs T, height 18,000 ft. - 180 R.A.S.

3. No moon, visibility good, no cloud above or below.

4. No searchlights, no ground co-operation observed.

5. After our gunner had fired, a red flare similar to a verey cartridge was seen in the sky in the vicinity where the fighter was last seen.

6. One unidentified twin engined aircraft.

7. No lights carried.

8. Not visible

9. 1000 yards range, dead astern and slightly down.

10. No attack made and breakaway was not seen.

11. Captain dived to starboard
(b) Rear gunner ordered a diving to starboard after the captain reported a Boozer warning.

12. Our gunner fired at 600 yards range and closed at 500 yards.

13. No damage to either aircraft. No casualties.

14. 200 rounds from rear turret. No stoppages.

15. Sgt Rothwell trained at 2 A.G.S. 27 OTU, 1662 C.U.
F/S Rodin " " 3 B & G, 7 A.G.S., 81 O.T.U., 1656 C.U.

16. Monica not fitted. Boozer fitted and warning registered.

17. Comments by Squadron Gunnery Leader

Evasive action well timed and promptly executed, however the gunner could not be positive of his identification at this range and in view of the fact that we are being given fighter cover in the form of Mosquitoes and Beaufighters on certain targets, I have instructed the gunner to order evasive action at the earliest possible moment, and while encouraging the offensive spirit, I have stressed to all gunners that they must be positive of their recognition before they open fire at extreme ranges.

A. MacWilliam F/Lt.
Squadron Gunnery Leader.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

A.F.G 997. *No. of Sheets*..... *Sheet No.*.....

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Signed..... *Commanding*..... APPROVED.....

† R.A.O.C. will indicate what is required

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

COMBAT REPORT.

1. Serial No 4/. Date Night 29/30th September 1943. Lancaster AR-T . No 460 Squadron, R.A.A.F. Target Bochum.

2. D.R. Position 52.42 N 04.57 E. Time 2157 hours, speed 180 m.p.h. I.A.S. Course 295° M.

3. No moon, 10/10th stratus cloud well below, visibility good.

4. Coned by searchlights immediately before and during attack. No star shells or flares seen.

5. No unusual phenomena.

6. One ME 210

7. No lights carried.

8. The tracer seen fired indicated that it was coming from the nose of the fighter and not converging from the wings.

9. Range when first seen was approximately 400 yards on the starboard quarter up.

10. One attack only, breaking away above and on the port beam.

11. The Captain did a diving turn to starboard and cleared the searchlights and then corkscrewed for about one minute.

(b) Mid upper gunner instantly on sighting ordered a diving turn to starboard.

12. Our aircraft did not fire as combat was broken off in a few seconds. Enemy aircraft fired only one short burst.

13. No damage to either aircraft and no casualties.

14. Rounds fired: NIL.

15. Sgt Poulter trained at 1 A.G.S., 27 O.T.U., 1662 C.U.
F/Sgt Squires trained at 1 R.A.A.F.A.G.S., Australia. 27 O.T.U., 1662 C.U.

16. Monica not fitted. Mercer fitted and serviceable but no warning registered.

17. Comments by Squadron Gunnery Leader, i

Evasive action correctly ordered and promptly executed.
The rear gunner was dazzled by the searchlights and could not see the attacking aircraft.
This type of attack is increasing and as the visibility of our gunners is being severely handicapped by the glare of searchlights, it is again emphasised that some form of protection be afforded in the nature of special goggles.

A. MacWilliams ..... F/Lt.
Squadron Gunnery Leader.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

COMBAT REPORT.

1. Serial Number 48. Date Night 2/3rd October 1943. Lancaster AR-N. No 460 Squadron, R.A.A.F. Target - MUNICH.

2. Target area, bombs just gone, straight and level taking photographs. Time 2235 hours. Height 20,000Ft. 165 m.p.h. 1.A.S. Heading 047 ° M.

3 No moon, visibility good, slight ground haze.

4. Our aircraft had been coned for several minutes and had cleared the cone when attack commenced.

5. Several 3 star red Verey cartridges were being fired in the target area.

6. One ME 109.

7. No lights carried.

8. Holes appear to result from both 20 mm. explosive cannon shells and 7.92mm. shells. Tracer appeared to be coming from the nose of the fighter and not converging from the wings.

9. Starboard quarter slightly up, first seen at 200-250 yards range.

10. One attack only firing 2 bursts, breaking away under the starboard beam.

11. Diving turn to starboard.
(b) Rear gunner ordered diving turn to starboard.
(c) When sighting was first made.

12. Fighter opened with one short burst at approx. 400 yards and continued attack opening again at 250 yds. and closing at 200 yds, rear gunner opened with one long burst at 250 yards and closed at 200 yards.

13. Several strikes seen on fighter but no claim made. Our Lancaster holed on port wing tip with cannon fire, starboard elevator partly shot away, cannon shells in starboard flaps and one shell through starboard side of fuselage penetrating into bomb bays. Rudder trims shot away. No casualties.

14. Rear turret 200 rounds, no stoppages. Mid upper NIL.

15. Sgt Poulter trained at 1. A. G. S. 27 O.T.U., 1662 C. U.
F/Sgt Squires trained at 1 B.A.G.S., 27 O.T.U., 1662 C.U.

16. Monica not fitted, boozer serviceable but no warning registered.

17. COMMENTS BY SQUADRON GUNNERY LEADER.

Evasive action correctly ordered and promptly executed. This is a typical target area combat which are becoming so prevalent.
Once again our gunners were blinded by the searchlights and were unable to sight the attacking fighter until it had opened fire.

A. MacWilliam F/Lt.

Squadron Gunnery Leader.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

ENCLOSURE 48A

61/25/Air/15827.

15/10/43.

SECRET - IMPORTANT

The Secretary,
Department of Air,
Victoria Barracks,
Melbourne, Australia.

DAILY SURVEYS OF OPERATIONS

NO.460 SQUADRON : R.A.A.F.

With further reference to this Headquarters letter No. 61/33/Air/10915 (8a), dated 11/3/43,

2. Forwarded herewith are Daily Surveys of Operations for the above mentioned Squadron for the month of June, 1943.

3. Please acknowledge receipt.

(S.T. WRIGHT)
Flight Lieutenant, for
Air Vice Marshal,
AIR OFFICER COMMANDING.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

460 OP Records

49A.

COMBAT REPORT.

1. Serial No 57. Date 22/23rd October 1943. AR-D2. Lancaster. No 460 Squadron. R.A.A.F. Target KASSEL.

2. Target area, time 2105 hours. Height 19,500 feet. Speed 170 m.p.h. E. A. S. Heading 062° T.

3. No moon, visibility good.

4. Normal target area activity. Our aircraft was not coned but just as they were bombing a Lancaster flew overhead and bombed. Two 4lb incendiaries crashed through our aircraft, one on the engineer's out and one on the crash bed. Rear and mid upper gunner's oxygen supply cut off.

5. No unusual phenomena.

6. Enemy aircraft not seen.

7. Not known.

8. Not known.

9. Enemy not sighted as gunners were suffering from oxygen starvation but tracer appeared to come from almost dead astern and level.

10. One attack only, breakaway not seen.

11. Three minutes after our own aircraft was hit by incendiaries, boozer registered and the pilot dived to port and then climbed to resume track. No fighter was then seen but seven minutes later trace was seen coming from astern and the mid upper ordered a diving turn to starboard.

12. Our gunners did nor fire, as they were being adversely affected by lack of oxygen, but the fighter is believed to have opened fire from very approximately 300 yards.

13. Enemy not damaged. Our Lancaster badly shot up, port elevator almost entirely shot away and fuselage and port wing holed by cannon shell. Trimming tabs and rudder controls shot away and one cannon shell ploughed through rear turret, narrowly missing the gunner. Crash landed at Elsham and crew escaped uninjured.

14. NIL.

15. P/O Dunstan trained at 2 B.A.C.S. Australia, No 27 O.T.U., No 1662 C.U.
F/Sgt Hegarty trained at 3 B.A.C.S. Australia, No 7 A.G.S., No 27 O.T.U. No 1662 CU.

16. Monica NOT fitted. Boozer serviceable and warning registered the first time.

COMMENTS BY S/LDR. CANNON GUNNERY LEADER.

This is a further instance of a target area combat which in this case was as unfortunate as it undoubtedly was unavoidable. This crew probably would not have been shot up if they had not had the misfortune to be first bombed by one of our own aircraft which was bombing on the wrong heading.

A. Macwilliam F/Lt.
Squadron Gunnery Leader.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

COMBAT REPORT.

1. Serial No 58. Date. Night 22/23rd October 1943. Lancaster. No 460 Squadron, R.A.A.F. AR-A. Target KASSEL.

2. Target area, just bombed and about to turn on to new course. Speed 165 m.p.h. R.A.S. Heading 317 °T. Time 2110 hours.

3. No moon, visibility good.

4. Our aircraft was suddenly engaged by very accurate flak, apparently predicted, but was not coned by searchlights.

5. No unusual phenomena observed as flak bursts were repeatedly hitting our aircraft and the captain was endeavouring to get clear.

6. No enemy fighter or tracer was ever seen as the gunners were blinded by the continual bursting of flak, and both were wounded.

7. 8. 9. and 10.
This crew were not certain whether a fighter had attacked them and were at first under the impression that flak had caused all the damage, but an examination of the aircraft in the morning revealed fragments of 20 mm. cannon shells in the fuselage and rear turret and the mid upper gunner was wounded in leg apparently not by flak but by a 7.92 mm. bullet.

11. The Captain was taking evasive action to clear the flak and as no fighter was seen, evasive action was not directed by the wounded gunners.

12. Not known.

13. Our aircraft extensively damaged by flak and cannon shell holes in base of rear turret and starboard outer engine and petrol tank. Mid upper gunner, bullet hole through left leg and compound fracture of the bone. Rear gunner wounded in knee with fragments of cannon shell.

14. NIL.

15. F/Sgt Webster trained at 1 B.A.G.S., 7 A.G.S., NO 20 O.T.U., No 1656 C.U.
F/Sgt Thorburn trained at 8 B & G. Canada, No 28 O.T.U., No 1656 C.U.

16. Monica not fitted, boozer installed but no warning registered.

COMMENTS BY SQUADRON GUNNERY LEADER.

The gunners in this aircraft were very experienced and sound and we may accept it that there was no fighter within range up to the time the flak commenced hitting our aircraft.

It would appear that this fighter must have flown right through the flak to make this attack and it is indicative of the determined fighter opposition now being experienced over andaround the targets.

F/Lt.

Squadron Gunnery Leader.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

COMBAT REPORT.

1. Serial No 50. Date. Night 18/19th October 1943. Lancaster AR- H. No 460 Squadron, R.A.A.F. Target HANOVER.

2. D. R. Position 5158 N 0900 E. Time 2040 hours. Height 18000ft. 165 M.P.H. 1 A.S. Heading 274 T.

3. No moon, visibility good, ground haze.

4. No searchlight activity.

5. No unusual phenomena.

6. One unidentified aircraft not clearly seen but believed to be single engined.

7. No lights carried.

8. Armament appeared to be in the wings.

9. Range 500-600 yards port beam above.

10. Our aircraft dived to port on sighting enemy aircraft then opened fire.

11. Diving turn to port then corkscrew.

(a) Mid upper's speech was intermittent due to press button not working satisfactorily. Only word heard by Pilot was "Port".

(b) As soon as sighting was made.

12. Enemy aircraft opened fire at 500 yards and mid upper opened fire immediately, firing two bursts.

13. No damage either aircraft and no casualties.

14. Mid upper 100 rounds. Rear turret was u/s due to hit in Vokes filter in previous engagement.

15. Sgt ~~Basher~~ BRASHER trained at No 3 B.A.G.S. Australia, No 27 O.T.U., No 1656 C.U.
Sgt Wilson trained at No 1 A.G.S., No 27 C.T.U., No 1656 C.U.

REMARKS BY SQUADRON GUNNERY LEADER.

Good searching made it possible for our gunners to see the enemy aircraft before he could position for attack.

A.A. Richardson F/Sgt

For F/Lt. MacWilliam.
S/Squadron Gunnery Leader.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

COMBAT REPORT.

1. Serial Number 49. Date. night 18/19th October 1943. Lancaster AR-H No 460 Squadron, R.A.A.F. ~~Station.~~ Sqn. Target. HANOVER.
2. D. R. Position 5218 N. 0945 E. Time 2028 hours. Height. 18000 ft. 165 m.p.h. I A. S. Heading 205 T.
3. No moon 10/10 cloud tops well below, visibility fair.
4. No searchlight activity.
5. No unusual phenomena
6. One unidentified twin engined aircraft.
7. No lights carried.
8. Tracers appeared to be converging from the wings and cannon appeared to be firing from the nose.
9. Starboard quarter slightly down. ~~First~~ FIRST seen 400 - 500 yards.
10. Did not see enemy aircraft on first attack. Tracer was seen to come from starboard quarter. The enemy aircraft was then seen on the starboard quarter, below on a second attack.
11. Diving turn to starboard.

No instructions given by the gunners.

12. Fighter opened fire when not in sight on first attack and at 400 - 500 yards on second attackrear turret u/s after first burst of second attack. Mid upper gunner opened fire as fighter broke away to port.
13. Cannon shell hole in fuselage near entrance door. Part of 20 mm. cannon shell lodged in Vokes filter for rear turret. Also cannon shell hole in port wing. No hits seen on fighter.
14. Mid upper 200 rounds. No stoppages
15. Sgt Brasher trained at No 3 B.A.C.S. Australia. No 27 O.T.U., No 1656 C. U. Sgt Wilson Trained at No 1 A.C.S. No 27 O. T. U., No 1656 C. U.
16. Monica ~~fitted~~ not fitted. Boozer ~~fitted~~ fitted but unserviceable.

REMARKS BY S/LDR/ON GUNNERY LEADER.

Evasive action quickly and correctly carried out by the Pilot. The importance of keeping alert and maintaining a good watch has been stressed to the gunners.

A A Richardson F/SGT

For F/Lt. Macwilliam.
Squadron Gunnery Leader.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

COMBAT REPORT.

1. Serial No 51. Date. Night 18/19th October 1943. Lancaster AR-B2. No 460 Squadron, R.A.A.F. Target. HANOVER.

2. Target area, bombs just going, straight and level, time 2022. Height 19000ft. 165 M.p.h. 1 A.S. Heading 183 T.

3. No moon, visibility very good, 9/10 cloud top 12000ft.

4. Glow of fires on clouds made area very bright.

5. No.

6. One ME 109. Mid upper gunner was watching two other single engine aircraft. Above on port quarter.

7. No lights carried.

8. Machine gun tracer and cannon appeared to come from nose of fighter.

9. Slightly above and to starboard astern, range 600-700 yards.

10. One attack firing one burst, breaking away to port slightly above on port quarter.

11. Turned to starboard diving slightly.

(a) Wireless operator in astrodrome ordered turn to starboard.

(b) When sighting was first made.

12. Fighter opened fire at 500- 600 yards. Both mid upper and rear gunner opened fire at same time as fighter with long bursts until fighter broke off attack on port quarter.

13. No strikes noticed on fighter. Our Lancaster holed in starboard wing and flaps by cannon shell. Fuselage holed by machine gun and splinters. Wireless operator wounded by shell splinter.

14. Rear turret 400 rounds and mid upper 100 rounds.

15. Sgt Dowson trained at 1 A.G.S., No 27 O.T.U. No 1656 C.U.
Sgt Topham trained at 1 A.G.S., No 27 O. T. U., No 1656 C.U.

16. Monica not fitted, boozer fitted but no warning.

REMARKS BY SQUADRON GUNNERY LEADER.

This form of attack is becoming very common. The wireless operator proved of great assistance to the gunners in their search.

D A Richardson

For F/Lt MacWilliam.
Squadron Gunnery Leader.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

COMBAT REPORT.

1. Serial No 52. Date. Night 18/19th October 1943. Lancaster AR-J. No 460 Squadron, R.A.A.F. Target. HANOVER.

2. D. R. position 5242 N. 0930 E. Time 2014 hours. Height 21,000ft. 150 m.p.h. 1 A.S. Heading 110 T.

3. No moon. Visibility good. 4-6/10ths low stratus cloud.

4. No searchlights, but the sky was well illuminated by an "aerial flarepath" laid by the enemy.

5. Several 3 star red very cartridges were seen after the attack.

6. One JU 88.

7. No lights carried.

8. Tracer appeared to be converging from the wings.

9. Fighter first seen on the port quarter bow and attacked on the port beam slightly up, range 500 - 600 yards.

10. One attack only, breaking away on the starboard quarter up.

11. Diving turn to port. Captain saw fighter first and acted immediately before the gunners could make their report.

12. Fighter opened fire with a long burst at 500 - 600 yards range and closed at 150 yards on the breakaway. Mid upper opened with a short burst at 300 yards range, and the rear gunner fired a short burst as the fighter broke away.

13. No damage to our aircraft and no strikes observed on fighter.

14. Mid upper turret 50 rounds. Rear 100 rounds. No stoppages.

15. Sgt Espley trained at 1 A.G.S., No 27 O.T.U., No 1656 C.U.
Sgt Stevenson trained at 1 A.G.S., No 27 O.T.U., No 1656 C.U.

16. Monica not fitted. Boozer fitted and serviceable, but no warning registered.

REMARKS BY SQUADRON GUNNERY LEADER.

An unusual type of attack from a difficult angle indicating an almost frantic attempt of the night fighters to secure results.
However our gunners displayed a good offensive spirit and promptly opened fire.
An example showing how good search depends on the effort of the entire crew and not only the gunners.

A.A. Richardson F/Sgt.

For F/Lt A. MACHTELIAN D.F.C.
SQUADRON GUNNERY LEADER.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

COMBAT REPORT.

1. Serial No 53. Date 18/19th October 1943. Lancaster. AR-D2. No 460 Squadron, R.A.A.F. Target Hanover.

2. Target area, just about to bomb, time 2121 hours. Speed 165 m.p.h. R.A.S. Heading 190° M.

3. No moon, visibility good.

4. Our aircraft was not coned and there was only the usual target searchlight activity.

5. No unusual phenomena.

6. One M.E. 109.

7. No lights carried.

8. Not apparent.

9. 150 yards on the port quarter up, flying almost parallel.

10. One attack only, firing only one short burst which passed well away to port, breaking away quickly and down on the port bow.

11. No evasive action taken as fighter was sighted and lost to view in a few seconds.

12. Fighter opened and closed at 150 yards range. Our gunners did not fire.

13. No damage to either aircraft.

14. NIL.

15. F/Sgt Muntz trained at 3 B.A.C.S., Australia, No 27 O.T.U., No 1656 C.U.
F/O Crookston trained at 1 B.A.C.S.Australia, No 27 O.T.U., No 1656 C.U.

16. No Monica fitted. Boozer fitted and serviceable but no warning registered.

COMMENTS BY SQUADRON GUNNERY LEADER.

The mid upper gunner who reported this combat was on his first trip and a review of this incident together with the reports from the crew indicate the possibility that the M.E. 109 was not firing at our aircraft but at another aircraft in front and on our port.

A. MacWilliam F/Lt.

Squadron Gunnery Leader.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

COMBAT REPORT.

1. Serial No. S4, Date. Night 22/23rd October 1943. AR- S. Lancaster. No 460 Squadron, R.A.A.F. Target KASSEL.

2. After bombing D.R. position 5135 N. 0916 E, 2111 hours, 165 m.p.h. R.A.S. Height 20,000 feet, Heading 317 T.

3. No moon, visibility fair, 4/10th low stratus cloud below, fighter silhouetted against searchlight cones of the target area about 10 miles behind.

4. No searchlight activity in immediate vicinity. Only flares and star shells seen were in target area only.

5. No unusual phenomena.

6. One J. U. 88.

7. No lights carried.

8. Tracer appeared to come from nose, and also converge from wings.

9. Range when first seen 900-1000 yards, port quarter up, 500 feet.

10. One attack only, breaking away well above and to port.

11. Captain corkscrewed when fighter was dead astern.
   (a) Mid upper ordered corkscrew.
   (b) Instructions given a few seconds after our rear gunner opened fire and just before fighter opened up.

12. Fighter opened with a short burst at 500 yards range and closed at 400 yards. Rear gunner opened at 600 yards range and closed at 500 yards.

13. No damage or casualties our aircraft. Several strikes observed on fighter, no results seen and no claims made.

14. Mid upper NIL. Rear gunner only 50 rounds, several number one stoppages.

15. F/O Morris trained at 1 B.A.G.S. Australia, No 27 O.T.U., No 1662 C.U.
Sgt Clarkson trained at 1 A.G.S., No 27 O.T.U., No 1662 C.U.

16. No Monica. Boozer fitted and serviceable but no warning registered.

REMARKS BY SQUADRON GUNNERY LEADER.

These gunners were on their first operation, and although they made the sighting at extreme range they made the mistake of delaying instructions for evasive action until the fighter had come in to dead astern and then ordered a corkscrew. It has been pointed out that in a curve of pursuit attack evasive action must be ordered promptly and before the fighter has moved into a favourable position to attack.

A. MacMillan F/Lt.
Squadron Gunnery Leader.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

COMBAT REPORT.

1. Serial No 55. Date. Night 22/23rd October 1943. AR-R. Lancaster. No 460 Squadron, R.A.A.F. Target KASSEL.

2. Just outside target area, D.R. position 5130 N. 0930 E. Time 2109 hours. Height 20,000ft. Heading 327° M. 180 m.p.h. R. A. S.

3. No moon, no cloud below, 2-4/10ths cirrus cloud above. Our bomber not silhouetted against fires or searchlights.

4. No searchlight activity.

5. No unusual phenomena.

6. Two twin engined aircraft, one believed to be JU 88, one astern and the other below.

7. No lights carried.

8. Tracer appeared to come from nose of fighter.

9. First aircraft sighted at 1,000 yards range on the port quarter level. Captain commenced corkscrew on receiving boozer warning and then mid upper sighted the second fighter below and astern at 250 yards.

10. Only one attack from starboard quarter breaking away underneath towards the port quarter.

11. Captain commenced corkscrewing as soon as first sighting was made and continued this manoeuvre when second sighting was made. After corkscrewing for about one minute the mid upper saw one of these fighters coming in from starboard quarter and ordered a diving turn to starboard instantly.

12. Fighter opened fire with one short burst at 400-500 yards. Our gunners did not fire as combat was broken off too suddenly.

13. No damage to either aircraft.

14. Rounds fired NIL.

15. F/Sgt Bartram trained at 3 B.A.G.S. 7.A.G.S., No 27 O.T.U., No 1662 C.U.
F/Sgt Webster R. trained at 2 B.A.G.S., 7.A.G.S., No 27 O.T.U., No 1662 C.U.

16. Monica serviceable but switched off. Boozer fitted and warning registered for several minutes before and after combat.

COMMENTS BY SQUADRON GUNNERY LEADER.

Thorough search by the gunners coupled with the efficiency of boozer enabled evasive action to be promptly taken. These gunners displayed excellent team work and their vigilance enabled another sortie to be successfully completed.

A. MacWilliam F/Lt.
Squadron Gunnery Leader.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

COMBAT REPORT.

1. Serial No 56. Date. Night 22/23rd October 1943. Lancaster AR-B. No 460 Squadron, R.A.A.F. Target. KASSEL.

2. Bombs gone, completing photograph in target area. Time 2114 hours. 160 m.p.h. R.A.S. Heading 082° T. Height 20,000 feet.

3. No moon, 4 - 6/10ths low stratus cloud below, good visibility.

4. Our aircraft was not coned and only normal searchlight activity in target area. Several flares were being dropped by the enemy on the starboard bow up.

5. No unusual phenomena.

6. One JU 88.

7. No lights carried.

8. Not visible.

9. First seen on starboard bow up 100 ft. at 300 yards range passing straight and level at approximately heading of 030° T towards port beam.

10. No attack made by fighter.

11. No evasive action taken, photographs completed.

12. Fighter did not fire, our mid upper opened with one short burst at 300 yards and closed at 400 yards.

13. Several strikes seen on fighter but no claim made.

14. Approx 60 rounds from mid upper gunner. Rear turrett NIL. No stoppages.

15. P/O Robb trained at No 3 B.A.G.S., No 27 O.T.U., Nos. 1667 C.U.
F/Sgt Hodge trained at 1 B.A.G.S., No 27 O.T.U., No 1667 C.U.

16. Monica fitted but unserviceable. Boozer fitted and serviceable but no warning registered.

17. COMMENTS BY SQUADRON GUNNERY LEADER.

Our bomber was apparently not seen by the fighter, as it did not alter course until our mid upper fired, displaying a good offensive spirit.

The Captain held his course and completed his photographic run.

A. MacWilliam F/Lt.

Squadron Gunnery Leader.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

50A

61/25/Air.

18/11/43.

SECRET

Commanding Officer,
No. 460 Squadron, R.A.A.F.
R.A.F. Station,
Binbrook, Lincs.

OPERATIONS RECORDS BOOK

Reference our letter dated 26.3.42, although the prefix 'AUS' is used to designate R.A.A.F. personnel in the Form 541, personal numbers are not being added.

2. A recent Air Ministry directive on the compilation of the Form 541 states 'Where Dominion or Allied personnel are concerned the nationality, which may be in abridged form, and numbers should appear after the name'.

3. It would add greatly to the value of this record and would assist this headquarters in the compilation of historical records of your squadron if these numbers were included.

4. Your co-operation in this matter would be much appreciated.

(W.H. NEWNHAM)
Flight Lieutenant, for
Air Vice Marshal,
AIR OFFICER COMMANDING.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

51A

61/25/Air/16955

22/11/43.

SECRET - IMPORTANT

The Secretary,
Department of Air,
Victoria Barracks,
Melbourne, Australia.

DAILY SURVEYS OF OPERATIONS

NO. 460 SQUADRON : R. A. A. F.

With further reference to this Headquarters' letter No. 61/33/Air/10915 (8A), dated 11/3/43,

2. Forwarded herewith are Daily Surveys of Operations for the above mentioned Squadron for the month of July, 1943.

3. Please acknowledge receipt.

(W.H. NEWNHAM)
Flight Lieutenant, for
Air Vice Marshal,
AIR OFFICER COMMANDING.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

52A

61/25/Air.

24/11/43.

SECRET

Commanding Officer,
No. 460 Squadron, R.A.A.F.
R.A.F. Station,
Binbrook, Lincs.

Reference our ALO 657 of 25th August, and ALO 981 of 23rd November, 1943.

2. As this is the second occasion in three months on which the same set of facts and figures has been asked for by the Prime Minister, it is reasonable to assume that these statistics will be requested periodically in the future.

3. To anticipate these requests, and to obviate research at inconvenient times, it is suggested that progressive figures for each of the activities mentioned in these signals up to, and including the last day of the month, be included in the squadron Form 540. together with the approximate operational miles.

4. By adopting this system much time would be saved by everyone concerned.

W.B.T.

(W.B. TART)
Squadron Leader, for
Air Vice Marshal,
AIR OFFICER COMMANDING.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

53A

61/25/Air.

2nd December, 1943.

Commanding Officer,
No.460 Squadron, R.A.A.F.
R.A.F. Station,
Binbrook, Lincs.

OPERATIONS RECORDS BOOK

Reference your Operations Records Book, Forms 541, for 30th August, 1943.

2. The crews of Lancasters LM.316 and JA.862 are, with two exceptions, identical.

3. Would you please consult your records and advise this Headquarters which is correct.

(W.H.NEWNHAM)
Flight Lieutenant, for
Air Vice Marshal
AIR OFFICER COMMANDING

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

COMBAT REPORT.

1. Serial Number 63, Night 26/27th November, 1943 Lancaster AR-Q. 460 Squadron RAAF. Target Berlin.

2. Time 20.07 hours position 5020 N.0748 E. Height 22000 ft. Heading 089° M. speed 140 M.P.H. R.A.S.

3. No,moon, clear starlight above, no cloud, slight ground haze, visibility good.

4. Searchlights of Frankfort 10-15 miles on starboard beam. A red flare was seen to light up directly below the fighter. The flare was seen to break up into red, yellow and green stars after the attack.

5. No unusual phenomena.

6. One JU.88 very definitely identified.

7. No lights carried.

8. Enemy aircraft did not open fire.

9. Range 600 yards, port quarter same height and flying on same course as our bomber.

10. No attack.

11. Diving turn to port.
    1. Rear gunner instructed pilot to dive to port go.
    2. Immediately on Sighting.

12. Rear Gunner opened fire with one short burst at 500 yards and ceased fire as enemy aircraft turned away from our bomber. Enemy aircraft did not fire.

13. No strikes observed on enemy Aircraft. No damage to our Aircraft and no casualities.

14. 50 rounds from Rear Turret No stoppages mid upper nil.

15. Rear Gunner F/Sgt.Liesch trained No.2. B.A.G.S. Aust.270 TU. 1656 C.U.
    Mid upper Gunner Sgt. Reid " No.3. BAGS. " 27 OTU. 1656 CU.

16. Monica and Boozer not fitted.

17. Comments by Squadron Gunner Leader.
    A good example of offensive spirit, evasive action correctly ordered and carried out. The gunners realise that the enemy had not committed himself to attack.

18. NARRATIVE.
    Our gunners evidently took the enemy by surprise as he turned away from our Aircraft as soon as our gunners opened fire. Another possible attack driven off before the enemy could position himself.

G.A.Richardson P/O.
FOr F/lt. A.MACWILLIAM D.F.C.
Gunnery Leader,
460 Squadron R.A.AF.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

COMBAT REPORT.

1. Serial No.62 Date Night 22/23rd November, ~~Lancaster AR-I 460 Squadron R.A.A.F.~~ Target Berlin.
2. Target Area, about to bomb, time 20.22 hours, heading 104° M. Height 21,400 ft. speed 165 m.p.h. R.A.S.
3. No, moon, 10/10ths cloud ~~below tops 10-12,000 ft, visibility~~ good.
4. Target ~~searchlights~~ had formed a large illuminated area, under the base of the clouds against which our bomber was silhouetted.
5. No,unusual phenomena.
6. One F.W. 190.
7. ~~no lights carried.~~
8. Not apparent.
9. Appro. 300 yards on the starboard quarter up
10. One attack only breaking away on the port quarter down.
11. Diving turn to starboard.
    (b) as above.
    (c) Instantly on sighting.
12. Our gunners opened at 300 yards and closed at 200 yards, Fighter opened and closed with one short burst at 200 yards.
13. Our bomber undamaged, several strikes seen on fighter which disappeared into the cloud tops before any results could be seen, hence no claim is made.
14. Total rounds fired. Mid upper 200 rounds rear turret 200 rounds no stoppages.
15. P/O. Alexandratos trained at 2 B.A.G.S Aust 27 OTU. 1667 C.H.
    P/O. LAWLER 3.N.A.G.S. Aust " "
16. Monica not fitted. Boozer fitted and warning registered.
17. Comments by Squadron Gunnery Leader.
    Having regard to the fact that this crew were on their first operation they performed reasonably well, however if their range estimation was correct it it difficult to understand how a more decisive result was not obtained. It will be observed that boozer registered, yet the fighter attacking was a single-engined.
18. NARRATIVE.
    The mid upper was the first to make the sighting at 300 yards, and he ordered the evasive action opening fire at the same time and closing at 200 yards, but he did not observe any results. The rear gunner opened at 250 yards range and thinks he saw strikes but owing to the possible doube, no claim is made.

A.A.Richardson F/Lt.
FOR A.MACWILLIAM D.F.C.
Squadron Gunnery Leader.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

COMBAT REPORT

1. Serial Number 61. Date. Night 18/19th. November 1943 Lancaster AR-A.2 460 Squadron R.A.A.F. Target. Berlin.

2. Time 2112 hrs, target area, just bombed and taking photographs, speed 200 m.p.h. R.A.S. Heading 084° T Height 21,000 ft.

3. No moon, clear starlight above, 10/10ths cloud below, tops 10,000-12,000 ft. Visibility good.

4. Cloud below was well illuminated by target searchlights from underneath. Fighter flares were being dropped by our own aircraft well North of the target.

5. No unusual phenomena.

6. One F.W. 190

7. No lights carried

8. Tracer indicated that the fighter had guns mounted in the wings

9. Range when first seen, approx. 150 yards on the port beam diving down and [illegible] our [illegible] under our aircraft.

10. One attack only, continuing the dive and last to view on the starboard quarter down.

11. No evasive action taken, captain completed photographic run.

12. Fighter fired 2 second burst from 150 yards, closing at 100 yards. Our mid upper opened at 200 yards over the starboard quarter firing down as the fighter dived underneath. Rear gunner opened at 200 yards range and closed at 400 yards as the fighter dived away.

13. No damage to our aircraft, no results seen of our gunner's fire, and no claim made.

14. Mid upper fired approx 50 rounds and the rear turret approx. 200 rounds. One number 2 stoppage in R.H. mid upper gun.

15. Sgt Aberle trained at 3 B.A.G.S. Australia 27 O.T.U. 1662 C.U.
Sgt Elliott trained at 2 A.G.S. 27 O.T.U. 1662 C.U.

16. Monica not fitted. Boozer fitted and serviceable but warning failed to register

17.

COMMENTS BY SQUADRON GUNNERY LEADER

This crew were on their first operation and lacking experience, they are accordingly a little confused in this report. However they did the correct thing but the fighter disappeared from view before any result could be seen.

I have impressed upon the gunners and captain the imperative features of search and anticipation of attack, particularly from above when over the target area.

18. NARRATIVE

The captain was the first to see the fighter and the mid upper was the first to fire at the ranges stated above.
At no time was the fighter correctly positioned for attack and having regard to all the circumstances, it is questionable whether this fighter was actually firing at our bomber.
The fighter was first seen and then lost to view in a matter of split seconds and before any results of our fire could be seen, hence no claim is made.

[illegible]

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

COMBAT REPORT

1. Serial No. 60. Date. Night 3/4th November, 1943.
Lancaster A.E.-O. 460 R.A.A.F. Squadron. Target Dusseldorf.

2. Place. Target area running up to bomb, time 1955 hrs. Heading 069°
165 m.p.h. I.A.S. Height 20,000 ft.

3. Visibility good, slight ground haze, moon in first quarter on starboard beam. Our Bomber silhouetted against target fires.

4. Usual target searchlights but not co-operating. Our Bomber was not coned and was making a steady bombing run. No star shells or flares.

5. No unusual phenomena.

6. Believed to be F.W. 190 but at the extreme range identification was uncertain.

7. No lights carried.

8. Tracer appeared to come from the nose of the fighter.

9. Range when first seen 600 - 800 yds on port quarter up.

10. One attack only breaking away on the starboard bow down.

11. Diving turn to port.
(b) Mid upper ordered diving turn the instant he saw the tracer coming towards them.

12. Fighter opened fire at approx. 800 yds and closed at 600 yds. Mid upper opened at 600 yds with 2 short bursts, closing at 300 yds.

13. No damage to either a/c and no casualties.

14. Mid upper fired approx. 100 rounds. Rear gunner Nil.

15. Sgt. Reid trained at 3 B.A.G.S. Aust. 27 O.T.U. 1656 C.U.
Sgt. Loesch " " 2 B.A.G.S. " " "

16. Boozer and Monica not fitted.

17. Comments by Squadron Gunnery Leader.
This crew were on their first operation and are slightly confused as to exactly what took place in these few seconds. They have been impressed with the principles of co-operation and search, and have clearly benefited by this experience.

18. Narrative.
Our Bomber was well silhouetted against the fires, flares and searchlights as it was running in to bomb and therefore the fighter was in a perfect position to attack from astern and up. The mid upper and the W.O.P. in the astro dome were the only ones to make the sighting and the mid upper ordered the evasive action. He fired very hurriedly and no hits were observed. The rear gunner could not see the fighter as it was high above.

A. MacWilliam F/Lt.
Squadron Gunnery Leader.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

COMBAT REPORT.

1. Report No.59. Date:- Night 3/4th November 1943. Lancaster AR-G2. No.460 R.A.A.F. Squadron. Target:- Dusseldorf.

2. Target area, just completed bombing, time 2003 hours, heading 331°T. speed 165 m.p.h. I.A.S. Height 21,000 ft.

3. Visibility good, no cloud above or below, moon in first quarter and positionned on starboard quarter.

4. No searchlight co-operation and no flares being dropped by the enemy.

5. After combat had been completed 4 red stars appeared in the sky in a group about 1,000 yds. on the port beam.

6. One J.U. 88 very positively identified by both Gunners.

7. No lights carried.

8. Not apparent.

9. Range when first seen 600 yards diving down from almost dead astern.

10. Enemy fighter did not fire and broke away on the starboard quarter up.

11. Diving turn to port, losing 3000 ft.
    (b) Both gunners simultaneously ordered diving turn.
    (c) Instantly on sighting and just before opening fire.

12. Our gunners opened fire at 600 yards and closing at 400 yards. Enemy aircraft did not fire.

13. Our aircraft undamaged. Strikes seen on fighter but no claim made.

14. Rear turret 400 rounds, Mid Upper, 100 rounds, no stoppages.

15. F/Sgt De Toros trained at 2 B.A.G.S. Aust. 7 A.G.S. 27 O.T.U. 1667 C.U.
    Sgt. Hughes trained at 4 A.G.S. 28.O.T.U. 27 O.T.U 1667 C.U.

16. Boozer installed and serviceable but no warning registered. Monica not fitted.

17. Comments by Squadron Gunnery Leader.
    Excellent team work by a splendid pair of gunners. Evasive action promply ordered and executed and another possible attack driven off before the enemy fighter could position himself.

18. Narrative.
    The rear gunner first made this sighting and quickly reported it, so that the mid upper covered the fighter in his sight, and both made certain of their identification and range.
    The rear gunner ordered the evasive action just as both gunners opened fire at 600 yards range, each securing two long bursts. The rear gunner saw several tracers entering the fighter but it was quickly lost to view in the steep diving turn carried out. No claim is made by either gunners.

A. Macwilliam .....F/Lt.
Gunnery Leader. No.460 Squadron
R.A.F. Station, Binbrook.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

55A.

61/25/Air.

15th December, 1943.

SECRET

Commanding Officer,
No.460 Squadron R.A.A.F.
R.A.F. Station,
Binbrook, LINCS.

Reference our letter 61/25/Air dated 24th November, 1943.

2. It is noted that your Form 540 for the month of November does not contain the details which we suggested should be included each month in order that further requests by the Prime Minister for progressive figures of the squadron, could be anticipated.

3. It would, therefore, be appreciated if the total approximate number of operational miles and hours flown, number of sorties and number of enemy aircraft destroyed, probably destroyed, and damaged, could be forwarded by return and in future, be included monthly with the Form 540.

(W.H. NEWNHAM)
Flight Lieutenant, for
Air Vice Marshal.
AIR OFFICER COMMANDING.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

From:— O.C.No.460 Squadron R.A.A.F. Binbrook.

Form 348 (Medium)

ENCLOSURE 56A

To:— Air Officer Commanding, R.A.A.F. Overseas Headquarters,
Kodak house, 63, Kingsway, London. W.C.2.

Date:— 20th December 1943.

Ref.:— 460S/S6/3/Air.

Operations Records Book.

Reference your letter dated December 2nd 1943 61/25/Air, it is advised that the correct crew which flew in Lancaster JA 862 on 30th August 1943 is as follows:-

AUS F/O RANDALL F.A.
AUS F/S CONWAY N.J.
AUS P/O GREENAWAY L.G.
AUS SGT.PETERSON H.H.
SGT JOHNS A.H.
SGT BELL H.
AUS F/S WARD H.K.

Wing Commander, Commanding.
No.460 Squadron R.A.A.F.

ACTION COPY TO SOPR
ON FILE NO. 61/25/Air

Wt. 18592/968 3,000M. 7/41 W.B. 51—722

AUSTRALIAN WAR MEMORIAL AWM2020.18.335



AUSTRALIAN WAR MEMORIAL
AWM2020.18.335

From:— O.C. No.460 Squadron R.A.A.F. Binbrook. Form 348 (Medium) 57A

To:— Air Officer Commanding, R.A.A.F. Overseas Headquarters,
Kodak House, 63, Kingsway, London. W.C.2.

Date:— 20th December 1943.
Ref.:— 460S/S6/3/Air.

Operations Records Book.

Receipt is acknowledged of your letter dated December 15th 1943. ref. 61/25/Air, and the information requested in para.3 is given below, for the month of November 1943.

Arrangements have been made for this to be given on F.540 each month in the future.

Approx.No.of operational miles	-	187840
No.of operational hours flown	-	1174
No.of operational sorties	-	131
Weight of Bombs dropped	-	588 Tons.
No.of enemy aircraft destroyed, probably destroyed, and damaged.	-	nil.

The aggregate total up to the end of November 1943, since commencementof operations with Lancaster aircraft is as follows:-

Total No.of sorties - 1621
" Tonnage of Bombs dropped - 6400 Tons.
" No.of operational hours flown - 10,555.

Wing Commander, Commanding.
No.460 Squadron R.A.A.F.

ACTION COPY TO SOPR
ON FILE NUMBER 61/25/Air

Wt. 18592/908 3,000M. 7/41 V.B. 51—722

AUSTRALIAN WAR MEMORIAL AWM2020.18.335



AUSTRALIAN WAR MEMORIAL
AWM2020.18.335

ENCLOSURE

SECRET

61/25/Air. 28/12/43.

Commanding Officer,
No. 460 Squadron, R.A.A.F.
R.A.F. Station,
Binbrook, Lincs.

Reference our letters dated 61/25/Air, dated 24th November, 1943 and 15th December, 1943, and yours 4608/56/3/Air, dated 20th December, 1943.

2. It is regretted that this matter has again to be referred to but, from your latest letter dated 20th December, 1943, there would appear to be several discrepancies in the progressive figures of sorties, hours flown etc. submitted by you. As these will constitute some of the basic facts in an official history of the squadron, it is essential that they be corrected.

3. Our signal ALO 981 dated 23rd November, 1943, asked for progressive squadron figures up to the 1st. November. Your reply stated that Lancasters had dropped 6300 tons in 1600 sorties flown in 10,400 operational hours. Your letter of the 20th December states that the figures for November were 588 tons 131 sorties and 1174 operational hours which, added to your earlier figures, would provide a total of 6888 tons dropped in 1731 sorties flown in 11,574 operational hours. Your final progressive figures in the same letter, however, show 6400 tons - 1621 sorties - 10,555 hours. We suggest that the earlier set of figures may have applied to a date late in November and not the 1st. November, 1943, as asked for by signal.

4. If this is so, we should be glad to have your earliest advices and also the progressive total approximate number operational miles flown by Lancasters. We have only the November total and have no earlier figure with which to correlate it to gain the up-to-date figure of operational miles flown.

5. We note that ~~this~~ all information is to be given on the F. 540 each month and ask that progressive figures for approximate operational miles, No. enemy aircraft destroyed, probably destroyed and damaged (under those headings), as well as No. sorties, tonnage of bombs dropped and hours flown by Lancasters be included. We have recorded the Wellington statistics. By supplying this information urgent requests by the Prime Minister for full figures can be anticipated.

/ over

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

6. It would be appreciated if the answer to paragraph 4. and the total mileage flown by Lancasters could be sent by signal as the combined figures of squadrons cannot be completed without them.

for

(W.H. NEWNHAM)
Flight Lieutenant, for
Air Vice Marshal,
AIR OFFICER COMMANDING.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

59A

61/25/Air/18061

29/12/43.

SECRET - IMPORTANT

The Secretary,
Department of Air,
Victoria Barracks,
Melbourne, Australia.

DAILY SURVEYS OF OPERATIONS

NO. 460 SQUADRON : R.A.A.F.

With further reference to this Headquarters' letter No. 61/33/Air/10915 (8A), dated 11/3/43,

2. Forwarded herewith are Daily Surveys of Operations for the above mentioned Squadron for the month of August, 1943.

3. Please acknowledge receipt.

(W.H. NEWNHAM)
Flight Lieutenant, for
Air Vice Marshal,
AIR OFFICER COMMANDING.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

ENCLOSURE 60A

1/50J

KOD V GPA BIN16/6

FROM 460 SQUADRON 061515A
TO RAAF OVERSEAS HEADQUARTERS KINGSWAY
WQX BT

025 6/12/44 YOUR LETTER 61/25./AIR D/D 28/12
APPROXIMATE NUMBER OPERATIONAL MILES FLOWN TO NOVEMBER
1ST BY LANCASTER 1500960 UP TO END OF NOVEMBER
1688800
BT 061515A

HMH K
GPA R070550A RJH AR

ACTION COPY TO SoPR
ON FILE NUMBER 61/25/AIR

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

R.A.A.F. KINGSWAY
IN 7 JAN 1944
AM

ENCLOSURE 62A

61/25/Air/345

11/1/44.

SECRET - IMPORTANT

The Secretary,
Department of Air,
Victoria Barracks,
Melbourne, Australia.

DAILY SURVEYS OF OPERATIONS

NO. 460 SQUADRON : R.A.A.F.

With further reference to this Headquarters' letter No. 61/33/Air/10915 (8A), dated 11/3/43,

2. Forwarded herewith are Daily Surveys of Operations for the above mentioned Squadron for the month of September, 1943,

3. Please acknowledge receipt.

(W.H. NEWNHAM)
Flight Lieutenant, for
Air Vice Marshal,
AIR OFFICER COMMANDING.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

C8

ENCLOSURE 63A

COMBAT REPORT.

1. Serial No.65 Date 24/12/43 - Lancaster, AR-P 460 Squadron, R.A.A.F. Target BERLIN. J.B.734

2. En route near Frankfurt, 02.45 hours, 155 m.p.h. 085° T.

3. No moon visibility good 7/10 clouds top 5000ft.

4. No searchlights in vicinity at time of attack.

5. Bomber was just approaching yellow T1's route markers.

6. M.E.109 one aircraft only.

7. No lights carried on E/A

8. Heavy armament in nose and wings.

9. 600 yards below and behind,

10. One attack, E/A seemed to pull his nose up as he attacked, then appeared to be caught in slipstream, broke away to starboard down.

11. Rear Gunner ordered corkscrew immediately on sighting E/A opening fire at same time.
(b) As above
(c) Immediately on sighting E/A range between 5 & 600 yards.

12. E/A opened fire at 600 yards ceased about 400 yards
Bomber opened fire 500 yards " between 3 & 400 yards.

13. Bomber received no damage, rear gunner states he saw strikes on E/A could not really assess damage.

14. Rear Gunner fired 500 rounds 1 No 2 stoppage Right Hand Inner Gun.
Mid Upper " 50 rounds 1 No 2 stoppage Left Hand Gun.

15. Rear Gunner F/S.Hosier No.2. B.A.G.S. 27 O.T.U.
Mid Upper Sgt.Cooper No.3. " 27 O.T.U.

16. No Boozer or Monica equipment fitted.

17. The attack was made apparently by enemy Aircraft fighter in the usual manner i.e. from below and astern and pulling the nose up. Evasive action was correctly given and carried out.

18. The gunners in this crew are just beginning their tour the fighter was identified and picked up after it had opened fire on the Bomber. The fire was returned immediately and evasive action given. This was capably carried out enabling the Bomber to escape further trouble.

Yukerley

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

ENCLOSURE 64A

COMBAT REPORT.

1. Serial No. 65 Date 23/24th December, 1943. Lancaster AR-L 460 Squadron, R.A.A.F., Target BERLIN. J.B. 234700

2. En route to Target, north of Frankfurt. 0253 150 m.p.h. 085° T.

3. No moon, visibility good. 7/10 clouds, tops 5000 feet.

4. No searchlight activity in the vicinity at time of attack but fighter flare used.

5. Nil.

6. J.U.88 2.

7. No lights whatsoever were carried on E/A.

8. Heavy armament in nose M.G. in wings.

9. 500 yards away starboard quarter same height, then another attack from Port quarter, about 500 yards away same height.

10. First attack was Curve of pursuit breaking away d-n. Second attack came as our aircraft was diving starboard, placing him in dead astern position, breaking away above to port.

11. In first attack diving turn to starboard rate 4 turn, lost 3000 feet.
(b) Diving turn to starboard [illegible].
(c) As soon as he became visible to me.

12. E/A. opened fire at 500 yards and ceased at 300 yards. Bomber did not open fire.

13. Nil

14. Nil.

15. No.2. A.G.S. No.27 O.T.U. Sgt Shaw, - No.3. B.A.G.S. 27 O.T.U. Sgt Hill.

16. No Boozer or Monica Fitted.

17. As fighter flares were being used bomber was silhoutted against sky, only one E/A opened fire, evasive action was given and bomber lost both E/A.

NARRATIVE.

The Gunners in this crew have completed 7 operations they did not see either E/A. until one had opened fire. The fighters were then identified and correct evasive action given and capably carried out.

J.A. Kinsey

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

65A

COMBAT REPORT.

1. Serial No. 64 Date 16/17th December, 1943, Lancaster AR-A 460 Squadron R.A.A.F. Target BERLIN. J.B. 613

2. Target area aircraft had just dropped Bombs time 2006 hours 180 M.P.H.R.A.S. 065°M. 20,000 ft.

3. No moon, visibility good, 10/10 cloud tops 6000 ft.

4. Target area, searchlights formed a large illuminated area. under the base of of the clouds and our bomber was silhouetted against this.

5. The fighter flares were just behind our bomber.

6. One J.U. 88.

7 No lights carried.

8. Heavy armour in nose.

9. Range 800 yards, slightly up on port quarter.

10. One attack only, breaking away starboard quarter down.

11. Diving turn to port then corkscrew.
(b) as above
(c) Immediately on identifying enemy aircraft range 600-700 yards.

12. Rear Gunner opened fire at 450 yards and closed at 200 yards. Fighter opened fire at 400 yards with one burst.

13. The rear gunner, definitely saw strikes on the fighter but owing to the speed of the attack and severe evasive action. the fighter was lost. The aircraft was hit 5 times with cannon shell viz. starboard mainplane rear wing tip. starboard outer prop stbd. tailplane. Port side of fuselage through H2S Blister and damage to rear turret Hydraulic pipe line (Turret became U.S) Hydraulic oil caught fire.

14. Rear Gunner 400 rounds one No 1 Stoppage.
Mid-upper gunner 100 rounds No, stoppages.

15, Rear Gunner F/S. Thorburn No. 8 B & G School, Canada, 28 O.T.U. 1656 C.U.
Mid-upper Gunner Sgt. Anthony No. 7 A.G.S. 81 O.T.U. 1662 O.T.U.

16. Boozer and Monica not fitted.

17. Comment by Squadron Gunnery Leader.
The usual target area attack very capably handled by the two gunners. Evasive action correctly given and carried out.

NARRATIVE.

The gunners in this crew are very experienced and quickly identified the fighter before he could commit himself to the attack. The Rear Gunner opened fire first, the fighter replying immediately. The Rear Gunner claims the fighter as damaged.

[signature] F/O

.....

Squadron Gunnery Leader.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

66A

ENCLOSURE

COMBAT REPORT.

1. Serial No.64 Date night 2/3rd December 1943, Lancaster AR-C2, 460 Squadron R.A.A.F., Target BERLIN. J.A.860.
2. Position 5209n 0449E time 20.25 hours Heading 261°T. Height 18.000 feet speed 140 M.P.H. R.A.S.
3. Moon quarter full, visibility good, 10/10 cloud below tops 17.000 feet.
4. No searchlight and no ground activity observed.
5. No unusual Phenomena
6. Three ME 109's formation, definitely identified.
7. No lights carried.
8. Not apparent
9. Range 1000 yards. Port quarter up.
10. Three attacks. Two fighters attacked simultaneously one on a curve of pursuit attack from the port quarter up and the secondf a below on the port quarter. A few minutes later our bomber was again attacked from dead astern. All three aircraft were lost to view as they broke away into cloud below.
11. Our bomber corkscrewed into the cloud tops.
    B. Mid upper gunner ordered corkscrew port.
    C. Immediately on sighting.
12. Both gunners opened fire at 600 yeard and closed at 300 yards. Enemy aircraft did not open fire.
13. No damage to our bomber strikes observed on enemy aircraft but no claim made.
14. Mid upper gunner fired 400 round no stoppage.
    Rear gunner fired 300 roungs one No.2. stoppage.
15. Rear Gunner F/S. Hosier trained at No.2. BAGS (AUST) 27 O.T.U. 1656 C.U.
    Mid upper" Sgt. Cooper " " No.3. BAGS (AUST) 27 O.T.U. 1656 C.U.
16. Monica not fitted. Boozer fitted and serviceable but no warning regiesterdd.
17. Comments by Squadron Gunnery Leader.
    This crew were off track and behind time due to icoing troubles and were having difficulty in maintining height. Under these circumstances and with the cloud tops just below. The severe corkscrew was correctly ordered and carried out and at the correct time.

NARRATIVE

Again the efforts of good searching by the gunners has been rewarded. This crew have just commenced their tour and they handled a bery delicate situation very well. Our bomber made good use of the cloud and the firing of the gunners seemed to have scared the enemy off.

[signature] P/O.
Squadron Gunnery Leader.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

67A

61/25/Air/632

21/1/44.

SECRET - IMPORTANT

The Secretary,
Department of Air,
Victoria Barracks,
Melbourne, Australia.

DAILY SURVEYS OF OPERATIONS

NO. 460 SQUADRON : R.A.A.F.

With further reference to this Headquarters' letter No. 61/33/Air/10915 (8A), dated 11/3/43,

2. Forwarded herewith are Daily Surveys of Operations for the above mentioned Squadron for the month of October, 1943.

3. Please acknowledge receipt.

(W.H. NEWNHAM)
Flight Lieutenant, for
Air Vice Marshal,
AIR OFFICER COMMANDING.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

61/25/Air/1054

3/2/44.

SECRET - IMPORTANT

The Secretary,
Department of Air,
Victoria Barracks,
Melbourne, Australia.

DAILY SURVEYS OF OPERATIONS

NO. 460 SQUADRON : R. A. A. F.

Further to this Headquarters' letter No. 61/33/Air/10915 (8A), dated 11/3/43,

2. Forwarded herewith are Daily Surveys of Operations for the above mentioned Squadron for the month of November, 1943.

3. Please acknowledge receipt.

(W.H. NEWNHAM)
Flight Lieutenant, for
Air Vice Marshal,
AIR OFFICER COMMANDING.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

C19

COMBAT REPORT.

1. Serial No.77 27/28th January, 1944. Lancaster G. N.D. 419 460 Squadron, R.A.A.F. BERLIN.

2. 50°30N 0008 E. 2225 165 R.A.S. 281° T.

3. Visibility Fair, 10/10 cloud below tops 14 thousand feet. No Moon.

4. Nil.

5. No Unusual phenomena.

6. ME.109 One only

7. No lights carried

8. As enemy aircraft did not return fire Type of armament not noticed.

9. 400 yards away 300 ft below starboard fine quarter.

10. Rear Gunner sighted enemy aircraft gave evasive action.. Enemy aircraft pursued Bomber throughout, finally breaking away starboard quarter up. No definite attack made apart from curve of pursuit.

11. Corkscrew to starboard.
(b) Rear Gunner ordered corkscrew starboard.
(c) After rear Gunner had identified and opened fire on enemy aircraft.

12. 400 yards ceasing at 300 yards. Enemy aircraft did not open fire

13. No damage to either aircraft.

14. 100 rounds from rear turret only. No.2. stoppage. Right hand inner gun.

15. F/S. Dietman No.3. R.A.G.S. (AUST) 27 O.T.U. 1667 C.U. (Rear Gunner)
Sgt. McCarthy No.1. A.G.S. " " (Mid Upper Gunner)

16. No Boozer or Monica fitted.

17. Comments:- The rear gunner was quick to sight and identify enemy aircraft He opened fire immediately and gave correct evasive action.

NARRATIVE. This crew has completed 4 operations and though not very experienced the rear gunner handled this situation in a competent manner once again showing that by taking the initiative and opening fire, he staved off any further attack by the enemy fighter. The enemy aircraft did not make any definite attack due most probably to the fact that he had been observed by our bombers.

Squadron Gunnery Officer

COMBAT REPORT.

CR

1. Serial No.76 21/22 January, 1944 Lancaster 'S' HD.463. No.460 Squadron R.A.A.F. MAGDEBURG.

2. 52°47' N 12°E. 2250, 193 I.A.S. Turning on to 220° T.

3. Haze, visibility 500 yards, 5/10 cloud below, tops about 15,000 ft. No Moon.

4. NIL.

5. Nothing very unusual except a combat in progress to Starboard.

6. Not definitely known. Only one aircraft.

7. NIL.

8. Machine Gun Fire from top of fuselage.

9. About 400 yards starboard beam below.

10. Enemy Aircraft did not seem to make any particular attack, but appeared to follow Bomber for sometime, sliding from starboard to port Quarter up, finally breaking away to starboard beam up.

11. When aircraft was first sighted M.U. Gunner ordered dive to starboard and when sighted on Port Quarter up, turn Port.
   b. M.U. Gunner ordered dive starboard W.O.P Ordered turn port.
   c. When enemy aircraft was sighted first, on either side.

12. Approx 350 yards and ceased at 500 yards. Enemy aircraft opened fire at 300 yards from dead astern ceasing at 250 yards.

13. NIL.

14. 80 rounds from M.U. Turret, 20 from Rear Turret. Rear Turret was frozen and rear gunner had to fire it manually.

15. F/Sgt. Speering, No.1. BAGS AUST 27 O.T.U. 1662 C.U.
   F/Sgt. Bumpstead No.3. " " " "

16. No Boozer or Monica fitted.

17. Having regard for the fact that this crew were on their first operation, excuses must be made for them. The gunners range estimation and aircraft recognition definitely needs brushing up. They state the suspected aircraft was rather large but could not identify it. They are being further instructed in these subjects.

NARRATIVE. The M.U. Gunner was first to sight the enemy aircraft and gave evasive action. It was lost to his sight and the Wireless Operator in Astro Dome gave further evasive action as it came into his view. The Mid Upper Gunner opened fire, although no definite attack was made on them. He states he thinks he saw white strips on wings running parallel with the fuselage. As this was the crews first operation, they appeared on interrogation, to be a trifle excited at the time of the incident and their co-operation could have been better. They will most probably improve with experience.

Squadron GUNNERY Leader.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

C14

COMBAT REPORT.

Serial No.75 14/15 January, 1944, Lancaster 'F' ND.364 460 Squadron R.A.A.F. BRUNSWICK.

2. Target area, 1926 165 I.A.S. 125 M.

3. Cloud over Target 8/10 tops about 8000 No,Moon

4. NIL.

5. No Unusual Phenomena

6. 1 Aircraft ME.210

7. No Lights carried

8. As enemy aircraft did not fire type of armament not noticed

9. Enemy aircraft was 500 yards away slightly down on port quarter.

10. Enemy aircraft committed himself to the attack about 400 yards away, coming in with nose slightly up, breaking away to starboard up.

11. Dive to port.
b. M.U. Gunner ordered "Dive Port 'go'
c. As soon as enemy aircraft began his attack.
12. M.U. Gunner opened fire at 300 yards after he had given evasive action he ceased fire 250 yards.

13. No damage to either aircraft.

14. M.U.Gunnerfired about 80 rounds. No stoppages encountered.

15. Sgt. Roberts 1 A.G.S. 81 O.T.U. 1662 C.U.
Sgt. Pountney " 27 O.T.U. 1656 C.U.

16. No Boozer or Monica fitted.

17. Usual target area attack, evasive actionpromptly given and executed.

NARRATIVE. The Mid upper gunner in Bomber was quick to see and identify enemy aircraft. He gave evasive action quickly, opened fire, and fighter was quickly lost to view. He does not claim any damage to fighter.

Squadron Gunnery Leader.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

C/6

COMBAT REPORT.

1. Serial No.74 14/15th January, 1944, Lancaster 'N' 460 Squadron, R.A.A.F. BRUNSWICK.

2. Over the target, 1927 165 m.p.h. 100 T.

3. 8/10 cloud below tops 8000 ft. 3/4/10th above no moon.

4. Searchlights at target, but bomber was not affected by them, similarly fighter flares were present, but did not assist enemy aircraft in its attack.

5. Nil.

6. M.E. 109 2 No particular formation.

7. NIL.

8. Cannon and machine guns.

9. Dead astern and slightly above 200 yards range.

10. There were 2 attacks. The first attack judging from damage to Bomber came from below and astern, breaking away slightlyabove to port. There must have been other fighters in the vicinity for the Bomber was again hit and the crew are not certain from which direction the attack came.

11. Nose down diving to port.
a. Pilot on seeing trace passing over left wing without waiting for instructions dived to port. as enemy aircraft seemed to be following Bomber in curve of pursuit, M.U. Gunner ordered corkscrew .
b. During diving turn to port. When this evasive action was completed, rear gunner noticed a twin engined aircraft about 300 yards away slightly above on port quarter. As he committed himself to theattack Rear Gunner ordered dive to port.

12. Enemy aircraft opened fire 200 yards away and ceased about 75 yards Bomber replied immediately at approx 200 yards range and ceased as he broke away at 75 yards.

13. Bomber was damaged in following manner:- Starboard elevator shot away, port rudder fin, badly damaged, servo feed mechanism, port wing and flaps damaged. Port tyre punctured. Port Bomb door hinges also hit.

14. 50 rounds from rear turret before turret went u.s. due to enemy aircraft 50 rounds from right hand gun only, left 1st position stoppage did not fire at all.

15. Sgt. McGrath, No.2. B.A.G.S. (Aust) 27 O.T.U. 1656 C.U.
Sgt. Coventry No.3. B.A.G.S. " " "

16 No Boozer or Monica fitted to aircraft.

17. This crew seemed a trifle confused on interrogation and did not seem toagree on various points. It appears that all attention was centred on one enemy aircraft and a complete disregard for further search. They have been instructed to avoid this in future.

NARRATIVE. This crew has only done 3 operations and through inexperience left themselves open to serious damage which could have proved far more serious. However their evasive action seems quite good and was quickly carried out. The M.U. Gunner claims he hit the fighter which sounds feasible as it must have been a point blank shot.

Squadron Gunnery Leader,

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

C15

COMBAT REPORT.

1. Serial No.73 dated 14/15th January, 1945. Lancaster 'T' JB.743 460 Sqdn. R.A.A.F. BRUNSWICK.

2. 52°04 N. 10°30 E. 1921, 175 R.A.S. 195 T.

3. 10/10 cloud below tops about 9000.

4. Nil. No Moon.

5. Nil.

6. M.E.210 One only

7. No lights carried.

8. Cannon in Nose.

9. Enemy aircraft was 800 yards away down on Port quarter.

10. One attack, curve of pursuit from below port quarter, enemy aircraft breaking away to port down.

11. Steep dive to port followed by corkscrew to starboard.
a. M.U.Gunner ordered Dive port 'Go' The enemy aircraft was lost to his vision. Rear gunner ordered corkscrew starboard, as enemy followed in curve of pursuit attack.

12. Enemy aircraft opened fire at 800 yards and ceased at 600 yards. Rear Gunner tried to fire his guns, but oil in articulated pipe line was frozen. So he fired a few rounds manually.

13. Nil.

14. Rear Gunner fired about 12 rounds. Stoppage due to frozen pipe line to rear gear releases.

15. F/O Robb No.3. B.A.G.S.(AUST) 27 O.T.U. 1667 C.U.
F/S.Hodge.No.1. B.A.G.S (") " "

16. Neither Boozer or Monica fitted.

17. The enemy aircraft was picked quite early by our gunners and by means of evasive action it was soon lost to sight causing no damage.

NARRATIVE. This crew has completed 12 operations and is regarded as an efficient crew. The rear gunner ordered corkscrew and immediately endeavoured to return the fire, but as his servo mechanism was frozen, he cannot claim any success. The gunner has been instructed to try and prevent this trouble in future. Evasive action was correctly given and carried out and fighter was soon lost.

Squadron Gunnery Leader

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

C14

COMBAT REPORT.

1. Serial No.72 14/15th January, 1944, Lancaster 'K' JB. 296 460 Squadron, RAAF. BRUNSWICK.

2. 5 Miles South of Brunswick 1926 , 180 m.p.h. 203 M.

3. 10/10 cloud below tops 6000. No moon.

4. NIL

5. NIL

6 M.E.210 One aircraft only

7. NIL.

8. As enemy aircraft did not fire type of armour was not noticed.

9. 200 yards away slightly on starboard Bow, above.

10. Enemy aircraft did not make an attack

11. As pilot saw aircraft first, he immediately dived to starboard
A. NIL
B. Pilot took evasive action immediately on sighting E.A.

12. Enemy aircraft did not open fire, but M.U.Gunner opened fire when E.A. was approximately 100 yards away slightly up to port.

13. Nil damage to Bomber, but M.U.Gunner and pilot state that trace was hitting enemy aircraft and most probably it was damaged.

14. M.U. Fired 100 rounds from each gun.

15. Sgt. Robins M.U.Gunner No.4 A.C.S., 30 O.T.U. 1667 C.U.
Sgt. Norwood Rear " No.9.A.F.U " "

16. Boozer fitted but U.S. No Monica fitted.

17. This is the 2nd combat in which this aircraft took part on this particular sortie, the attack came from head-on and only M.U. Gunner could get his guns to bear on it.

NARRATIVE. It is doubtful whether enemy aircraft would have bothered our Bomber on this occasion as relative speed was so great. However the pilot saw the fighter first and immediately took evasive action. The M.U. Gunner saw the enemy aircraft passing overhead and banking slightly, so opened fire. He claims damage, but it is doubtful whether he hit it due to high relative speed. The crew has completed 3 trips.

SQUADRON GUNNERY LEADER.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

C13

COMBAT REPORT.

1. Serial No.71 14/15th January, 1944, Lancaster 'K' JB.296 460 Squadron R.A.A.F. BRUNSWICK.

2. 52°50' N. 0930 E. 1908½, 200. 138 M.

3. 10/10 cloud below tops 6000. No Moon.

4. NIL

5. NIL.

6. Twin engined aircraft possibly J.U.88 One aircraft only.

7. NIL.

8. Cannon

9. 400 yards away on starboard beam attacking another Lancaster.

10. One attack

11. Dive to starboard.
A. M.U. Gunner ordered dive to starboard.
B. As soon as he appeared to make his attack.

12. Enemy aircraft continued, to fire at Bomber after breaking his attack from previous Lancaster he was at that time 300 yards away, he ceased fire at 150 yds. M.U.Gunner in Bomber opened fire at 400 yards whilst Enemy was attacking the other aircraft.

13. No damage to Bomber, and no hits claimed on enemy aircraft.

14. 120 rounds from M.U. Turret.

15. Sgt. Robins M.U. Gunner No.4 A.G.S., 30 O.T.U. 1667 C.U.
Sgt. Norwood R.Gunner No.9 A.G.S., " "

16 Boozer fitted but U.S. No Monica fitted.

17. The M.U. Gunner in this aircraft showed good spirit in endeavouring to assist another aircraft in trouble. As fighters attention, later seemed to be focused on this bomber, the M.U.Gunner ordered correct evasive action and was lost to fighter.

NARRATIVE. This crew has completed 3 operations and they are quite keen. Evidence of this is shown by offensive spirit portrayed by M.U. Gunner. As the Lancaster which this bomber assisted did evasive action towards this aircraft, the fighter in following it, saw our aircraft and appeared to fire at it. The trace passed beneath, however, and no damage resulted.

SQUADRON GUNNERY LEADER.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

C12

COMBAT REPORT.

1. Serial No. 70 14/15th January, 1943, Lancaster 'C'JB.598 460 Squadron, R.A.A.F BRUNSWICK.

2. 8 Miles south of target 52°07" 10°34, 1923 190 R.A.S. 192 T.

3. Broken cloud 6/10 No Moon.

4. NIL.

5. NIL.

6. FW.190 One

7. Nil.

8 Cannon and Machine gun.

9. 150 yards

10. One attack from port quarter down pulling his nose up and breaking away to starboard behind.

11. Dive to port.
a. M.U. Gunner ordered Dive to Port.
B. As soon as E.A. was seen.
12. E.A. opened fire at 150 yards and ceased at 100 yards. Bomber did not return fire.

13. No damage to E.A. but bomber was damaged. in following manner, oil supply link to M.U. shot away. oxygen supply lines damaged. Starboard AMMO Tracks to rear turret damaged.
14. No rounds fired from Bomber.

15. Sgt. Martindale No.1. A.G.S. Pembroy 27 O.T.U. 1662 C.U.
Sgt. Gatward " " " "

16. No Boozer or Monica Fitted.

17. As soon as E.A. was sighted correct evasive action was given by gunner enabling bomber to avoid further trouble. Gunner did not see fighter in time to avoid damage to Bomber.

18. NARRATIVE.
This crew has completed 16 operations and has done good work. Owing to poor visibility on this occasion the gunners did not see fighter in time to avoid this attack and consequently damage to their own aircraft.

Squadron Gunnery Leader.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

C11

COMBAT.

Serial No.69 Dated night 1-2nd January, 1943, Lancaster AR-D2. JA.683. Target BERLIN.

2. 51°50N 1145E 0324 240 I.A.S. 235 M.

3. No moon 10/10 cloud below tops 12,000 feet. Visibility fair.

4. No searchlights and no other ground activity.

5. No unusual phenomena.

6. One unidentified twin engined fighter.

7. No lights carried.

8. Enemy Aircraft did not fire.

9. Range 300 yards port quarter slightly below.

10. One attack from port quarter below.

11. Corkscrewed to port.
B. Rear Gunner ordered Corkscrew to port
C. Immediately on sighting.

12. Fighter did not fire. Rear Gunner opened fire at 300 yards and fighter was lost to view immediately due to evasive action.

13. No damage to either aircraft.

14. Mid upper turret NIL Rear Gunner 200 rounds no stoppages.

15. Rear Gunner Sgt. Dunlop trained at No.2. A.G.S. 27 O.T.U. 1656 C.U.
Mid upper gunner Sgt. Robins Trained at No.4. A.G.S., 30 O.T.U., 1667 C.U.

16. Monica not fitted, Boozer fitted but unreliable.

17. The gunners have been told of the importance of identifying before opening fire. But as the fighter appeared to be attacking they are of the opinion that it was hostile. Evasive action quickly given and carried out.

NARRATIVE.

The rear gunner was first to see the fighter and immediately opened fire and ordered the evasive action.

The fighter was quickly lost to view owing to the speed of the attack and the poor visibility.

Squadron Gunnery Leader.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

C10

COMBAT REPORT.

1. Serial No.67 1/1/44 AR F JB547 BERLIN.

2. 15 Miles N.E. of Celle 0246 165 R.A.S. 089°T.

3. Visibility poor 10/10 cloud. No moon

4. Nil previous to attack, but when aircraft was on fire flares and a scarecrow were dropped.

5. NO.

6. Not definitely known but 2 engined. One aircraft only.

7. Nil.

8. Cannon and machine gun situation in enemy aircraft not known.

9. Enemy aircraft was not seen by crew till after attack.

10. One attack from below port quarter. did not see breakaway

11. Diving turn to port and vertical dive to starboard into cloud.
(a) Mid Upper gunner gave Dive to port and W.O.P dive to starboard.
(b) Immediately M.U. Gunner saw hits on rear plane and turret.

12. Not definitely known believed to be about 200 yards Bomber did not fire Enemy Aircraft ceased after initial burst.

13. No damage to Enemy aircraft but Bomber was hit first of all in rear turret port window, hydraulic pipe lines, and rear turret damaged a[illegible] tracks, elevator and rudder trimmer wires, elevator control rod damaged detonator in photo flash exploded. No casualties.

14. Nil.

15. F/S. Alcock M.U. Gunner, 27 O.T.U. No.3. B.A.G.S. Aust
Sgt. Green Rear Gunner, 27 O.T.U. No.1. A.G.S. Penbury

16 Boozer fitted, but was U.S.

17. The enemy aircraft was not seen by anyone in crew due most probably to weather conditions as the visibility was very poor. Prompt evasive action enabling bomber to get into cloud saved further trouble.

NARRATIVE.

This crew has completed 10 ops and has done very good work to date. Due to poor visibility the enemy aircraft was not seen or identified. Correct evasive action was immediately given by M.U. Gunner and W.O.P as rear turret was filled with smoke, enabling Bomber to avoid further trouble. The evasive action was capably carried out by the Captain of the aircraft.

[signature]

Squadron Gunnery Officer.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

69A
C9

ENCLOSURE

COMBAT REPORT.

1. Serial No. 67 5/6 January Lancaster, D-JB742. 460 Squadron R.A.A.F. STETTIN.

2. Over the Target 0348. 180 m.p.h. 13000M

3. Visibility good 3-4/10 cloud. No Moon

4. Nil.

5. Nil.

6. J.U.88 One

7. Nil.

8. Cannon in nose, no machine gun trace noticed.

9. 600 yards away 200 ft below and to starboard quarter.

10. Enemy Aircraft did not attack, Rear Gunner in Bomber opened fire.

11. After Rear Gunner opened fire, he gave the pilot 'dive to port'.
(b) As above rear Gunner ordered 'dive to port'
(c) After Bomber opened fire.

12. Bomber opened fire at 600 yards and ceased at 550 yards. Enemy Aircraft opened fire at 600 yards in reply, but did not seem to be firing at our Bomber.

13. Rear Gunner claims hits in front of enemy aircraft.
No damage or casualties to Bomber and crew.

14. 60 rounds from Rear turret only. Rear Gunner states that his guns ceased firing suddenly due in his opinion, to the ammunition freezing in the tracks. The tracks were not protected in any way and apparently the ammo became very moist and froze.

15. F/Sgt. DeTores J.H. 27 O.T.U. 1667 C.U. No.2. A.F.S. Port Pirie Aust.
Sgt. Hughes E.J. 27 O.T.U. No.4. A.G.S. 1667 C.U.

16. No Boozer or Monica fitted to aircraft.

17. Our Bomber was still in Target area when the rear gunner sighted the enemy aircraft. The fighter did not appear to see our aircraft. But evasive action was taken by bomber.

NARRATIVE.

The Rear Gunner on sighting or identifying enemy aircraft immediately opened fire the fire was returned in half hearted fashion once again showing advantage of the offensive spirit. Evasive action was taken, the pilot diving at 5000 ft, and no more was seen of the enemy aircraft. The Rear Gunner states he saw strikes on the fighter and claims damage.

Squadron Gunnery Officer.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

CYPHER OFFICE
O.H.Q., Royal Australian Air Force
Kingsway, London, W.C.2

Encl. No. 70A

CYPHER MESSAGE

To O.H.Q. R.A.A.F. KINGSWAY.

From R.A.A.F. MELBOURNE

Cypher Office Serial No. 2/1023

ACTION COPY

IMPORTANT

L697 12 FEB.

FOR PUBLIC RELATIONS OFFICER (.) PLEASE SUPPLY URGENTLY FOR PUBLICATION NUMBER OF SEPARATE RAIDS OVER EUROPE AND NUMBER OF SORTIES BY FIRST R.A.A.F. LANCASTER SQUADRON TOGETHER WITH NUMBER OF DECORATIONS WON BY PERSONNEL OF THAT SQUADRON.

T.O.O. 140200Z

T.H.O. 141156Z

Groups 71

Typed by D.W.N.

D.C.O.

Action Copy to SOPR

On File No. 61 / 25 / air

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

IN
P.M. 14 FEB 1944
R.A.A.F. KINGSWAY

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

ENCLOSURE 4/A

R.A.A.F. H.Q.

AL 415 14 February 1944

Reference your L 697 dated 12. 2. 44 (.) Operational statistics with Wellington aircraft raids 64 sorties 600 miles 565,000 (.) Lancasters raids 127 sorties 1893 miles 1973120 (.) Total awards since formation 126

D.N.G.

(D.N. GILLISON)
Squadron Leader, for
Air Vice Marshal,
AIR OFFICER COMMANDING.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

72A.

61/25/Air/2105

3/3/44.

SECRET - IMPORTANT

The Secretary,
Department of Air,
Victoria Barracks,
Melbourne, Australia.

DAILY SURVEYS OF OPERATIONS

NO. 460 SQUADRON : R.A.A.F.

With further reference to this Headquarters' letter No. 61/33/Air/10915 (8A), dated 11/3/43,

2. Forwarded herewith are Daily Surveys of Operations for the above mentioned Squadron for the month of December, 1943.

3. Please acknowledge receipt.

(W.H. NEWNHAM)
Flight Lieutenant, for
Air Vice Marshal,
AIR OFFICER COMMANDING.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

C23

COMBAT REPORT.

1. Serial No.81 19th February, 1944. LANCASTER K. JB.613 460 Squadron, R.A.A.F. LEIPZIG

2. 30 Miles N.W. of Magneburg 0312 155 I.A.S. En Track to Target.

3. Visibility good 10/10 cloud below tops 6000 feet.

4. No searchlight activity in connection with attack.

5. Nil.

6. Twin engined unidentified aircraft one only.

7. No lights carried.

8. Enemy aircraft did not fire so type of armament not notifed.

9. 500 yards range below starboard quarter.

10. No definite attack made enemy aircraft crossed from starboard to port behind and from port to back to starboard. No special breakaway noticed he was lost to sight as Bomber took evasive action.

11. Corkscrew starboard.
    (a) Corkscrew starboard given by Rear Gunner.
    (b) Shortly after sighting and watching, enemy aircraft.

12. Bomber opened fire at 500 yards range, enemy aircraft didnot return same.

13. No damage to either aircraft.

14. 20 rounds from each gun in rear turret.
    No stoppages encountered.

15. Sgt. Gant R.G. 11 A.G.S. 82 O.T.U. 1657 C.U.
    Sgt. Hutchinson MUG. " " "

16. No Boozer or Monica fitted.

17. This crew were on their first operation when rear gunner opened fire at unidentified enemy aircraft. It is my opinion that enemy aircraft did not see Bomber until after gunner had opened fire.

NARRATIVE. As this crew were totally inexperienced in operational flying, they opened fire at this aircraft without knowing exactly what it was. The enemy aircraft did not make any definite attack. After giving evasive action rear gunner opened fire and enemy aircraft was lost to sight, and did not return the fire.

Squadron Gunnery Officer.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

C27

COMBAT REPORT.

1. Serial No.82 20.2.44. LANCASTER F. ND.364 No.460 Squadron. STUTTGART.

2. Target Area 0411 165 I.A.S. 020 M.

3. Visibility good 6/10 cloud tops 6000 feet.

4. No searchlight activity in connection with attack.

5. Nil.

6. J.U.88 one only

7. No lights carried on enemy aircraft.

8. Cannon in nose.

9. Enemy aircraft first seen at 200 yards range.

10. One attack enemy aircraft approached from dead astern up 50 feet, breaking away to port down.

11. Corkscrew starboard.
(a) Corkscrew starboard ordered by rear gunner.
(b) Immediately on sighting.

12. Bomber opened fire 200 yards ceasing at 100 yards. Enemy aircraft returned fire from about 150 yards range ceasing at 100 yards.

13. No damage to Bomber M.U. Gunner and W.OP state they saw strikes on enemy aircraft.

14. 150 rounds from each gun in rear turret. No stoppages encountered.

15. Sgt. Goldstone M.U. No.7.A.G.S. 1667 C.U.
Sgt. Foster R.G. No.10.A.G.S. 30 O.T.U. 1667 C.U.

16. No Boozer or Monica Fitted.

17. This crew have now completed 5 operations and have done good work to date. The enemy aircraft was not sighted until rather close range. The fact that Bomber was over target possibly accounts for enemy aircraft not being seen earlier.

NARRATIVE. This Bomber had just completed its bombing run, when Rear Gunner sighted J.U.88 approaching them from astern and above. The gunner immediately ordered evasive action and opened fire, the enemy aircraft returned fire as it came into the attack. As Bomber had gone into its evasive action and according to M.U. Gunner and W.O.P strikes were being registered on enemy aircraft it broke away to port down and was lost to sight. The enemy aircraft is claimed as damaged.

Squadron Gunnery Leader.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

C21

COMBAT REPORT.

1. Serial No. 79 19.2.44. Lancaster B. 460 Squadron, R.A.A.F. LEIPZIG.

2. First attack 51°32 N. 12.45 E. 0407 150 I.A.S. 270 M
Second attack Over Target 04.20 170 I.A.S. 200 M.

3. Visibility good, 10/10 cloud tops 7000 ft. No Moon.

4. Searchlights prdsent, but did not penetrate clouds were of no assistance to night fighters.

5. NIL.

6. First attack, one only F.W.190 2nd attack one only M.E.210

7. NIL.

8. Neither enemy aircraft opened fire, so disposition of armament not noticed.

9. First attack, F.W.190 seighted at 250 yards range. Second attack ME.210 sighted at 300 yards range.

10. There was one attack only by F.W.190 coming from starboard quarter up 200 feet, sliding across stern and breaking away to port down.
In second case M.E.210 came from port bow, flying reciprocal course, when on Port beam up 100 feet, M.U.Gunner opened fire enemy aircraft carried on, disappearing port quarter down.

17. Dive starboard which was converted to corkscrew in first attack.
(a) Dive starboard ordered by rear gunner.
(b) On first sighting enemy aircraft,
2nd attack
Corkscrew Port.
(a) Corkscrew port ordered by front gunner.
(b) Immediately on sighting enemy aircraft.

12. In first case rear gunner opened fire 200 yards and ceased at 150 yards, and secondly M.U. Gunner opened fire at 300 yards and enemy aircraft did not appear to come any closer.

13. Rear Gunner stated he saw trace striking F.W. 190, but no claim is made in second case.

14. In first attack rear gunner fired 120 rounds, no stoppages encountered. In second case M.U. Fired 60 rounds, no stoppaged encountered.

15. F/S. Hogg M.U. Gunner No.1. B.A.G.S. Aust 27 O.T.U. 1667 C.U.
P/O. Ryan Rear Gunner " " " "

16. No Boozer or Monica fitted.

17. This crew has completed 2 operations only and were quick to sight the enemy aircraft before they could make any decisive attack. The evasive action was promptly carried as ordered and both fighters quickly eluded.

18. NARRATIVE. The first attack took place as Bomber was running into the target area, but before enemy aircraft could position himself for the attack rear gunner gave correct evasive action and opened fire. The second attack, was in my opinion unintended by the fighter for from information gathered, it was flying a reciprocal course and happened to pass quite close to bomber. As it passed by, the M.U. Gunner opened fire and enemy aircraft dived away. The gunners although inexperienced showed initiative by taking the offensive spirit.

[illegible] and [illegible] Gunnery Leader.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

C22

Combat Report

1. Serial No.80 20.2.44. Lancaster K. JB.613 No.460 Squadron, R.A.A.F. STUTTGART.

2. Target area 0402 165 R.A.S. 015 M.

3. Good visibility 5/10 clouds tops 7000 feet.

4. No searchlight activity in connection with attack.

5. NIL.

6. M.E. 210 one only.

7. No lights carried.

8. Cannon in Nose.

9. 600 Yards range 50 feet down on Port quarter.

10. One attack only, curve of pursuit, breaking away, starboard quarter up.

11. Corkscrew prt
(a) Corkscrew port ordered by rear gunner
(b) Immediately on sighting enemy aircraft.

12. Enemy aircraft opened fire at 300 yards range only short burst ceasing at 250 yards.
Bomber opened fire at 300 yards and ceased at 270 yards.

13. Nil.

14. Rear Gunner fired 40 round from Left hand outer gun. The other 3 guns were frozen up.

15. Sgt. Gant R.C. No.11. A.G.S. 82 O.T.U. 1657 H.U.
Sgt. Hutchison M.U.G. No.11.A.G.S. 82 O.T.U. 1657 H.U.

16. No Boozer or Monica fitted.

17. This crew have completed 20perations and only sighted enemy aircraft just prior to it opening fire. They gave evasive action immediately, and returned fire.

NARRATIVE. This Bomber was in Target area when attacked by M.E. 210. It was positioned about 600 yards away slightly down on port quarter. The enemy aircraft opened fire with a short burst. Bomber evaded and returned fire. The rear gunner stated that 3 of his guns were u.s. due to recoiling portions freezing up. He has been instructed to use new type anti freeze oil in future.

Squadron Gunnery Leader.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

73A C20

COMBAT REPORT.

1. Serial No. 78 15/2/44 Lancaster Q ND.392 460 Squadron, R.A.A.F. BERLIN.

2. 54'20 N 1130 E 2035 150 R.I.A.S. 119° T - 2nd attack.

3. 10/10 cloud below tops 5000 ft., visibility good 54.10 1155 2042
(150 119T

4. NIL.

5. NIL.

6. J.U.88 one only and in 2nd attack ME. 210 one only

7. NIL.

8. Cannon and Machine Gun position of armament not definitely noticed.

9. In first attack enemyaircraft was positioned at 1000 yds 500 ft. down starboard quarter. In second attack enemy aricraft came from starboard quarter sliding across stern of Bomber at same height.
10. First fighter made one attack, from starboard quarter down pulling his nose up in usual manner. In second case, enemy aircraft did not attack until after Bomber had opened fire and registered hits on him. The attack did not seem very definite and came from Port Quarter up.
11. Dive starboard and immediately after, corkscrew, in first attack. In second attack dive to port and then corkscrew.
(b) In first case Rear Gunner ordered dive starboard, and the M.U. Ordered corkscrew. In second attack M.U. Gunner ordered dive port and then corkscrew.
(c) After enemy aircraft had opened Fire in first case. In second case gunners opened fire first and then gave evasive action.
12. In first case enemy aircraft opened fire at 1000 yards and ceased at 300 yards Bomber opened fire at 800 yards ceasing at 200 yards.
In second case. Bomber opened fire on enemy aircraft at 800 yards range and ceased as enemy aircraft went down below them 500 yards.
13. J.U. 88 claimed shot down and M.E. 210 claimed as damaged, Bomber damaged in following manner: Damaged starboard fin and rudder. Hole in starboard Inner propblade, starboard outer engine holed. Jagged hole in rear fuselage. Cannon shell in starboard inner engine.
14. M.U. Gunner fired 1400 rounds and rear gunner fired about 2000 rounds. No stoppages encountered whatsoever.

15. F/Sgt. Cooper No.3. B.A.G.S. Aust. 27 O.T.U. 1656 C.U.
F/Sgt. Hosier No.2. B.A.G.S. " " " "

16. No Boozer or Monica fitted.

17. Comments:- This crew has completed 9 operations and handled the above rather difficult situation very capably. Correct evasive action was given when necessary and capably carried out by the Captain of the aircraft. They claim one J.U. 88 shot down and one M.E. 210 damaged.

NARRATIVE. This crew was proceeding to BERLIN When attacked in area given by J.U.88. The enemy aircraft opened fire at 1000 yards damaging Bomber with first burst. It continued to come in pulling nose up in usual fashion, and giving our gunners an ideal shot which they immediately took advantage of and shot the fighter down. Shortly after they were again attacked this time by M.E. 210. This enemy aircraft stood off on port quarter up and Bomber opened fire, enemy aircraft then made half-hearted attack sliding across stern of bomber, breaking away to Starboard down about 500 yards and was lost to sight. The crew saw J.U. 88 burning on ground and claim damage on M.E. 210. The crew report seeing several other combats in this area.

F/L

Squadron GunneryLeader.

AUSTRALIAN WAR MEMORIAL AWM2020.18.335

MINUTE SHEET. R.A.A.F. ~~Air Ministry~~ File No. 61/25/AIR
overseas HQ.

25.

19/1/43 Letter to Air Board fwdg narratives of ops. for 460 Sdn for November, 1942.

Encl. 25A

26.

20/1/43 Letter to Air Bd. notifying correction in 460 Sdn. O.R.B. for December

Encl. 26A

27.

3/2/43 Letter to Air Bd fwdg. narratives of operations for December, 1942.

Encl. 27A

28.

10/2/43 Letter to C.O., 460 asking for legible carbon copies of O.R.B.'s

Encl. 28A

29.

12/2/43 Letter to 460 Sdn. returning illegible copies of Forms 540 and 541 for January

Encl. 29A.

30.

24/2/43. Letter to C.O. 460 Sdn pointing out discrepancy in Form 541 for January.

Encl. 30A.

31.

Note of Action

Encls. 61A & B. transferred to file 184/123/Air.

C. Williams
F/Sgt.

P.R. Branch
14/1/44.

Wt.19461/M925 300,000 7/42 W.H.&S. 668/100

AUSTRALIAN WAR MEMORIAL AWM2020.18.335