AWM 65

[3383]

MC INTYRE, RONALD KEITH

414721

AUSTRALIAN ARCHIVES
ACCESS STATUS

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ROYAL AUSTRALIAN AIR FORCE

OFFICERS AND AIRCREW

The following Biographical details are requested for use at R.A.A.F. Overseas Headquarters, LONDON,-

Surname McINTYRE Number AUS 414721

Christian Names RONALD KEITH

Air Force Rank and Mustering P/O PILOT

Degrees, Decorations, etc.

Present Appointment and Location 460 Sqn. R.A.A.F. P.R.C. BOURNEMOUTH

Date of Birth 24-2-1923 Place ALLORA Q'LD. AUS.

Educated MT. TYSON STATE SCHOOL CHURCH OF ENGLAND BOYS SCHOOL TOOWOOMBA.

Date of Entering Service 7-11-1941

Previous Service Experience —

Places of Training in R.A.A.F. 3 I.T.S SANDGATE Q'LD 2 E.F.T.S ARCHERFIELD Q'LD 5 E.F.T.S NARROMINE N.S.W. AUS.

Civilian Career and Activities

Clubs, Recreations, etc. FOOTBALL CRICKET TENNIS ATHLETICS.

Fathers name PETER McINTYRE

Wifes name (—)²

Children

Home Address MT. TYSON VIA OAKEY Q'LD AUSTRALIA

Signature R. K. McIntyre

Date 16-1-1943.

Date Embarked Australia 23-6-1942.

Destination UNITED KINGDOM.

Missing 29-12-43

See 46789 file enc: 127 128.

MBR, 15-2-44

P.D. 16-6-44

PERSONAL FILE - F/O. R.K. McIntyre

3rd December, 1943 - No. 15

Air Ministry News Service

Air Ministry Bulletin No. 12249

BERLIN HEAVILY BOMBED AGAIN

The great battle over Berlin continued last night when aircraft of Bomber Command in great strength delivered another heavy attack on the German capital. It began a few minutes after eight o'clock and lasted for just over half an hour.

The Germans had massed scores of fighters over or near the target, in a desperate effort to save their capital from further destruction. Lanes of fighter flares had been laid as far away as 50 miles from Berlin, and extended right up to the city itself. Above, hovered the fighters, but in spite of them, of massed flak and hundreds of searchlights, the bombers went through to their objectives.

"When I reached the city," one Lancaster pilot said, "the attack was just coming to an end. Huge fires were burning fiercely below us, and smoke had reached a height of some three miles."

Flying Officer R.K. McIntyre, of Queensland, another Lancaster pilot, said that whenthey arrived they found that cloud covered about half the area of the capital.

"There were blocks of searchlights - hundreds of them," he said. "They were trying to probe the clouds. The rear-gunner saw two aircraft coned. Flak was pretty solid. The enemy appeared to be using the type that looks like hose-piping as it comes up. It gives you the impression that it is impossible to get through it - but you do somehow. We had one or two holes inthe bomb doors from hits."

"The fires were growing all the time," said Sgt. D. Baines, wireless operator in another Lancaster. He was taking part in his sixth flight to Berlin and added that five minutes after he had bombed, an orange flame shot up through the clouds. "It was like a huge geyser," he said. "By the time we left, there was a large area of fire, burning dark red, with black smoke rising to a height of 15,000 feet."

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FOR AUSTRALIAN PAPERS 3rd December, 1943.

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AUSTRALIANS OVER BERLIN

Three Squadrons of R.A.A.F. working with the R.A.F. took part in last night's battle over Berlin in which over 1500 tons of high explosives and incendiary bombs were dropped in just over half an hour.

The real struggle began when the bombers were still 50 miles away from the target. The Germans had laid a long lane of fighter flares, which stretched brilliantly up to the capital itself, where the final battle took place.

Part of the area was covered by clouds, but there remained a clear patch of sky made still clearer by the fighter flares, and the scores of searchlights which the enemy had concentrated there. As our bombers flew into it the waiting fighters dived down in an effort to intercept them before they could drop their bombs.

"But they couldn't stop us", an Australian pilot said. "We got through and by the time we left, the gap in the clouds was being filled up by the black smoke from the fires. The smoke alone had reached a height of some 15,000 feet, and some of our fellows could still see the red glow of fires from 200 miles on the way home."

Flying Officer K. McIntyre, of Queensland, who was piloting a Lancaster, said that when he arrived over the capital he found that about half of Berlin was covered by cloud and the other half was clear. "But the clouds were drifting all the time", he continued, "so that the gap was always altering its position. There were great blocks of searchlights - hundreds of them, and whenever the crews managed to get one of our aircraft, they hung on to it for all they were worth. The rear gunner saw two aircraft coned while we were over the capital.

"The enemy appeared to be using a type of flak which looks like hose-piping as it comes up. It gives you the impression

that it is impossible to get through it - but you do. We had one or two holes in the bomb doors from hits. That was the worst they did to us and we dropped our bombs and turned for home".

Flight Sergeant M. Stafford, another pilot of a Lancaster, who comes from Maryborough, Queensland, said that he could see the target indicators of the Pathfinders very clearly as he made his bombing run through the clouds over the capital. Suddenly the enemy dropped fighter flares across our path, and we went clean through a concentration of them without being attacked by one of the fighters".

Flying Officer T. A. Cameron, of Melbourne, said: "Fighter flares were being dropped all over the target area. On the last 50 miles of the target, the Germans were dropping flares all the time in an effort to catch up. The route was brilliantly lit all the way in front of us. We got to Berlin all right, and there it was - an extraordinary sight, with big red fires burning below, hundreds of searchlights, and the brilliant flares coming slowly down from a good height. I put our aircraft into the bombing run, and just as our 4,000 pounder dropped one of the engines cut. My heart missed a beat too. However, it was all right, and we got back on the others".

Flying Officer R. J. Taylor, a bomb aimer from Brisbane, who last night completed his 58th flight, said that the fires in Berlin were burning strongly as they set course for home. "Smoke was billowing up to the sky, and had reached a height of 15,000 ft."

Pilot Officer K. Schults, of Adelaide, a pilot, said that although he was in the first phase of the attack the fires had got a strong hold by the time he left. "The defences did not seem to have got really going while we were there", he said. "We saw only a few fighter flares, and the ground defences were light. The beams of the searchlights worked effectively when they concentrated on a gap in the sky, but they were hampered when we were using the cloud cover".

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Night observer [illegible] Lieutenant, another pilot of a squadron, who came from Amphorovk, mentioned, said that he could see the target indicators of the Wednesday very clearly as he made his bombing run through the clouds over the capital. "Suddenly the sky lighted up with hundreds of searchlights, and we went down through a concentration of [illegible] being attacked by one of the fighters".

Flying Officer [illegible], observer of a Wellington, stated: "It never [illegible] were again dropped all over the target area. On the first 50 minutes of the target, the clouds were [illegible] the time in an effort to cover up. The target was [illegible] but still we got [illegible] to locating the [illegible], and there he was - an extraordinary sight, with red and green burning lights, searchlights of searchlights, and the [illegible] firing coming clearly down from a good height. I just can [illegible] into the working [illegible], and just as our bombs dropped one of the searches [illegible] heavy indeed a bit too. However, he was [illegible], and we got back on the course".

Flying Officer [illegible], a bomb aimer from Kingsford, who first flight completed his 25th flight, said that the fires in Berlin were burning extremely as they set course for home. "Smoke was billowing up to the sky, and had reached a height of 1,000 ft."

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Air Ministry News Service 4. 12. 43 - No. 26

Air Ministry Bulletin No. 12268

AUSTRALIANS HIT LEIPZIG

After flying straight for Berlin on Friday night, R.A.F. and R.A.A.F. bombers of Bomber Command suddenly turned south for Leipzig, when they were only a few miles from the Germah capital leaving the night fighters awaiting them high and dry.

"The attack on Leipzig was a great chance to our attack on Berlin the night before," said F/O. McIntyre of Queensland. Like many others in Australian Lancaster squadrons, as well as a number of Australians in other squadrons, he was in both attacks and the more able to appreciate how effectively the German night fighters were diverted from Leipzig. "It was not until we were leaving Leipzig that lines of fighter flares went down over the city" said F/O McIntyre. "The markings by the pathfinders were very good, and the flow on the clouds indicated that the fires were very big".

"As we turned away from Berlin and towards Leipzig I saw the fighter flares coming down all over the sky", said a rear-gunner of a Halifax, F/Sgt. L.J. Sheean, of Cobden, Victoria. "Flares were dropping slowly and making the clouds look like a big white sheet. When we got to Leipzig fires were already started and there was black smoke coming up and mixing with the clouds".

F/O D. Taylor, another Halifax rear-gunner, of Mildura, North Victoria, who was making his first operational flight last night, described an encounter with one of the fighters which followed the main stream of bombers while they were still flying in the direction of Berlin. "The first thing I knew was bullets striking the turret, he said. "Tracer bullets were coming at us from dead astern, and I immediately got in a long burst. I think I must have hit one attacker, although I cannot make any definite claim, because he broke away so quickly.

"We went on to the target and bombed it. There was an intense glow of fires under the cloud, and black smoke rising through it."

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4.12.43 - No. 26.

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NEWS MISCELLANY

AUSTRALIANS OVER BERLIN: Royal Australian Air Force Lancasters took part in force in the heavy bombing attacks on Germany during the past seven days. The Berlin raid of 2nd December was Australia's 13th attack on the German capital this year. The new Australian bomber squadron took part in its second attack and made its third next night in the raid on Leipzig, which had been bombed once previously by the R.A.A.F. Apart from the men of the Australian squadrons, many other Australians serving in R.A.F. squadrons took part in each raid.

Flying Officer R.K. McIntyre, of Queensland, a R.A.A.F. Lancaster pilot, said that when the bombers arrived over Berlin on Thursday night they found that cloud covered about half the area of the capital.

"There were blocks of searchlights - hundreds of them," he said. "They were trying to probe the clouds. The rear-gunner saw two aircraft coned. Flak was pretty solid. The enemy appeared to be using the type that looks like hose piping as it comes up. It gives you the impression that it is impossible to get through it - but you do somehow."

FIGHTER BATTLE 4 MILES UP: Australian fighter pilot Pilot Officer T.A.Vance, of Blackburn, Victoria, aged 20, had a share in a big "bag" secured by the Britain-based "Ceylon" Spitfire squadron recently. The Australian probably destroyed one FW 190 and damaged another, Free French pilots destroyed two more, and three were probably destroyed and four damaged by other pilots of the squadron. The combat took place during a sweep by a Spitfire wing over Cherbourg Peninsula. At a height of four miles the Wing encountered more than 20 German fighters, which concentrated on the Ceylon squadron. The Spitfires broke formation and engaged in individual dog fights, and in a few minutes had turned the tables.

SUNDERLAND "ORIGINALS" MEET: To celebrate the fourth anniversary of their departure from Sydney, eleven members from the original R.A.A.F. Sunderland Squadron still on duty with No.10 squadron arranged a supper party in a hotel in a nearby town which has been a frequent meeting place for squadron members off duty since their arrival in the United Kingdom. Senior member of the part

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Flight Lieutenant Colin Brigstock of Moss Vale, New South Wales, was absent on duty, but sent a telegram. The other ten present were Pilot Officer A.G. Bendixen, of Nambour, Queensland; Flight Lieutenant T. Jensen, Lithgow, New South Wales; Warrant Officer H. Marshall, of Mentone, Victoria; Flight Sergeant E. Blundell of Paddington, New South Wales; Flight Sergeant O.E. Ferguson, of Auburn, New South Wales; Flight Sergeant G.F. Dunbar, of Yorktown, South Australia; Sergeant T.A. Gaston, of Coburg, Victoria; Leading Aircraftman J.J. Rendall, of Oakleigh, Victoria; Corporal C.C. Lewis, of West Perth, Western Australia; and Flight Sergeant N.J. Pearce of Parkes, New South Wales.

FOX HEAD MASCOT: A fox's head left behind by an R.A.F. squadron in the officers mess now used by the senior Australian Lancaster squadron has been adopted as a mess mascot. It now wears goggles, a pipe and a tie donated by Flying Officer Watts, of Brisbane, Queensland. Watts, who was a dance band musican and vocalist before the war, is a popular guitarist at impromptu concerts. Last week officers who joined in at a sing song he conducted included Air Commodore Wray D.S.O. M.C., D.F.C. and Bar, A.F.C., of the R.A.F., and Group Captain Hughie Edwards, V.C., D.S.O., D.F.C., R.A.A.F., of Perth, Western Australia. Watts has carried out 30 operational flights.

C.O. FILLS GAP IN CREW: When an influenza attack prevented a flight engineer from joining the crew of Australian Lancaster about to take part in one of the last big Berlin raids, the Commanding Officer, Wing Commander F.A. Arthur of Kogarah, New South Wales, took his place among the crew, which was going on its first operational flight. Only after the squadron returned to base was it revealed that the Commanding Officer had been flying as captain and flight engineer. This incident coincided with the announcement that the squadron's previous Commanding Officer, Wing Commander R.A. Norman D.F.C., of Mildura, Victoria, is now a prisoner of war, after having been posted missing. Wing Commander Norman's predecessor was Wing Commander C.E. Martin D.F.C., of Cootamundra, New South Wales. Wing Commander Arthur was among R.A.A.F. officers invited to Buckingham Palace last week to tea with the King.