

AWM 65

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DEAKES, BRIAN JAMES

410220

AUSTRALIAN ARCHIVES
ACCESS STATUS

OPEN

ROYAL AUSTRALIAN AIR FORCE

OFFICERS AND AIRCREW

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

Surname... DEAKES Number... Aus 410220

Christian Names... Brian James

Air Force Rank and Mustering... Sergeant Pilot

Degrees, Decorations, etc.....

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

Date of Birth... 22.9.18 Place... Geelong Vic Australia

Educated... St Josephs College Geelong

Date of Entering Service... 5.12.41

Previous Service Experience.....

Places of Training in R.A.A.F. Victor Harbor Initial Training
School (Sth Aust) Parafield (No 1 EFTS) Camp Borden
Sydney (Canada)

Civilian Career and Activities... Civil Engineer - Surveyor &
Draughtsman - Geelong Water Trust (Aust)

Clubs, Recreations, etc... St Marys Tennis Club - Geelong - A Grade Team
St Josephs Old Collegians Football Team

Geelong Cym Society - Committee & A Grade Table
Tennis Team

Fathers name... Edwin James Deakes

Wifes name.....

Children.....

Home Address... 18 High Street Newtown Geelong Vic Australia

Signature B. Deakes

Date 5.2.43

Date Embarked Australia 29.7.42

Destination UNITED KINGDOM.

FOR AUSTRALIAN PAPERS

19.11.44

2nd T.A.F./F.B./AIR INF. 681

CUTTING THE GERMAN LINES

Australians flying from Continental bases with a Norwegian Spitfire wing of R.A.F. 2nd T.A.F. are, with their Norwegian and R.A.F. comrades, taking literally their instructions to cut the German's lines of communication.

In a series of ground-level attacks with delayed action bombs they have cut many railway lines in the Ruhr, north-western Germany and Holland.

In a recent attack they blasted a train which had been brought to a standstill by a break in the line.

Flying Officer C.D.Brown, of Mosman, New South Wales, and Warrant Officers J.H.Dunk, of Leighardt, New South Wales, and B.J.Deakes, of Geelong, Victoria, who took part, described the attack in these words:

"The train, loaded partly with ammunition, was held up in a town all one night because the line had been cut. The next morning a Norwegian major found it halted in front of another line-break. The first break had been repaired.

"We attacked, damaged it enough to make sure it would stay there, and then came back again the afternoon to finish it off. We came in as low as we could, not much more than 50 feet above the ground, and bombed and strafed it. This time we really got it. The engine was put out of action and the rear carriages were blazing. There was an explosion as one of the ammunition trucks blew up."

The Spitfire bomber pilots are always on the hunt for trains, but if there are none to be found they endeavour to cut the railway lines, a very small target for 300 mile-an-hour bombing. But they succeed time and again.

Fierce flak has failed to deter them in their ground level attacks. Dunk once had the hood of his aircraft blown off by flak when attacking a train in the Ruhr.

20.10.44

FOR AUSTRALIAN PRESS

2nd TAF/FB/AIR INF/605

SKIP-BOMBING SPITFIRES

Skip-bombing attacks on German railway lines from ground level is the latest job of a Spitfire wing of 2nd T.A.F. with which several Australian pilots fly.

The 500-lb bombs are fitted with delayed action fuses enabling the Spitfires to drop their bombs from 20-feet or lower and get away before they explode.

Due to the forward motion of the aircraft the bombs skip along the ground until they come to rest against something fairly solid. Warrant
66 Sqn officer B.J. Deakes of Geelong, Victoria, skipped one 500-lb bomb right into the embankment of a double-track railway line in his first raid on German territory, and when it exploded it left a fair repair job for the Todt organisation. 410220

"We always look out for something solid that will stop the bombs when we use the skip-bombing technique", said Deakes. "One day we had to attack a village full of German troops. A bomb landed right in the middle of the main street of the village. Then I saw it skip right through the village and come to stop in a pond outside, and I don't think it did much damage when it did explode. That's one of the things you have to avoid."

In attacks on two villages full of German troops, the R.A.F. squadron with which Deakes, Flying Officer J.H. Waterhouse of Launceston, Tasmania, Flying Officer G.D. Brown, of Mosman, New South Wales and Warrant Officer J.H. Dunk of Leichhardt, New South Wales fly, went in at roof-top height.

"We made a mess of those billets," said Dunk. "You just can't miss when you skim over the roofs and skip your bombs right into a house."

The Spitfires became dive-bombers when instantaneous fuses are fitted.

A large explosion followed a dive-bombing attack by this R.A.F. squadron on a fort at Dunkirk.

"Our main job is close-support for the Canadian Army," said Dunk. The squadron has made many an attack on German troops concentrations in the front line using our cannon as well as dropping bombs on them. The Army congratulated the whole wing the other day on its aid in helping to beat back a German counter-attack. We made three trips that day on the one position. Each time we made three attacks, first with bombs and then two strafing attacks"

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