

AWM 68

[3365]

MC GILL, BRYAN DOUGLAS

429609

AUSTRALIAN ARCHIVES
ACCESS STATUS

OPEN

Missing 17.9.44
Safe 19.9.44

285 INT

ROYAL AUSTRALIAN AIR FORCE

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

SURNAME. McGILL..... NUMBER. 429609

CHRISTIAN NAMES... BRYAN DOUGLAS.....

AIR FORCE RANK AND MUSTERING... SERGEANT..... AIR GUNNER

DEGREES ETC.....

DATE OF BIRTH... 20.12.1924..... PLACE... CHARTERS TOWERS Q

EDUCATED... CHARTERS TOWERS HIGH SCHOOL.....

DATE OF ENTERING SERVICE... 9.10.43.....

PREVIOUS SERVICE EXPERIENCE... MILITIA CADETS.....

PLACES OF TRAINING... CHARTERS TOWERS..... WITS KINGROY..... I. BAGGS
EVANS HEAD

CIVILIAN CAREER AND ACTIVITIES... RAILWAY CLERK.....

.....

SPORTS (TEAMS REPRESENTED) CLUBS ETC... CRICKET FOOTBALL
TENNIS..... SCHOOL TEAMS

FATHER... McGILL ROBERT DOUGLAS.....

WIFE.....

HOME ADDRESS... ALAND ST. CHARTERS TOWERS.....

SIGNATURE... DMcGill.....

DATE... 22-11-43.....

DATE OF EMBARKATION... 13-10-43.....

HEADQUARTERS USE ONLY - DO NOT FILL IN

AWARDS.....

CATEGORY..... INTERVIEWS.....

RADIO..... OTHER REFERENCES.....

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ROYAL AUSTRALIAN AIR FORCE

RTA

FORM. FORM 1.
P/R. 5.

Overseas Headquarters,
Kodak House,
KINGSWAY, N. C. S.

SECRET & CONFIDENTIAL.

The following biographical details are required for R.A.A.F.

Historical Record, Overseas Headquarters. These forms are to be filled in and returned to the Officer Commanding Repatriation Disposal Section, No. 11 (R.A.A.F.) P.D.R.

NAME (in full) MCGILL BRYAN DOUGLAS 429609
 RANK AND MUSTERED PILOT OAB, F.C. DECORATIONS NIL
 NUMBER I.T.S. COURSE 33 O.P.U. - 46 etc.
 DATE LEFT AUSTRALIA 13/10/43 DATE OF ARRIVAL U.K. 27/11/43
 CANADA
 SW. AFRICA
 SQUADRONS 463 Sqdn. R.A.A.F.
 AIRCRAFT FLOWN LANCASTER
 COMMAND & TYPE OF ACTIVITY BOMBER COMMAND
 OPERATIONS OR TRAINING WITH AMERICAN PERSONNEL, SQUADRONS, OR AIRCRAFT NIL

DETAILS OF OPERATIONS - with dates: to be given as fully as possible under the following applicable headings:-

- | | |
|---------------------------------|---|
| (a) Number Operational Hours | (b) Number Operational Sorties, Day-night |
| (c) Targets attacked | (d) Attacks on enemy surface vessels - type, size, etc. |
| (e) Attacks on enemy submarines | (e) Outstanding sorties or incidents |
| (f) Combats with enemy aircraft | (f) Personnel in Photographic Reconnaissance Unit, Transport Command, etc., should give a brief report of their work. |
| (h) Other Australians in crews | (g) Personnel in Photographic Reconnaissance Unit, Transport Command, etc., should give a brief report of their work. |

- (a) 237.40. 2. SIRACUSA. 3. PALLICO
 (b) How 14-22. 9. TROSSY ST. MARIN. 10. DAMSTADT
 1. ST. LEU DESERENT. 11. ST. LEU DESERENT
 2. OTTO. 12. BOIS DE CASSIN. 13. KONIGSBACH
 3. CUMMONT CHILANDRY 14. SCAUVILLE 15. STUTTGART.
 16. JONCES. 17. CH. AT ALLERANT. 18. BOULOGNE 19. BERGEM
 20. GIVORS. 21. GIVORS. 22. HOMBURG. 23. HARBURG.
 24. STUTTGART 25. BREST 26. DORTMUND. 27. MUNICH.
 28. CHARGES. 29. PORET DE ISLE ADAMI. 30. STETTIN.
 31. MERY OT. 32. DORTMUND. 33. KOSITZ. 34. MITTELHOF

DATE 8.6.45 SIGNATURE MCGILL

(Use other side, or attach extra sheets, if necessary).

35. SASSNITZ. 36. DORTMUND 37. WLSKEL
 38. AARGH. 39. NORDHAUSEN.

Personal file - Flight Sgt. B. McGill

R.A.A.F. Release No. 823

October 25, 1944.

THIS MAN BELIEVES IN LUCK

One of the luckiest Australians in England -- he claims it himself -- is Flight Sergeant Neal Palmer, of Crow's Nest, Sydney, wireless operator with an Australian Lancaster squadron.

Having survived a crash in a Stirling while training, Palmer arrived on the squadron some time ago and until his last stand-down leave had been operating with only the usual run-of-the-mill occurrences such as fighter attacks successfully beaten off at Stuttgart and flak damage over Brest.

Then, passing through London on Leave, Palmer was in a train when a crashing flying-bomb just missed it. He was hurled through the air and finished up at the bottom of the railway embankment, but after medical attention was able to continue his leave, but when he returned to the squadron was ordered into hospital.

Crew changes resulted in Palmer's crewing up with Flying Officer K.E.J. Tanner, of Bristol, the only R.A.F. pilot in the squadron. It is to Tanner that Palmer ascribes the credit for his next escape. It was during a morning attack on September 17 on German artillery and troops at Boulogne, in close support to the troops.

On the bombing-run, just about "bombs-gone", a piece about 11 ft. by 6 ft. was torn from the port main-planes by flak. Aileron control was gone and the aircraft went into a spiral dive. Number 3 tank was blown out and exploded behind. Tanner managed to pull the aircraft out and level at about 2000 ft. and ordered the crew to jump. The rear door was jammed, and the crew had to go to the front escape hatch which they found in similar condition but managed to force it slightly open.

"Then we all pushed each other out", said the mid upper gunner, Flight Sergeant B. McGill, of Charters Towers, Queensland. The pilot tried to bale out, but as soon as he left the controls the aircraft began to spin. Tanner brought the aircraft down in a field and it finished moving at the edge of a wood, the starboard engine on fire. The crew parachuted down close together, and were picked up by the British Army.

Palmer was flown back to the station in time for lunch.

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Australian papers please note: This is an EVENING paper release.

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