

AWM 65

[3766]

MULLINS, REGINALD NORMAN  
410691

AUSTRALIAN ARCHIVES  
ACCESS STATUS

OPEN

## OFFICERS AND AIRCREW.

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

Surname..... **MULLINS**..... Number..... **A10691**  
 Christain Names..... **REGINALD NORMAN**  
 Air Force Rank and Number..... **SERGEANT PILOT**  
 Degrees, Decorations, etc..... **DFC. 3 BAR.**  
 Present Appointment and Location..... **R.A.A.F. R.R.C. BOURNEMOUTH**  
 Date of Birth..... **29.8.23**..... Place..... **OXLEY VIC AUSTRALIA**  
 Educated..... **MELBOURNE VIC AUSTRALIA**  
 .....  
 Date of Entering Service..... **31.1.42**  
 Previous Service Experience..... **NIL**  
 .....  
 Places of Training in R.A.A.F. **NO 1 ITS SOMERS VIC**  
**NO 11 EFTS BENALLA VIC NO 1 SETS VIC**  
 Civilian Career and Activities.....  
**SALES ASSISTANT FOR WILSON & CO**  
**FROM LEAVING SCHOOL TO ENLISTMENT**  
 Clubs, Recreations, etc..... **GLEN IRIS FOOT BALL CLUB**  
**ASHBURTON CRICKET CLUB**  
 .....  
 Fathers name..... **ALFRED MULLINS**  
 Wifes Name..... **-**  
 Children..... **-**  
 Home address..... **1421 HIGH ST GLEN IRIS VIC AUSTRALIA**  
 Signature..... *Reginald Mullins*  
 Date..... **19.4.43**  
 Date Embarked Australia..... **6.3.43**  
 Destination..... **UNITED KINGDOM**



PRO. FORM.  
P/R. 5.

ROYAL AUSTRALIAN AIR FORCE

Overseas Headquarters,  
Kodak House,  
KINGSWAY, W.C.2.

SECRET & CONFIDENTIAL

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

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

NAME (in full)..... MULLINS, REGINALD NORMAN..... NUMBER 405, 410691  
RANK AND MUSTERING..... F/O..... PILOT..... DECORATIONS..... DFC & BAR  
NUMBER I.T.S. COURSE..... 24..... SOMEERS..... AFU MIDDLINGTON C/3 command  
DATE LEFT AUSTRALIA )..... 6.3.43.....  
CANADA ).....  
Sth. AFRICA )..... DATE OF ARRIVAL U.K. 17.4.43  
..... O.T.U. - A.F.U. etc...... AFU OTHINGTON (7 course)

SQUADRONS..... NO 460 SODN

AIRCRAFT FLOWN..... LANCASTER, 144

COMMAND & TYPED OF ACTIVITY..... BOMBER COMMAND MAIN FORCE

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 | (f) Outstanding sorties or incidents  |
| (f) Combats with enemy aircraft | (g) Personnel in Photographic Reconnaissance Unit, Transport Command, etc., should give a brief report of their work. |
| (h) Other Australians in crew   |   |

(a) 180 HRS

(b) 28 NIGHT & 2 DAY SORTIES

(c) BERLIN, ESSEN, FREDRICHAVEN, NURENBERG, COLOGNE, DUSSELDORF

KARLSRUHE, STUTTGART, FRANKFURT, SCHWEINFURT, MAINING & FRENCH TARGETS

(d) NIL

(e) NIL

(f) NO CONCLUSIVE COMMENTS

(h) NO OTHER AUSTRALIANS IN CREW

DATE..... 17.1.45

SIGNATURE.....

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

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

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

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

January 24, 1945.

(To replace or amplify story on tapes today)

PALACE VISIT PRECEDES AIRMEN'S  
TRANSFER TO CIVIL FLYING

Australians Receive Awards

On the eve of their departure for Australia to be transferred to Queensland and Northern Territory Aerial Services, eight Australian pilots who have served with the RAAF or RAF in operations over Europe from British bases attended a private Investiture at Buckingham Palace recently.

The Australians are the first contingent of RAAF men sent home from Britain for transfer to civil flying. They will be placed on the RAAF Reserve in Australia and join Qantas as civilians for three months' training followed by six month's probationary service. They will wear the Qantas dark navy blue uniform with brass buttons, white shirt and black tie.

The RAAF men, all of whom have won awards recently, were invested with their decorations by the King, who asked about their coming duties. The men, with the decorations with which they were invested, were:-

W/C. D.S. Shannon DFC, of Geelong, Victoria.

S/Ldr. H.B. Locke DSO, DFC, of Geelong, Victoria.

S/Ldr. L.D. Leicester DFC and Bar, of Mitcham, South Australia.

P/Lt. Alan Morris DFC, of Sydney, New South Wales.

P/Lt. N.M. McClelland DFC, of Charters Towers, Queensland

P/O. Arthur Kell, Bar to DFC, of Marrickville, New South Wales.

P/O. F.N. Davis DFC, of Willoughby, New South Wales

— P/O. R.N. Mullins, DFC and Bar, of Glen Iris, Victoria.

All were Lancaster pilots except W/C. Shannon (Halifaxes).

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Photographs taken at the Palace, and separate portraits, available at RAAF OHQ, Kodak House, Kingsway, W.C.2. (Holborn 1513).

*Personal file — C/o R.H. Mullins.*

FOR AUSTRALIAN PAPERS.

29/9/44.

AIR MINISTRY NEWS SERVICE.

AIR MINISTRY BULLETIN NO. 15775

AUSTRALIAN PILOT'S DOUBLE D.F.C.

Fellow instructors at a Lancaster training school have been congratulating a young Australian bomber pilot on being awarded a bar to his D.F.C. Just 21 years old, he finished his first tour of operations some months ago, and received both awards for work done during the spring, and early summer.

He is Pilot Officer R.H. Mullins, of Glen Iris, Victoria, and he only enlisted in the R.A.A.F. last year. Born at Oxley, Victoria, Mullins was educated at Melbourne, and was employed as a clerk before he joined up. He trained under the Joint Air Training Plan.

On arriving in England, Mullins was posted to an Australian Lancaster squadron, and began operations as a flight sergeant. He did most of his sorties in the Lancaster 'Q-Queenie', and began his tour with such targets as Stuttgart, Frankfurt, Berlin and Muenzburg. It was for his courage and tenacity on one of the visits to Frankfurt that he was awarded an immediate D.F.C.

One night in March, when still 50 miles from Frankfurt, 'Q-Queenie' was attacked by a single-engined night fighter. "We had no warning," said Mullins. "It opened fire from behind, and raked us with cannon fire. The inter-com. went out of action. I weaved, and got away. The wireless operator, an Englishman, walked along the turret to see how things were. He found the mid-upper gunner half out of his turret, and in a stupor - his oxygen had been cut. The wireless operator gave him some emergency oxygen, and then went on to the rear turret. On his way, he put out a small fire in the fuselage with his hands. The rear turret was badly damaged, too, and the gunner was wounded in the feet. The door had jammed, and he couldn't be moved."

With the rudder controls out, the mainplane damaged, and the fuel tank, bomb doors, and one compass useless, Mullins took the crippled 'Q-Queenie' on to bomb Frankfurt. Other members of the crew were affected by the lack of oxygen. On the way back, the Lancaster had a permanent tendency to climb, and Mullins had to get the wireless operator and flight engineer to help him hold the controls. Only in this way, was he able to keep at a low altitude, where the breathing was easier.

The young pilot brought the Lancaster back to its own aerodrome.

Mullins used another aircraft for several nights. Then 'Q-Queenie' was repaired and he took it to the Ruhr, Friedrichshaven, and many French targets. His next exciting experience was in June. Over France, he found that "the weather was worse than the flak". Despite the terrible conditions, he found the target.

The citation announcing the award of the Bar says: "Since the award of the D.F.C., P/O Mullins has continued to display great skill and devotion to duty. By skilful air-manship and great courage, he has pressed home his attacks, and caused much damage to the enemy's production resources."

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# **WRECKED: FLEW ON Rudderless Plane Hits Frankfort**

**R**UDDERLESS, defenceless, and with a large hole in the fuselage after an engagement with a German fighter, a Lancaster bomber flew 50 miles on to bomb Frankfort and flew home to land with three men tugging on the controls.

The Lancaster was "Q for Queenie"; its pilot a 20-years-old Australian, Pilot Officer R. N. Mullins, of Glen Iris, Victoria.

"Q for Queenie" was within 50 miles of Frankfort when a fighter suddenly raked her with cannon fire.

The rear turret was shot to pieces and the gunner wounded. The rudder controls were severed and a shell exploded against the bomb doors. In the centre of the fuselage was a gaping hole.

To make things more difficult, the main compass was out of action, and the main inter-communication system badly damaged.

## **Gunner Baled Out**

Pilot Officer Mullins, controlling the plane with the ailerons only, gave the fighter the slip and called up the crew, but got no reply from the two gunners.

The wireless operator—Sergt. D. N. Cochrane, of Barnet, Hertfordshire—found the mid-upper gunner half out of his turret in a stupor, his oxygen supply having been shot away, and the rear gunner unconscious.

When Cochrane returned to the mid-upper turret he found the gunner, to whom he had given his own emergency oxygen bottle, missing.

It is thought that the gunner recovered consciousness and, getting no answer on the "inter-comm." and seeing the large hole in the fuselage, believed he was the only man left and baled out.

~~RAAF~~  
~~Not a Release~~  
AMB. 13463

Daily Mail.  
314144.

Copy of Citation of Award of Bar to D.F.C. NON-IMMEDIATE GAZETTED 15-9-44

Pilot Officer Reginald Norman MULLINS, D.F.C. (Aus/410691) No.460 (R.A.A.F.)  
Squadron.

Since the award of the Distinguished Flying Cross Pilot Officer Mullins has continued to display great skill and devotion to duty. During June, 1944, he was detailed to attack an objective in France. Despite extremely adverse weather he located and bombed the target securing excellent results. By skilful airmanship and great courage he has pressed home his attacks causing much damage to the enemy's production resources.

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Air Ministry News Service

4.5.44.  
Air Ministry Bulletin No. 13857

FOR THE AUSTRALIAN PRESS

AUSTRALIANS IN 1,500-TON ATTACK ON TANK DEPOT.

Bomber Command's "S For Sugar" veteran Lancaster, was one of the many heavy bombers of Australian squadrons based in England which were in the force that dropped 1,500 tons of bombs on a great German military depot at Maily in N.France. Reconnaissance had recently shown that the enemy had collected many tanks and other fighting vehicles in the depot.

This was "S for Sugar's" 97th operation, and she came back safely from her attack which the Germans opposed with every night fighter within range. The enemy had every reason to put up his fighters. It was a clear night, with bright moonlight, very favourable to the air defence, and the target was of critical importance.

"S for Sugar" was piloted by 1/O.T.N.Scholefield, of Gryon, New South Wales. "The depot at Maily looked like an inferno", he said. "I saw my stick of bombs land on the target. I have never seen what my bombs hit so clearly before, not even on practice bombing. There were a lot of enemy fighters about, but they did not interfere with our bombing run".

1/Sgt. G.M.Derbyshire, a rear-gunner who comes from Launceston, Tasmania, described a fight with a Ju.88 on his first operational flight. "I saw a twin-engined aircraft just as we were leaving the target. It was slightly above us, and opened fire when it was still 800 yards away. I immediately fired back, and I think I got the Junkers - it seemed to be in obvious trouble.

"The Germans were dropping a lot of fighter flares at the time, and one of them was only 25 yards from my turret. They were also firing rockets. But there were some good fires going and the bombing seemed to me very good".

"I saw the depot at Maily quite clearly", said 1/O R.N.Mullins, D.F.C. of Melbourne. "The place certainly got a good belting. The flak was late in starting but after we had bombed, we could see that it was getting rather troublesome for the aircraft which attacked us. We watched a combat between a Lancaster and a night fighter which went on for some time without any results".

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## DEFENCELESS PLANE BOMBED FRANKFURT

hout gunners, and with his Lancaster badly damaged in an action with a German fighter, a 20-year-old Australian pilot flew on one night in March to bomb Frankfurt and returned safely. He is Pilot Offr. R. N. Mullins, of Glen Iris, Victoria.

His Lancaster was within 50 miles of the target when a fighter suddenly attacked, raking the bomber with cannon-fire. The rear turret was shot to pieces and the gunner was wounded and lost consciousness.

The rudder controls were severed, and a shell had exploded against the bomb doors. There was a large hole in the centre of the fuselage, the main compass was out of action, and the main inter-communication system badly damaged.

Pilot Off, Mullins gave the fighter the slip. He called up the crew, but got no reply from the two gunners. The wireless operator, Sgt. D. N. Cochrane, of Barnet, Herts, found the gunners out of action.

Although his Lancaster was now defenceless, Pilot Off. Mullins decided to go on. They reached Frankfurt, dropped their bombs, and then turned for home. Mullins steered and controlled the aircraft with the ailerons only.

The elevator trims had gone, and the Lancaster was tending to climb all the time. Pilot Off. Mullins was fast tiring, so Sgt. Cochrane, and later the flight engineer, also helped him to hold the controls. They made a safe landing at base.

Without gunners, and with his Lancaster badly damaged in an action with a German fighter, a 20-year-old Australian pilot flew on one night in March to bomb Frankfurt and returned safely. He is Pilot Offr. R. N. Mullins, of Glen Iris, Victoria.

His Lancaster was within 50 miles of the target when a fighter suddenly attacked, raking the bomber with cannon-fire. The rear turret was shot to pieces and the gunner was wounded and lost consciousness.

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Although his Lancaster was now defenceless, Pilot Off. Mullins decided to go on. They reached Frankfurt, dropped their bombs, and then turned for home. Mullins steered and controlled the aircraft with the tiller alone.

The elevator trims had gone, and the Lancaster was tending to climb all the time. Pilot Off. Mullins was fast tiring, so Sgt. Cochran, and later the flight engineer, also helped him to hold the controls. They made a safe landing at base.

## GUNNERLESS BOMBER WENT ON TO TARGET

ON her way to Frankfurt one night last month the Lancaster "Q for Queenie" was riddled with cannon shell from a fighter.

The rear turret was shot to pieces, rudder controls were severed, there was a great hole in the fuselage, the main compass was out of action and the main intercom badly damaged.

There was no reply from either gunner and there were 50 miles to go, but Pilot Officer Mullins, the pilot, an Australian, dived, dodged the attacker, reached Frankfurt and dropped his bombs.

## Baled out in stupor

Meanwhile, the wireless operator, Sgt. D. N. Cochrane, of Barnet, found the mid-upper gunner half out of his turret, and in a stupor, as his oxygen supply had been shot

Sgt. Cochrane gave him his own emergency oxygen bottle, and went back to get another. In the fuselage he found a small fire, which he put out with his hands.

Later he found that the mid-upper gunner and his parachute were missing. Presumably, still half stupefied, he had baled out, thinking he was the only one left in the plane.

Later Sgt. Cochrane found the bomb aimer unconscious from lack of oxygen. He took him back to his own seat and give him his own oxygen supply.

### Three on controls

Mullins now found that the elevator trims had gone, and that the Lancaster was tending to climb all the time. Sgt. Cochrane joined him, and the two used their combined strength to hold the controls. The Lancaster became more and more difficult to handle, and by the time they reached the coast, the flight engineer also had to lend his strength to cope with the controls. But at last they got to base, and made a safe landing.

Pilot-Officer Mullins, who is 20, has been given a new "Q for Queenie," and with two fresh gunners, and a wireless operator, Sgt. Cochran's hands had been slightly burnt, he was over Essen a few nights later.

telegraph  
8/4/44

News Chronicle  
3/4/44.

## Defenceless Plane Bombs Target—And Gets Back

WHEN 50 miles from the target, Frankfurt, one night in March, the Lancaster "Q for Queenie" was attacked by a fighter. And this is what happened:

The rear turret was shot to pieces; the gunner was wounded and lost consciousness.

A shell exploded against the bomb doors and a large hole appeared in the centre of the fuselage:

The main inter-communication system was badly damaged.

The mid-upper gunner, who was also found unconscious, later vanished. It is believed that, after coming to

and failing to get an answer on the inter-com., he baled out thinking the others had also done so.

"Q for Queenie" was defenceless, but the pilot, Pilot-Officer R. N. Mullins, of Glen Inis, Victoria, flew on, bombed the target and got back safely, though it needed three men to hold the controls.

Mullins, given a new "Q for Queenie," was over Essen a few nights later.

Daily sketch  
3/4/44.

1101/B/P.1.

63A.

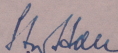
XXXXXXXXXXXX plain language)

R. A. A. F. H. Q.

IMPORTANT PL. 545 P 18 APR.

THIS SIGNAL IS MY PL. 545 P DATED 18 APR.(.) FURTHER MY PL. 534 P DATED 8 APR.(.) FOLLOWING IMMEDIATE AWARD DISTINGUISHED FLYING CROSS WILL BE GAZETTED 21 APR.(.)

PILOT OFFICER REGINALD NORMAN MULLINS (410691) NO. 460(R. A. A. F.) SQUADRON.(.) ONE NIGHT MARCH, 1944, THIS OFFICER PILOTTED AIRCRAFT DETAILLED ATTACK FRANKFURT.(.) WHEN REARING TARGET AREA AIRCRAFT WAS STRUCK BY BURST OF MACHINE GUN FIRE FROM FIGHTER.(.) AIRCRAFT CONTROLS WERE SUBSTANTIALLY DAMAGED AND INTERCOMMUNICATION SYSTEM WAS RENDERED UNSERVICEABLE, WHILE REAR GUNNER WAS BARELY WOUNDED.(.) IN SPITE OF THIS MULLINS WAS DETERMINED TO BOMB TARGET AND WENT ON TO MAKE SUCCESSFUL ATTACK.(.) DURING DIFFICULT RETURN FLIGHT, DAMAGED ELEVATOR TRIM COULD NOT BE ALTERED FROM ITS ORIGINAL CLIMB SETTING, CONSEQUENTLY, AT TIMES, MULLINS HAD TO OBTAIN ASSISTANCE OF TWO MEMBERS OF CREW TO KEEP AIRCRAFT ON LEVEL COURSE.(.) NEVERTHELESS, AFTER HARD AND TIRING STRUGGLE, THIS RESOLUTE PILOT SUCCEEDED IN REACHING BASE.(.) IN MOST TRYING CIRCUMSTANCES HE DISPLAYED SKILL, COURAGE AND DETERMINATION WHICH DESERVED PRAISE



(H.W. HALE)  
SQUADRON LEADER,  
FOR AIR VICE MARSHAL,  
AIR OFFICER COMMANDING.

Air Ministry News Service

2/4/44 - No.10

Air Ministry Bulletin No.13463

DEFENCELESS LANCASTER BOMBED THE TARGET

Without gunners, and with his Lancaster badly damaged in an action with a Gorman fighter, an Australian pilot, <sup>nickn.</sup> Pilot-Officer R.N. Mullins, of Glon Iris, <sup>460 Sq.</sup> Victoria, flew on, bombed the target; Frankfurt, one night in March, and returned safely to his base.

His Lancaster "Q for Queenie" was within 50 miles of the target, when a night fighter suddenly attacked, raking the bomber with cannon fire. The rear turret was shot to pieces, and the gunner was wounded and lost consciousness. Among other damage the rudder controls were severed, while a shell had exploded against the bomb doors, and for the moment the crew thought that the bombs in the bay might go off. In the centre of the fuselage, there was a large gaping hole, and there were many holes elsewhere. To make things even more difficult, the main compass was out of action, and the main inter-communication system badly damaged.

When Pilot-Officer Mullins saw the tracer he dived and managed to give the fighter the slip. Then he tried to call up the crew. There was no reply from the two gunners, but he could just make himself heard to the others.

The wireless operator - Sgt. D.N. Cochrane, of Barnet, Herts. England - went back to see what had happened to the gunner. He found the mid-upper gunner half out of his turret, and in a stupor, as his oxygen supply had been shot away. Sgt. Cochrane gave him his own emergency oxygen bottle, and then went back to get another. In the fuselage, he found a small fire, which he put out <sup>with</sup> his hands. Then he went back again and found the rear gunner unconscious.

When he returned to the mid-upper turret, he found that the gunner and his parachute were missing. The crews' theory is that the gunner recovered consciousness (after being given the emergency oxygen supply) and then, getting no answer on the "inter-comm" and seeing the large hole in the fuselage must have believed that he was the only man left in the aircraft, and baled out, still half stupified.

Sgt. Cochrane reported to Pilot-Officer Mullins, who although realising that his Lancaster was now defenceless, if another fighter attacked, decided to go on to the target. They reached Frankfurt, dropped their bombs, and then turned for home, steering and controlling the aircraft with the ailerons only.

/The bomb aimer

The bomb aimer was then sent back to the mid-upper turret. Later Sgt. Cochran found him too unconscious from lack of oxygen. He took the bomb aimer back to his own seat, and gave him his own oxygen supply.

By this time, the emergency supply was running short. Pilot-Officer Mullins, who had been struggling along alone, decided to go down several thousand feet where the air was less rarefied, and it was possible to breathe without additional oxygen, although at this height the badly damaged Lancaster was well within the range of anti-aircraft guns.

Pilot-Officer Mullins now found that the elevator trim had gone, and that the Lancaster was tending to climb all the time. He was fast tiring with his long struggle to keep the bomber on its course, so Sgt. Cochran joined him, and the two used their combined strength to hold the controls as "Q for Queenie" limped home. The Lancaster became more and more difficult to handle, and by the time they reached the coast, the flight engineer also had to lend his strength to cope with the controls. But at last they reached base, and made a safe landing.

Pilot-Officer Mullins, an unassuming young man of 20, who was a clerk before he joined the R.A.A.F., gave a great deal of the credit for the crew's escape to "Q for Queenie".

"It was amazing that the Lancaster went on flying after being so badly damaged", he said. "It is a tribute to the men and women who made it, and to the ground staff who serviced it".

He has been given a new "Q for Queenie", and with two fresh gunners, and a wireless operator - Sgt. Cochran's hands had been slightly burnt - he was over Essen a few nights later.

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From P/O J.B. Toohay, RAAF PRO For SOPE RAAF OHQ  
Squadron (for record purposes only) : 460 (Binbrook)

*This was used to make AIB*

WITHOUT GUNNERS, BOMBED THE TARGET

*13463 of 2/4/44*

Without gunners, with his Lancaster bomber badly damaged in an action with a German night fighter, an Australian pilot flew on, bombed the target, and then returned safely to his base.

On the long trip home, the Wireless Operator had to help the pilot hold the controls to keep the aircraft flying straight.

"Q for Queenie", with Pilot Officer R N Mullins, of Glen Iris, Victoria, as captain, set out from an Australian squadron to bomb Frankfurt.

When they were 50 miles from the target a German night fighter suddenly attacked and raked the aircraft with cannon fire. The rear turret was shot to pieces, the Rear Gunner was wounded and left unconscious. The rudder controls were severed and the port aileron was damaged. The tail wheel was shot-up and the tyre holed in many places. A cannon shell exploded against the bomb doors with the bomb bay full of bombs. There was a large gaping hole, with fabric flapping around it as the air rushed through, in the centre of the fuselage. There was another large hole in the port wing. The fins were full of holes, and there were holes right along the fuselage. Then, to make it more difficult for the crew the main compass was put out of action, and the inter-communication telephone system badly damaged.

Immediately he saw the tracer, Mullins dived and evaded further attacks from the night fighter. Then he tried to call-up the crew. By shouting into his microphone he could just make himself heard by the Bomb-Aimer, Wireless Operator, Flight-Engineer and Navigator, but there was no reply from either of the gunners.

The Wireless Operator, Sergeant D N Cochrane, of Barnett, Herts, England, went back to see what had happened to the gunners. He found the Mid-Upper half out of his turret, and in a stupor from lack of oxygen. His oxygen supply had been shot away. He gave the Mid-Upper his own emergency oxygen bottle and then went back for another. In the fuselage he saw a small fire which he put out with his hands. Then he went back to the Rear-Gunner whom he found unconscious.

When he got back to the Mid-Upper turret he found that the Mid-Upper Gunner and his parachute were missing. The crew's theory was that the Mid-Upper, recovered consciousness with the fresh supply of oxygen and then tried to raise the crew on the inter-communication system. Getting no answer, and seeing a large gaping hole in the aircraft he believed that he was the only man left in the aircraft, and baled out. He was probably half-stupified from his lack of oxygen.

Cochrane went back and reported what he had found. Mullins decided to go on and bomb the target although his aircraft was then defenceless against possible further attacks from night fighters. They reached the target, dropped their bombs and then turned for home, Mullins steering and controlling the aircraft with ailerons only.

The Bomb-Aimer was then sent back to the Mid-Upper turret. Going back later to see how he was getting on, Cochrane found him unconscious from lack of oxygen. Cochrane brought the Bomb-Aimer back to his own seat and gave him his own oxygen supply.

By this time the emergency oxygen supply was running very low. Mullins who had been struggling alone with the controls all this time decided to go down several thousand feet where the air was less rarified it was possible to breathe without an additional supply of oxygen. This meant that they would be more vulnerable to attack from anti-aircraft guns.

The elevator trim had also been shot away and the bomber wanted to climb all the time. Mullins was fast tiring because of his struggle with the controls to keep the aircraft flying straight and level and on a true course.

Cochrane came up and stood beside him, and both used their strength to hold the controls as "Q for Queenie" limped home. ~~At this time the co-pilot, the English coast, the Flight-Engineer~~ Every now and again Cochrane had to go back to his wireless set. By the time they reached the English coast, the Flight-Engineer was called on to help the pilot and wireless-operator with the controls.

But they reached their base and made a safe landing.

Mullins, an unassuming 20-year-old who was a clerk before joining the RAAF, gave all the credit to "Q for Queenie."

"It was a tribute to the aircraft that she flew after what happened," he said. "It was a tribute to the men and women who built her, and to the groundstaff who serviced her."

Mullins was given a new "Q for Queenie" and with two new gunners and a wireless operator--- whose hands had been slightly burnt --- he over Essen only two nights later.

From P/O W.G. Holmes R.A.A.F. P.R.O. For S.O.P.R. R.A.A.F. OS.HQ.

*Squadron! 460*

LANCASTERS LONG BATTLE.

A Lancaster bomber piloted by Flight-Sergeant C.H. Hargraves of Gordon, Sydney, New South Wales was coned in searchlights over the Ruhr <sup>twenty</sup> ~~sixteen~~ minutes and attacked by three night fighters when returning from a raid on Berlin. They shot down a Focke-Wulfe in flames.

Hargraves and his crew, members of an Australian Squadron dropped their bombs on Berlin and had turned for home. They were battling their way through winds of gale force over the Ruhr when their aircraft was caught by searchlights. Hargraves took evasive action and succeeded in bringing his aircraft through twenty minutes of intensive anti-aircraft fire. When the Lancaster eventually got out of the searchlights the Rear-Gunner, Sgt. Glynn Jones of Doncaster, England, sighted a Focke-Wolfe I90 preparing to attack them. He allowed the Focke-Wolfe to close in and it was just raising its nose preparatory to attacking opening fire when Jones opened fire and saw hits on the enemy machine.

The Focke-Wolfe also opened fire, and damaged the tail unit of the Lancaster hit the four engines and holed two of the petrol tanks. Jones kept firing, the Focke-Wolfe was seen to burst into flames roll over on to its back and dive into the clouds below. This machine is claimed as destroyed.

Two ME109s then continued the attack for a further 16 minutes. Hargraves under the direction of the Rear-Gunner successfully evaded them.

The Lancaster was brought safely back to this country and as fuel was running short it was landed at a strange airrome.

Flight-Sergeant Hargraves who only 20 years of age held the Sydney Aero Club's "A" flying licence before joining the RAAF. The Rear-Gunner Sgt. Glynn Jones was a professional soccer player at Doncaster prior to his entry into the RAF.

*This man is missing. Not used.  
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