

AWM

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3798

MURRAY, IAN VINCENT

16356

AUSTRALIAN ARCHIVES
ACCESS STATUS

OPEN

New Ff Air crew 7/1/41

~~321 465 fl~~ 227
233

ROYAL AUSTRALIAN AIR FORCE A.W. 195^a 184^a D.F.M.

OFFICERS & AIR CREWS

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

SURNAME..... MURRAY NUMBER. POS 16356

CHRISTIAN NAMES..... IAN VINCENT

AIR FORCE RANK AND MUSTERING..... L.A.C Flight Mechanic (E)

DEGREES, DECORATIONS, ETC.....

PRESENT APPOINTMENT AND LOCATION..... Flight Mechanic 452 Sqdn Kerley

DATE OF BIRTH..... ~~10-7-1915~~ 10-7-1915 PLACE..... Blairmont West Aust

EDUCATED..... 6 years boarder Toodyay 2 years Guilford Grammar School Guilford West Australia

DATE OF ENTERING SERVICE..... 31-4-40

PREVIOUS SERVICE EXPERIENCE..... 8 months Service Party 22 Sqdn (Winnaway) Richmond N.S.W

PLACES OF TRAINING..... Ascot Vale Melbourne Vic

CIVILIAN CAREER AND ACTIVITIES..... Farming

SPORT (TEAMS REPRESENTED), RECREATIONS, CLUBS ETC.

Football Toodyay

FATHER..... Asher Vincent Murray

WIFE.....

CHILDREN.....

HOME ADDRESS..... Box 62 Toodyay West Australia (TOODYAY)

SIGNATURE..... Ian Murray

DATE..... 1-2-42

DATE EMBARKED..... 17-7-41

DESTINATION..... England

(These forms are to be filled in and handed to the Adjutant of the Unit immediately after receipt).

DFM

17/1/44

1958.

Aus. 16356 Flight Sergeant Ian Vincent MURRAY, R.A.A.F., No. 460 (R.A.A.F.)

Squadron. This flight sergeant has always displayed exceptional coolness and his technical skill and knowledge are of a high order. On one occasion, the aircraft was severely damaged by cannon fire from a fighter. Flight Sergeant Murray by skilful improvisation in spite of a failing oxygen supply did much to enable his captain to effect a safe landing at base. He has always been of invaluable assistance to his captain and crew.

Murray.

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Incl. 227 (460 Squadron No. 4.)

"Coming In on a Wing and a Prayer" is at present one of the most appreciated musical items on the radio, but this was not the case for the crew of a Royal Australian Air Force Lancaster recently. Just as they were about to land their badly shattered aircraft the wireless operator picked up a B.B.C. programme and the song was heard on the inter-communication system.

Although the aircraft had been badly damaged by cannon shells from an enemy fighter and also from incendiary bombs from an aircraft above during the raid on Kassel on October 22, and the undercarriage collapsed on landing, the crew of the aircraft escaped without a scratch.

The crew which was captained by Flight Lieutenant J.H. Clark, RA, a Queenslander serving with the R.A.F., comprised Aus. 14744 Flight Sergeant (now Pilot Officer) C.S. Francis, bomb aimer, of Sumner Hill, N.S.W.; Flight Sergeant L. Richards, navigator, R.A.F.; Sergeant E. Clemens, wireless operator, R.A.F.; Aus. 16356 Flight Sergeant I. V. Murray, flight engineer, of Toodyay, West Australia; Aus. 416675 Flight Sergeant V. J. Hegarty, mid-upper gunner, of port Lincoln, South Australia; and Aus. 419018 Pilot Officer R.C. Dunstan, of Mt. Eliza, Victoria, the R.A.A.F.'s one-legged gunner.

The raid on Kassel was the crew's 29th, and they have since finished their tour of operations with the raid on Dusseldorf last week.

Just as the bombs were about to be dropped on Kassel two incendiaries from an aircraft above fell through that piloted by Clark. One fell on the flight engineer's knees and caught alight. Immediately, the bomb caught alight, Flight Sergeant Murray threw it out the window. The second incendiary fell in the rear of the aircraft but did not explode.

The first incendiary severed the oxygen apparatus as it fell through the Lancaster and this had to be bound up with tape. As the flight engineer was repairing the oxygen tube, the aircraft was attacked by a German fighter. Cannon shells shot the rudder controls completely away, severely damaged the rudder, one of the elevators, rendered the hydraulics unserviceable, and damaged both the rudder and elevator trims.

One shell smashed through the rear turret and exploded inside. As it passed through it tore the right sleeve out of Pilot Officer Dunstan's flying clothes as far through as his shirt but did not even scratch him. This shell jammed the door of the turret as it exploded and other members of the crew had to cut the turret door away before Dunstan could be released prior to landing.

On the return journey the Lancaster encountered thick cloud and ice and the bomb aimer and flight engineer took turns at assisting the pilot to hold the controls as the aircraft continually commenced dives.

All the escape hatches were jettisoned and the crew were at their escape positions as the aircraft was preparing to land. The undercarriage had to be pumped down with the emergency gear but as they landed, one of the tyres burst and the undercarriage collapsed. This was later found about 100 yards from where the Lancaster eventually came to rest.

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