

AWM 65

[3825]

NEILSON, ANTONY BAIRD

408313

AUSTRALIAN ARCHIVES
ACCESS STATUS

OPEN

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

Surname... NEILSON Number... 408313
 Christian Names... ANTHONY BAIRD
 Air Force Rank and Numbering... SGT PHOT
 Degrees, Decorations, etc... D.F.M. D.F.C.
 Present Appointment and Location... R.A.A.F. P.R.C. BOWENPORTH
 Date of Birth... 9-2-23 Place... HOBART TASMANIA
 Educated... Friends' School HOBART & Commercial
High School HOBART
 Date of Entering Service... 9-5-41
 Previous Service Experience...
 Places of Training in R.A.A.F. No 1 ITS Somers West
No 7 EFTS Water En Tas No 1 SFTS Pt COOK VIC
 Civilian Career and Activities... Bank Clerk Commercial
Bank of Aust Ltd HOBART BRANCH
 Clubs, Recreations, etc... Royal Yacht Club of Tasmania
Rowing Sailing Squadron
 Fathers Name... HARRY REGINALD NEILSON
 Wives Name...
 Children...
 Home address... 11 HAMPTDEN ROAD HOBART TAS
 Signature... Neilson
 Date... 19-4-43
 Date Embarked Australia... 6-3-42
 Destination... UNITED KINGDOM

ROYAL AUSTRALIAN AIR FORCE.

RTA

FORM. FORMA.
P/R. 5.

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.R.C.

NAME (in full) NEILSON, ANTHONY BAIRD.....NUMBER 408313
RANK AND MUSTERING... P/O PHOT......DECORATIONS... DFC
NUMBER I.T.S. COURSE... 21.....O.T.U. - A.F.U. etc... 28 O.T.U.
DATE LEFT AUSTRALIA } 6.2.43
CANADA }DATE OF ARRIVAL U.K. 17.4.43
S.W. AFRICA }
SQUADRONS... 619.....
AIRCRAFT FLOWN... LANCASTER.....
COMMAND & TYPE OF ACTIVITY... Bomber Command.....
OPERATIONS OR TRAINING WITH AMERICAN PERSONNEL, SQUADRONS, OR AIRCRAFT.....

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

(a) 196 hrs.
(b) 7 Jan 27 Night.
(c) GENNEVILLE 9/5/44; LA PERNELLE 5/6/44; CAEN 14, 12/6, 18/7; ETAMPES 9/7; AUMAY 5/8 0200 14/7; BRENNARD; CRIEL 4/7/7; VALLEMEYNE 1/8 (GAGNEUX); REIGNY 18/7; COURTAUX 2/7; KIEL 23/7; STOTT GART 24/7, 25/7, 28/7; CAMARGES 30/7; BORDEAUX 10/8; GIROUX 1/8; BRUNSWICK 12/8; DEELAN 15/8; STETTIN 16/8; LIALE YADOM 18/8; 'GARDENING' 20/8; DARMSTADT 25/8, 1/9; KOENIGSDORF 26/8; AULNY-LES-NEZ 31/8; BREIT 2/9; MUMMENGLADBAH 9/9, 15/9; BREMERHAVEN 10/9; WILHELMHAVEN 5/10
(d) F/O K.H. YONDALE (NAV); 1 FIS (now F/O) P.H.T. McINTOSH (W/OPI)

DATE 5-6-45.....SIGNATURE Phelbert P/O
(Use other side, or attach extra sheets, if necessary).

Copy of Citation of Award D.F.M.

Immediate Award. Dated 19-9-44.

No. 418554 Flight Sergeant Alan Keith NIELSEN, R.A.A.F. No. 622 Squadron.

One night in July, 1944, this airman was captain of aircraft detailed to attack Stuttgart. On the outward flight severe electrical storms were encountered. When a few miles short of his objective one of the engines failed. Nevertheless, Flight Sergeant Nielsen persisted in completing his mission. Whilst on the homeward journey and still many miles inside enemy territory, a second engine became useless. In an effort to maintain height Flight Sergeant Nielsen gave orders to jettison all movable heavy equipment. Course was changed to enable him to fly home by the shortest route and he finally reached an airfield in this country. This airman has completed many sorties and has displayed commendable skill and determination throughout.

Copy of Citation of Award D.F.M.

Aus. 418554 Flight Sergeant Alan Keith NIELSEN, R.A.A.F. No. 622 Squadron.

One night in July, 1944, this airman was captain of aircraft detailed to attack Stuttgart. On the outward flight severe electrical storms were encountered. When a few miles short of his objective one of the engines failed. Nevertheless, Flight Sergeant Nielsen persisted in completing his mission. Whilst on the homeward journey and still many miles inside enemy territory, a second engine became useless. In an effort to maintain height Flight Sergeant Nielsen gave orders to jettison all movable heavy equipment. Course was changed to enable him to fly home by the shortest route and he finally reached an airfield in this country. This airman has completed many sorties and has displayed commendable skill and determination throughout.

CITATION FOR DISTINGUISHED FLYING CROSS 16.1.45.

F/O. ANTONY. BAIRD. NEILSON (408313). 619 Sqn.

This officer has completed numerous operations against the enemy in the course of which he has invariably displayed the utmost fortitude, courage and devotion to duty.

FOR AUSTRALIAN PAPERS

12.9.44

Air Ministry News Service

Air Ministry Bulletin No. 15608

AUSTRALIANS OVER DARMSTADT

Two Austrian Lancaster Squadrons operating from British bases with R.A.F. Bomber Command took part last night in the attack on the industrial, chemical and railway centre of Darmstadt in the Upper Rhineland.

The attack began about midnight, in clear, cloudless weather, under a bright moon. The Pathfinders had placed the ground markers accurately, and the bombing was well concentrated. Fires sprang up almost immediately, and smoke billowed up to a height of over 10,000 ft. long before the attack was finished. Crews could still see fires burning in the target area when they were 150 miles off on the homeward journey.

When the attack opened some hundred or so searchlights were co-operating with the flak batteries. These put up a very heavy barrage, at first, but this eventually died down, and, in the end, the guns stopped firing. Enemy fighters thereupon appeared in great strength, and there were many combats between them and our own fighters, who were protecting the bomber stream.

Determined efforts by enemy fighters to break up the concentration of bombers failed, and at least seven enemy aircraft were shot down.

F/O K.H. Youdale, a navigator, from Katumba, New South Wales, said: "Among others, I saw three particularly large explosions. The second was right in the middle of the target area, and was so terrific that flames shot up to at least 300 ft. smoke billowed up and before I left we were flying through it. It was higher than we were."

(619)

408313 F/O A.B. Neilson, a pilot, from Hobart, Tasmania, said: "The sky was perfect. There was no cloud at all: it was ideal bombing weather. I saw the ground markers clearly, and watched the bombing concentrate itself on them. The opposition was considerable, and there were a great many enemy fighters. But we had ours too, and the bombing wasn't interfered with. Fires were burning strongly some time before we left."

A few minutes before midnight, a more than usually heavy attack was made on Berlin by Bomber Command's Mosquitos, carrying 4,000 lb. bombs. There was no cloud, and visibility was excellent. In an unsuccessful attempt to defend the German capital, the enemy sent up a large quantity of night fighters but, despite their opposition, the bombing was accurately concentrated within the marked area. Crews reported that a number of fires had taken firm hold before they left.
