

STEVENSON, DONALD BOYD

405888

AWM 65

[4849]

AUSTRALIAN ARCHIVES  
ACCESS STATUS

OPEN

OFFICERS AND AIRCRAFT.

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

Surname..... STEVENSON .....Number..... AYE 405 EPT

Christian Names..... DONALD BOYD .....

Air Force Rank and Mustering..... SGT PILOT .....

Degrees, Decorations, etc..... .....

Present Appointment and Location..... No. 3 P.R.C. Bournemouth .....

Date of Birth..... 7. 1. 22. .....Place..... YARRADON QLD AUSTRALIA .....

Educated..... ROCKHAMPTON BOYS GRAMMAR .....

.....; .....

Date of Entering Service..... 21-6-41 .....

Previous Service Experience..... 2 Yrs. 42nd Bn. A.I.F. .....

.....

Civilian Career and Activities..... ACCOUNTANT CLERK .....

.....

Clubs, Recreations, etc..... CRICKET, SWIMMING, FOOTBALL .....

..... TENNIS .....

.....

Father..... JOHN WALKER STEVENSON .....

Wife..... NIL .....

Children..... NIL .....

Home Address..... 35 LARNACA ST, ROCKHAMPTON .....

..... QUEENSLAND AUSTRALIA .....

.....

Signature..... L.B. Stevenson Sgt.

Date..... 13<sup>th</sup> May 1942

Date embarked (Australia)..... 13/11/41 .....

Destination..... U.K. .....

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

PRO. FORM.  
P/R. 5.

SECRET & CONFIDENTIAL

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

Overseas Headquarters. These forms are to be filled in and handed to the  
Adjutant of your unit immediately.

NAME..... STEVENSON Donald Boyd..... NUMBER. 405888  
(In full)  
RANK AND MUSTERING..... P/O. Pilot..... DECORATIONS..... Nil  
NUMBER I.T.S. COURSE..... 16 Course Sandgate  
X DATE LEFT AUSTRALIA..... 13th November, 1941.  
CANADA..... 30th April..... 1942.  
~~See certificate~~  
DATE OF ARRIVAL UNITED KINGDOM..... 12th May, 1942.  
O.T.U. - A.F.U. etc..... 15 A.F.U. Leconfield 17 O.T.U. Upwood  
PRESENT UNIT..... 98 Squadron..... AIRCRAFT FLOWN..... Mitchell  
PREVIOUS UNITS (with dates) AND AIRCRAFT FLOWN..... NIL DH 82. Cessna Crane  
Oxford Blenheim

DETAILS OF OPERATIONS (details of operations with dates to be given as fully as possible under the appropriate headings as shown)

- (a) Number Operational Hours (b) Number Operational Sorties, day-night  
(c) Target bombed  
(d) Attacks on enemy surface vessels - type size etc.  
(e) Attacks on enemy submarines (f) Combats with enemy aircraft  
(g) Other attacks and incidents. (h) Other Australians in crew.

(A) 1425. hrs. (B) 2 Ops 3 A.S.Rs. (C) May 15 Caracquet Airfield Nr. Caen  
June 13. Flushing. (D) Nil. (E) Nil (F) Nil (G) Nil

D.B. Stevenson P/O.

use other side if necessary.

PRO. FORM.  
P/R.3.

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.R.C.

NAME (in full)..... STEVENSON, D.B...... NUMBER 405888  
RANK AND MUSTERING..... F/O..... PILOT..... DECORATIONS..... N/A  
NUMBER I.T. & COURSE..... 16..... O.T.U. 17..... P.U. etc. 17..... O.T.U. 15..... A.A.F.U.  
DATE LEFT AUSTRALIA..... 13.11.41.....  
CANADA..... 1.8.42..... DATE OF ARRIVAL U.K..... 12.5.42  
SOUTH AFRICA.....  
SQUADRONS..... 98. SOON. (Twice)  
AIRCRAFT FLOWN..... MITCHELL F  
COMMAND & TYPED OF ACTIVITY..... T.A.F. (Med. Bomber)  
OPERATIONS OR TRAINING WITH AMERICAN PERSONNEL, SQUADRONS, OR AIRCRAFT.....  
N/A

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 crews  |   |

(a) 132 hrs.  
(b) Day 46 Night 6 Total 52.  
(c) Flushing 2. Brest 2. Reims 3. Boulogne 3. St. Omer 1. Caen 2. The majority of operations were close support for the Army, on Fuel & ammunition dumps, troop and tank concentrations, enemy strongpoints and vehicle targets, usually not near to any place of note. 2nd Taw covered period from 3 Day to 15<sup>th</sup> Sept. 1944

DATE 18/10/44..... SIGNATURE D.B. Stevenson  
(Use other side, or attach extra sheets, if necessary)



# I WENT BOMBING A P-PLANE WOOD

From MICHAEL MOYNIHAN  
News Chronicle Special Correspondent

A MITCHELL BOMBER STATION, Tuesday.  
**T**HIS afternoon I looked down on one of the lairs of Goebbels's "Hellhounds." I was flying in a Mitchell medium bomber. Our mission was to smash up another of the well-concealed installations from which the pilotless planes are being launched across the Channel.

A flight over a similar target yesterday afternoon had proved abortive. Cloud was piled up to a height of nearly 16,000ft. over the target, and we had to return to base with bombs unreleased.

But today we took off in brilliant weather.

As we taxied to the runway in U for Uncle the navigator, Flt.-Lt. H. Rees, who made one of the first attacks on a "secret installation" last November, showed me our target.

## In the first box

On the map it looked far from sinister—a small green strip—a nameless wood.

It had already received a pasting this morning and the crew of "U" for Uncle knew all about the neighbouring flak concentrations.

As we crossed the English Channel my pilot, Flying Officer Donald Stevenson, of Australia, told me over the intercom: "We are in the first box. There is plenty of flak and we might have a rough trip."

I was also told that it might be difficult to see much of the target.

Now through the heat haze I glimpsed on the horizon the dark line of the French coast.

Higher on the starboard side another squadron of Mitchells was heading over a second rocket bomb "hide-out" south-west of ours.

## Over port wing

With visibility only slightly marred by haze we crossed over the coast-line, over fields, forests and villages, in which no movement was discernible.

I was reminded of the 200-mile stretch of France I had looked down on a few weeks ago—a dead land.

The navigator roused me from the fruitless game of "I spy."

"Target over the port wing, he said."

I saw a narrow wood about half a mile long. Afterwards I was

# Robot lairs' defences were taken by surprise

From Front Page A

shown an enlarged photograph of the target.

The mounting platform was located in the southern sector of the wood, and the hut from which the "hellhounds" are directed on their mission of destruction. Now we were going in to bomb.

"Bomb doors open."

I looked about on the starboard side.

"Here we go," and from the two Mitchells behind us I saw two neat clusters of eight 500-pounders drop in a seemingly leisurely fashion to their goal.

In the co-pilot's seat it was impossible to see the bomb bursts, and now I was on the look-out for flak. It came, but not for us.

Gazing back over the starboard wing I saw the second box of six Mitchells circling beneath a cluster of black smoke puffs.

As I watched, our gunner, Flt. Sgt. J. Finch, began a lively commentary over the inter-com. "It's coming up now," he shouted, "there it goes, miles too high. They haven't a clue. Now they're getting the range. One poor chap's flying on his own. They're after him all

right." I saw the lone Mitchell that had dropped from formation surrounded by the sinister black smudges.

By now the sky over the target was thickly dotted with floating shell-bursts and the Mitchells, with the straggler well behind, were forging through the rain of fire for home.

They got through, some of them holed, but all able to land.

In one of these six Mitchells, I later learned, another passenger-observer was flying—Ernest Hemingway, author of "For Whom the Bell Tolls." His plane was twice hit. But, for a Spanish Civil War veteran, the experience cannot have been alarming.

Grounded again, the navigator, who had a clear view of the target, told me that the wood showed clear signs of previous bombing. Trees were felled all around the mounting platform and huts.

Two gun sites were known to be in the wood as protection, but a deceptive course had evidently taken the gunners by surprise.

Bombing results are believed to have been satisfactory. The wood today it has been battered by 64,000 lbs. of bombs.

Another "Hell-Hound" lair had been smashed up.

News Chronicle. 21.6.44.

23/5/44 - No. 33

SOUTH EAST ASIA COMMUNIQUE NO. 141

Headquarters.

May 23, 1944.

In the Imphal area there are indications that the enemy has received some reinforcements especially in the Bishenpur sector and this has led to determined efforts on his part to regain the initiative.

On 22nd May we repulsed further heavy counter-attacks supported by artillery fire against our block on the Tiddim road.

In this neighbourhood our patrols were active in the enemy's rear.

North of Imphal and east of the Kohima Road our troops made further headway.

In the disputed hill country where there are no defined lines our columns successfully attacked enemy strongpoints.

Near Kanglatongbi we captured an important feature.

There was no material change in the situation in the Arakan or Kalaedan.

West of Labawa our troops repulsed a prolonged attack and after the main assault was driven off small engagements continued throughout the night.

In the Myitkyina area heavy rain again hindered operations and there was no substantial change in the position.

The Japanese are resisting from dugouts and behind log parapets.

In the Mogaung Valley the Chinese defeated further Japanese attempts to reinforce their troops isolated in Warong.

AIR -- Medium bombers of the Strategic Air Force Eastern Air Command on 21st May bombed Mogaung and enemy positions at Talawgyi and Hokat twentytwo miles south-south-west of Myitkyina causing explosion and fires.

R.A.F. and I.A.F. fighters, fighter-bombers and dive-bombers of the Third Tactical Air Force attacked enemy positions and troop concentrations in the Manipur area and scored two direct hits on a bridge.

On 22nd R.A.F. fighters continued their attacks against enemy road and river transport in the Akya area.

In North Burma on 21st May U.S.A.A.F. units heavily attacked bridges and enemy positions throughout the day at Nayaseik and in the Kamaing and Myitkyina neighbourhood.

Long range R.A.F. fighters on 22nd May in an offensive in the Kalwa-Kinu on the railway north-west of Shwebo area destroyed an enemy aircraft on the ground at Shwebo airfield.

Air operations on 22nd May were curtailed by bad weather. One Allied aircraft is missing.

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