

STONER, ROSS ARTHUR

417901

AWM 65

[4873]

AUSTRALIAN ARCHIVES
ACCESS STATUS

OPEN

Missing 20/1/44
Safe in UK 298.
27/1/44

ROYAL AUSTRALIAN AIR FORCE.

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

SURNAME..... STONER NUMBER..... Aus. 417901

CHRISTIAN NAMES..... ROSS ARTHUR

AIR FORCE RANK AND NUMBER..... P/O NAV(W) G.D.

DEGREES ETC..... —

DATE OF BIRTH..... 5.1.1923 PLACE..... Adelaide STH. AUST.

EDUCATED..... Adelaide Technical High School

DATE OF ENTERING SERVICE..... 18.7.42

PREVIOUS SERVICE EXPERIENCE..... —

PLACES OF TRAINING..... ^{4 I.T.S.} Keter Herborn, ^{1 I.T.S.} Parafeld, ^{W.N.S.} Ballarat, ^{4 O.T.U.} Lillianston

CIVILIAN CAREER AND ACTIVITIES..... Chk., Commonwealth Public Service,
Adelaide..... Correspondence & records

SPORT (TEAMS REPRESENTED) CLUBS ETC..... Soccer (St. Aust Postal Institute, and
4 I.T.S. RAAP) Tennis, Swimming

FATHER..... Arthur Robert Stoner

WIFE.....

HOME ADDRESS..... 37 East Avenue, Merton Gardens, ADELAIDE, South Aust.

SIGNATURE..... Stoner P/O

DATE..... 27.1.44

DATE OF EMBARKATION..... 12.12.1943

HEADQUARTERS USE ONLY - DO NOT FILL IN

AWARDS.....

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

RADIO..... OTHER REPORTS.....

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ROYAL AUSTRALIAN AIR FORCE.

RIA

IRO. FORM.
I/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) STONER, ROSS ARTHUR NUMBER 417901
 RANK AND MUSTERING F/O NAV(W) DECORATIONS —
 NUMBER I.T.S. COURSE 30 O.T.U. - A.P.U. etc. 26 COURSE, 60 O.T.U. ENGLAND
 DATE LEFT AUSTRALIA } 12.12.43
 CANADA } DATE OF ARRIVAL U.K. 27.1.44
 STH. AFRICA }
 SQUADRONS 464 SQDN.
 AIRCRAFT FLOWN MOSQUITO
 COMMAND & TYPE OF ACTIVITY T.A.F. NIGHT INTRUDER
 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 | (2) 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) 10 hours (b) SHOT DOWN ON THIRD NIGHT SORTIE
AIRCRAFT HIT BY FLAK AND CAUGHT FIRE. BALED OUT
OVER ENEMY OCCUPIED TERRITORY ON 27.11.44 AND
SUCCESSFULLY EVADED FOR ALMOST FOUR MONTHS
FINALLY GETTING BACK TO ENGLAND 18.3.45.
MY PILOT F/O L.J. COLGAN WAS KILLED WHILE ATTEMPTING
TO BALE OUT.

DATE 20.4.45 SIGNATURE [Signature]

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

well. He asked if I was English and then told me that he could hide me from the Germans who were only a few kilometres away in BARNEVELD (E 5396).

Search for pilot

Two of the boys went out to see if they could find any trace of my pilot, another stayed behind to help me hid my gear, then the boy who spoke English took me to the farm where he was staying. He was an 'underdiver' from the 'ratziars'.

A nasty cut on the head.

I was feeling pretty groggy by this time. In jumping from the aircraft I must have received a deep gash in my head and the loss of blood was beginning to tell on me. However, a doctor arrived at the farm half an hour after I arrived and closed the cut with metal clips. He then gave the farmer some iodine and bandages for further dressings.

Special hideout.

A special hideout was made for me in an outside barn. This was because of 26 evacuees they had living in various parts of the house.

28 Nov 44.

The next morning the young English-speaking boy made an attempt to contact an underground worker, but as the Germans were conducting a "ratziar" in the area, all the younger Dutchmen went to ground for three days. On 29 Nov the Germans arrived at the farm to carry out a search of the house. One of the rooms bore a notice "Diphtheria" - and the Germans left the house pretty quickly!

In contact

On 30 Nov 44 the young Dutchman managed to contact the underground who asked for my particulars, name, rank and number. I received news from the underground that the Germans had found a body near the aircraft and had taken it to BARNEVELD. They had left it for four days without doing anything about it.

On 8 Dec 44 I was taken in hand by the underground and from that time my journey was arranged for me.

Personal file

File 13/Enc 105

SECRET

I.S.9/WBA/1/309/2406.

EVADED CAPTURE IN HOLLAND.

The information contained in this report is to be treated as SECRET.

STATEMENT BY

Aus.417901 F/O Ross Arthur STONER, 464 Sqn., 2nd T.A.F., R.A.F.

Date of Birth : 5 Jan 23. Peacetime Profession: Clerk.
R.A.A.F. Service: 2 years 8 months.
O.T.U. : 60 O.T.U., HIGH ERCELL, Shropshire.

Private Address: 36 East Avenue,
Allenby Gardens,
ADELAIDE, S. Australia.

Other members of the crew:

F/O. COLGAN, J.L. (Pilot) (Believed to be dead).

Type of aircraft, place, date, time of departure:
Mosquito, THORNEY ISLAND a/d, 27 Nov 44, 2006 hours.

Where and when did you come down?
N.W.E. 1:250,000, Sheet 2A & 3A, E 5397, 27 Nov 44,
2115 hrs.

How did you dispose of your parachute, harness and Mae West?

Thrown into a ditch. Later salvaged by a farmer and handed
to the Germans.

Were all secret papers and equipment destroyed?

No.

Maps Used: N.W.E. 1:250,000 Sheets 2A and 3A

Mission

On 27 Nov 44 I took off in a Mosquito from
THORNEY ISLAND to carry out a night patrol over the area
ARNHEM - AACHEN - COLOGNE - EMMERICH.

Hit by flak
20 mm.

Crossing in at EGMOND (Y 8848) about 2000 feet, six 20 mm
guns opened up on us. The pilot thought that we had been hit
but neither the aircraft nor the instruments gave any indication
of having been struck. About six minutes later when we were
over the LUSSEL MER - at a point approximately Z.5322, two
explosions occurred. Looking back to where they came from I saw
a fire in the after hatch of the aircraft. At the same time
the controls went.

Hatch is jammed

The pilot told me to bale out. I tried to open the
emergency hatch. It had jammed but after kicking and pushing
it for a minute and a half it finally opened. All this time the
aircraft was losing height rapidly - somehow or other the pilot
managed to stagger it up to around 1500 feet before I baled out.
This was around 2115 hours.

On the ground.

I landed in a patch of young trees at approximately
E.5397. Before I had time to get out of my harness four young
Dutchmen approached me. One of them spoke English reasonably