

AWM 65

[4111]

PASCOE, FRANK EDMUND  
421041

AUSTRALIAN ARCHIVES  
ACCESS STATUS

OPEN

ROYAL AUSTRALIAN AIR FORCE.

OFFICER AND AIRMAN.

253  
 Missing 21.9.44  
 Safe 25.9.44

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

Surname..... PASCOE ..... Number. A 421041  
 Christian Names..... FRANK EDMUND  
 Air Force Rank and Mustering..... P/O PILOT  
 Degrees, Decorations, etc..... DFC ~~DFM~~ —  
 Present Appointment and Location..... R.A.A.F. P.R.C. BOURKEBUTH  
 Date of Birth 28th JUNE 1922 Place SYDNEY N.S.W. AUSTRALIA  
 Educated..... NORTH SYDNEY INTERMEDIATE HIGH SCHOOL  
 Date of Entering Service..... 6/12/1941  
 Previous Service Experience..... NIL  
 Places of Training in R.A.A.F. Nº 2 ITS BRADFIELD Nº 8 FTS NARRAB  
Nº 8 FTS MONCTON CAN. Nº 34 OTU PENNIELLA RIDGE N.S. CAN  
 Civilian Career and Activities..... COMMERCIAL PHOTOGRAPHER  
 Clubs, Recreations, etc..... ALL SPORTS  
 Fathers name..... DECEASED Mother's Name Mrs. ROSETTA PASCOE  
 Wifes Name.....  
 Children.....  
 Home address..... 21 DORIS ST. NORTH SYDNEY N.S.W. AUSTRALIA  
 Signature F Pascoe P/O  
 Date 25/5/43  
 Date Embarked Australia 28/7/42  
 Destination UNITED KINGDOM.

Copy of Citation of Award of D.F.C.

Low Immediate Gazetteed.  
21-11-44.

Flying Officer Frank Edmund PASCOE (421041) R.A.A.F. No.190 Squadron.

In September 1944, Flying Officer Pascoe was captain of an aircraft engaged in dropping supplies to our airborne forces in Holland. Enemy fighters were encountered during the final stages of the operation and the aircraft sustained severe damage from anti-aircraft fire. Although enemy fighters were circling in his vicinity Flying Officer Pascoe completed his task. One of the engines had been seriously damaged and on the homeward flight, the compasses were found to be unserviceable. Shortly afterwards, the port wing burst into flames. With great skill, this officer retained control of his aircraft and made a successful crash landing, thus saving the lives of all the members of his crew.

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*Spare*

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SECRETI.S.9/W.E.A./2/513/1382  
2/526/1402.CRASH-LANDED IN HOLLAND

The information contained in this report is to be treated as

SECRET.

STATEMENT BY

A.421041 F/O PASCOE, F.E.)  
1836300 Sgt. HUGHES, M. ) 190 Sqn., 38 Group, Bomber Command, R.A.F.+

	<u>F/O PASCOE</u>	<u>Sgt. HUGHES.</u>
Date of Birth :	-	1 Jan 25
R.A.F. Service	-	18 months.
Peacetime Profession	-	Railway clerk.
Post in crew	Pilot	Flight engineer.
Conversion Unit	-	No. 1665
Private Address:	21 Doris St., North Sydney, N.S.W.	8 Bryn Terrace, Carran, MARSTIG, Glam.

Other members of crew:

P/O WALKER R.T. (navigator)	Safe
F/Sgt. COUCH, L (bomb aimer)	Safe
P/O BOOTH, M. (radio operator)	Safe
F/Sgt. ARMSTRONG, L.N. (rear gunner)	safe
Dvr. RICHARDSON H. (Army)	Safe
Dvr. FITZ HUGH, T.C. (Army)	Wounded

Type of aircraft, place, date, time of departure.  
Stirling, FAIRFORD, 21 Sep 44, 1207 hrs.

Where and when did you come down.  
South of GRAVE.

Target On 21 Sep we were dropping airborne supplies near  
NIJMEGEN, HOLLAND. There were about 20 enemy fighters  
(FW 190's) attacking each aircraft as we came in and  
Hit considerable Flak. We were hit by Flak and crash landed,  
Crash-landed. South of GRAVE (N.W. EUROPE, 1:250,000, Sheets 20 and 3A, 0605),  
I believe just inside our lines.

Dutch strip aircraft. An army driver passenger was wounded and whilst I went  
to get an ambulance the Dutch stripped the aircraft. The driver  
was taken to an advance Field Hospital nearby and separately the  
rest of the crew made their way back. I came with F/Sgt. ARMSTRONG.  
I reported to I.S.9 (W.E.A.) on 22 Sep 44.

Fighter cover removed causes many casualties Our crew had been on this same operation since Sunday 17th  
Sep. We had fighter cover the first two days and lost no  
aircraft. We then had less cover and lost some aircraft. +On  
this operation, 21 Sep, we had no cover, and we were the only  
aircraft I saw reach the DROPPING ZONE. Three of our flight were  
seen to crash, and I believe the fourth came down. This was due  
to intense Flak, and enemy fighters who just peeled off and  
attacked as our aircraft came in. I saw air crews of Dakotas  
badly shot up by Germans as they came down by parachute, and later  
I saw some of their riddled remains.

INTERVIEWED BY: I.S.9(W.E.A.) 22 Sep 44

SECRET

I.S.9/W.E.A./2/513/1362  
/2/526/1162.

CRASH-LANDED IN HOLLAND

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