

AWM 65  
- 2

[4575]

SCHULTZ, KEITH

417003

AUSTRALIAN ARCHIVES  
ACCESS STATUS

OPEN

1  
The following Biographical details are requested for use at  
R.A.A.F. Overseas Headquarters, LONDON,-

463 Sq. File Enc. 14.  
~~460 Sq. File Enc. 28.~~

Surname... Schultz..... Number... 417003.....

Christian Names... Heith.....

Air Force Rank and Mastering... P/O..... G.P......

Degrees, Decorations, etc... D.F.C......

Present Appointment and Location... R.A.A.F. P.R.C. Bournemouth.....

Date of Birth... 6/8/21..... Place... Summertown South Australia

Educated... Uraidlo Public School..... South Australia

Date of Entering Service... 7/10/41.....

Previous Service Experience... ..

Places of Training in R.A.A.F. 4 I.T.S. Victor Harbour S.A.

10 E.F.T.S. Tumera N.S.W. 6 S.F.T.S. Mallala S.A.

Civilian Career and Activities... Fruit gardeners.....

Clubs, Recreations, etc... Tennis + table tennis.....

Fathers name... Richard Schultz.....

Wifes name... ..

Children... ..

Home Address No. 3 Alexander St. Evandale S.A.

Signature R. Schultz

Date 3/2/43

Date Embarked Australia 29/11/42

Destination UNITED KINGDOM.

RTA

ROYAL AUSTRALIAN AIR FORCE

I/R. 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) KEITH SCHULTZ NUMBER 417003

RANK AND MUSTERING FLT. PILOT DECORATIONS R.F.C. & BAR

NUMBER I.T.S. COURSE.....O.T.U. - A.P.U. etc.....

DATE LEFT AUSTRALIA } 29-11-43  
CANADA } ..... DATE OF ARRIVAL U.K. 2-2-43  
S. AFRICA } .....

SQUADRONS.....443.....

AIRCRAFT FLOWN.....LANCASTER I.III.....

COMMAND & KIND OF SERVICE.....Bomber Command.....

OPERATIONS OR TRAINING WITH ALLIED AIR FORCE, SQUADRONS, OR AIRCRAFT.....  
NA

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  |   |

2-tours 287-44 hrs. op. BERLIN (1) - STETTIN (2) - LEIPZIG - STUTTGART (1) - SCHWEINFURT  
AUGSBURG - FRANKFURT (2) - ESSEN - NUERNBERG - TOLLER (A/C FACI) - TOURS (M/Y 2)  
AACHEN (M/Y 2) - TONNAY (M/Y 2) - LA CHATTAIGNE (M/Y 2) - BRUNSWICK - MUNICH - SABLES (M/Y 2)  
DRESDEN (A/C) - LILLE (M/Y 2) - BOURG LEOPOLD - EINTHEVEN (BECALES) - NANTES (M/Y 2) -  
ST MARTIN DE VERREVILLE (COASTAL GUNTS)..... 2nd TOUR, DAYLIGHT TARGETS, LEHAURE  
CHATELERAUL (A/C) - GELSENKIRCHEN (G) - VIEVE-LE-FRANCOIS (M/Y 2) - ST. LEU PESSEREN  
(FLY BOYS DEPOT) - CULMONT CHALIMPREY (M/Y 2) - CAEN STEEL WORKS - THURBURY (FLY BOYS DEPOT)  
CAEN (BATLE AREA) - QUEVAUX (BATLE AREA) - STEIN - KENIGSBERG - bomb attacks.

Had numerous attacks from enemy A/c without damage to A/c or crew, credited with 2 U.S. destroyed over English Channel on return from Koenigsberg. (cont. over)

DATE 26-4-45 SIGNATURE H. Schultz  
(Use other side, or attach extra sheets, if necessary).

Had several casualties in crew B/A. who went missing with another crew  
replaced with Eng. B/A. NAV. who's exceptionally good work was much appreciated &  
contributed largely to success of operations. W.O.P. who's exceptional ability also  
contributed largely to our success. M.V.C. who excellent night vision enabled us to  
make all fighters + R.C. a solid type both in figure + character, joined  
crew on our 4th sortie, was a big help.

No sorties day. 4

" " night. 43.

2nd. tour done on same sqdn. special duties with 2 R.A.F. Film  
Production Unit cameramen in front turret + mid under gun pos.  
taking cine photos of attacks for release for public showing + war  
museum.

My 2nd. trip was the worst one had. Berlin was the  
target + the fighters were very busy on the route in + we  
had quite a number of attacks

The most interesting trip was to Munich we were routed  
down across France West of Paris low level, comparatively, then  
up over the cols right around Switzerland + up to the target  
a quiet trip apart from the target itself. Fighters + search-  
lights were very active + at one stage 2 fighters were following  
us in on the bombing run but did not attack. It was a very  
successful attack + we were flying thro' cloud half the way  
home crossing French coast almost in daylight.

Berlin 2/12/45As supplied by P/Sgt. Williams to Bomber Command

"I think it was the hottest since August 23" said Pilot Officer A.P. Whitford, of Perth, West Australia, pilot of a Lancaster in a Royal Australian Air Force Squadron after last night's trip to Berlin. It was his sixth trip to Berlin.

"There were a lot of fighters but none troubled us" he said. "The searchlights were fairly accurate but there was some cloud over the target and that hampered them. It was hard to observe results but I think they should be good."

"Over the target there were quite a few fighters but we managed to keep away from them" said Flight Sergeant N.J. Higgins, wireless operator from Sydney. "It was my sixth trip to Berlin and although I couldn't see much, I think the target was well hit."

Flight Sergeant P.R. Gill, mid-upper gunner, of Brisbane, who was over the target about the middle of the raid said that the concentration appeared to be very good. His aircraft was coned but they managed to get out. "We didn't see many fighters and weren't troubled by ground defences" he said.

"It was about the same as my other trips to Berlin" said Pilot Officer R.E. Jones, pilot, of Wyandra, Queensland, who was on his fourth trip to Berlin. "I saw two fighters attack another aircraft but none came near us. The opposition from the ground was not as bad <sup>as</sup> I have seen it before as there was some cloud over the target. There were a lot of searchlights and a fair bit of light flak but it didn't trouble us. As we left the target area I could see quite a few fighters. There was a fairly good concentration of fires and we could see the glow for over 80 miles". Pilot Officer Jones' wireless operator is Flight Sergeant J. Scott, of Ballarat, Victoria, and the mid-upper gunner is Warrant Officer J.E. Wilkinson, of Rutherglen, Victoria.

Crews from the third R.A.A.F. Lancaster squadron which was formed recently, also took part in the attack.

Flying Officer K. Schultz, pilot, of Adelaide, was on his second trip to Berlin. "We were in early but as we left, the fires seemed to be getting a good hold", he said. "There were very few fighters when we were over the target and the ground defences were light. There was good cloud cover and that hampered the searchlights."

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"It was quieter than on several occasions when I have been to Berlin", said Pilot Officer A.W. Heap, pilot, of Brisbane, who was on his sixth trip to the German capital. "There were a good few fighters about and we saw some combats but none troubled us. There seemed to be hundreds of searchlights but the cloud affected them".

Pilot Officer Heap's rear gunner is Flight Sergeant K. Clover, of Hurstville, N.S.W.

"Dozens of searchlights had a go at us but we didn't get coned", said Flight Sergeant J.W. Muller, navigator, of Adelaide, who was on his 13th operation, and fifth to Berlin. "We had no trouble with fighters but could see some. There was a fair amount of light flak but very little heavy flak." Flight Sergeant Muller flies in a crew captained by Pilot Officer J. Roberts, of Brighton, South Australia.

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Personal file - F/Lt. K. Schultz

FOR AUSTRALIAN PAPERS

5.3.45.

R.A.A.F. RELEASE NO.988.

Air Ministry Bulletin No.17792.

CINE-LANCASTER CREW COMPLETE FOUR

Five members of the crew of the Australian Lancaster from which the R.A.F.'s great "knock-out" blow on the Tirpitz was filmed - a film which has now been seen in cinemas on both sides of the world - have completed their tour of operations in Britain, and are being posted back to Australia for duties there.

In Britain they served with an R.A.A.F. squadron of R.A.F. Bomber Command.

The cameramen flying with the crew filmed many targets, but best remembered are the records produced of the R.A.F.'s three heavy-bomber attacks on the German battleship Tirpitz.

On the third and last of these, in Tromso Fjord, Norway, it was the Lancaster's gunner F/Lt. E.H. Giersch, of Brunswick, Victoria, who first reported that the battleship had heeled over, mortally damaged by the bombs.

A quiet celebration was held in the mess recently in honour of the crew.

The crewmen returning to Australia are F/Lt. Bruce Buckham, D.F.C., of Penhurst, New South Wales; F/Lt. Giersch, F/O R.W. Board, D.F.C., of Ross Bay, N.S.W. navigator; F/O L.G. Manning, Air Bomber, of Nelson's Bay, N.S.W. and F/O D.W. Proctor, rear gunner, of Sydney.

F/O E.J. Holden, wireless operator air-gunner, of Glen Iris, Victoria, will remain for a time on duty in Britain.

The remaining member of the crew is a R.A.F. man.

The crew completed one period of duty, attacking mainly German targets as a normal Bomber Command crew, then volunteered to carry on with flying the specially-equipped R.A.A.F. Lancaster used by the R.A.F. Film Production Unit, which not only bomb their targets, but also, by flying low around the area, obtain photographic records of the attack.

Buckham has another claim to fame which he established on his first tour when he won the D.F.C.

This was his "one-man air-raid" on Berlin, when because of technical troubles he arrived and bombed the city alone 35 minutes after the main bomber force had left.

F/O Board, the navigator, was recently awarded a D.F.C. for his skill, particularly on such trips as one attack on the Tirpitz, when the force first flew to Russian bases, attacked and returned after 11½ and 14½ hour flights in poor weather conditions.

Buckham and his crew took over the Film Unit flying duties from F/Lt. F.L. Merrill, D.F.C. of Port Augusta, South Australia, of the same R.A.A.F. Lancaster squadron, and whose crew was the first to complete a double period of operations on these duties.

Two camera-aircraft fly with the R.A.A.F. squadron. The second was until a few months ago flown by <sup>4/7/45</sup> F/Lt. Keith Schultz <sup>4/2/45</sup> of Mandale, South Australia, who has just received a Bar to the D.F.C. both awards being earned for similar flights.

Schultz's navigator, F/O E. Pickard, of Melbourne, and gunner, F/O K. Flute, of St. Lawrence, Queensland, also received D.F.C.'s

/Buckham's.....

Buckham's Film Unit aircraft is now being flown by F/Lt. T.A. Perry, of Elwood, Victoria, and his crew.

Schults has been relieved by F/Lt. G.C. Skelton (R.A.F.) as Captain of the other Lancaster.

Skelton's crew is all-Australian.

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Photographs of F/Lt. Buckham (UK.1215), F/Lt. Gierach (UK.1219), F/Lt. Merrill (UK.1822) and F/O Flute (UK.1730). Are available at R.A.A.F. H.Q. Kingsway (Hol.1513) and R.A.A.F. H.Q. Melbourne.

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FOR AUSTRALIAN PAPERS3rd December, 1943Air Ministry News ServiceAir Ministry Bulletin No. 12253AUSTRALIANS OVER BERLIN

Three Squadrons of R.A.A.F. working with the R.A.F. took part in last night's battle over Berlin in which over 1500 tons of high explosives and incendiary bombs were dropped, in just over half an hour.

The real struggle began when the bombers were still 50 miles away from the target. The Germans had laid a long line of fighter flares, which stretched brilliantly up to the capital itself, where the final battle took place.

Part of the area was covered by clouds, but there remained a clear patch of sky made still clearer by the fighter flares, and the scores of searchlights which the enemy had concentrated there. As our bombers flew into it the waiting fighters dived down in an effort to intercept them before they could drop their bombs.

"But they couldn't stop us", an Australian pilot said. "We got through and by the time we left, the gap in the clouds was being filled up by the black smoke from the fires. The smoke alone had reached a height of some 15,000 feet, and some of our fellows could still see the red glow of fires from 200 miles on the way home."

Flying Officer K. McIntyre, of Queensland, who was piloting a Lancaster, said that when he arrived over the capital he found that about half of Berlin was covered by cloud and the other half was clear. "But the clouds were drifting all the time", he continued, "so that the gap was always altering its position. There were great blocks of searchlights - hundreds of them, and whenever the crews managed to get on to one of our aircraft, they hung on to it for all they were worth. The rear gunner saw two aircraft crash while we were over the capital."

"The enemy appeared to be using a type of flak which looks like hose-piping as it comes up. It gives you the impression that it is impossible to get through it - but you do. We had one or two holes in the bomb doors from hits. That was the worst they did to us and we dropped our bombs and turned for home."

Flight Sergeant H. Stafford, another pilot of a Lancaster, who comes from Maryborough, Queensland, said that he could see the target indicators of the Pathfinders very clearly as he made his bombing run through the clouds over the capital. Suddenly the enemy dropped fighter flares across our path, and we went clean through a concentration of them without being attacked by one of the fighters."

Flying Officer J.A. Cameron, of Melbourne said: "Fighter flares were being dropped all over the target area. On the last 50 miles of the target, the Germans were dropping flares all the time in an effort to catch up. The route was brilliantly lit all the way in front of us. We got to Berlin all right, and there it was - an extraordinary sight, with big red fires burning below, hundreds of searchlights, and the brilliant flares coming slowly down from a good height. I put our aircraft into the bombing run, and just as our 4,000 pounder dropped, one of the engines cut. My heart missed a beat too. However, it was all right, and we got back on the others".

Flying Officer R.J. Taylor, a bomb aimer from Brisbane, who last night completed his 56th flight, said that the fires in Berlin were burning strongly as they set course for home. "Smoke was billowing up to the sky, and had reached a height of 15,000 feet".

Pilot Officer K. Schultz of Adelaide, a pilot, said that although he was in the first phase of the attack the fires had got a strong hold by the time he left. "The defences did not seem to have got really going while we were there", he said. "We saw only a few fighter flares, and the ground defences were light. The beams of the searchlights worked effectively when they concentrated on a gap in the sky, but they were hampered when we were using the cloud cover".

Copy of Citation of Non-Immediate award of Bar to D.F.C.

*Forwarded 16-1-45*

Flying Officer Keith SCHULTZ, D.F.C. (417003) NO. 463 (R.A.A.F.) Squadron.

This officer has completed two tours of operational duty as pilot and captain of aircraft. He has participated in numerous attacks against the most strongly defended targets. Since the award of the D.F.C. he has continued to operate with outstanding skill, courage and devotion to duty. On one occasion in September, 1944, Flying Officer Schultz's aircraft was detailed for a sortie to Konigsberg. Despite intense anti-aircraft fire, he descended below cloud and obtained some excellent photographs at low level before returning to base.

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(Special to "British Picture News")

THESE MEN HELP MAKE THE BOMBING NEWSREELS  
--- AND DROP THE BOMBS TOO

Cinemasgoers who have watched on the screen in recent weeks all the great attacks by Bomber Command on Brunswick, Duisburg, Flushing and Calais were looking at shots taken from Lancaster bombers whose own bombs went down to add to the fires its cameramen were filming. For the Lancasters from which the R.A.A.F. Film Unit films the operations of Bomber Command are also fully operational; they carry full loads of high explosive and run risks as great as, and sometimes greater than, other components of the great force.

Three R.A.A.F. Film Unit cameramen have recently been lost over Europe and an Australian pilot is also reported missing. The job isn't just a matter of sitting back and "taking pictures;" the cameramen may be called on at any moment to take over the jobs for which they have been trained -- pilot, navigator, airgunner, bomb-aimer as the case may be.

Film coverage of Bomber Command operations is carried out from R.A.A.F. Mosquitos and Australian Lancasters based in Britain.

EXTRA CIRCUITS

South Australian Flight Lieutenant Keith Schultz, D.F.C., <sup>463</sup> veteran of 45 bombing trips, is one of the Film Unit's regular pilots.

"We make our bombing run and drop our bombs the same as the rest" he says. "The only difference having the cameramen with us makes is that whenever possible we do a couple of orbits to let them get their shots, instead of leaving the target area immediately as the other aircraft do".

Another South Australian who pilots the cine-planes, Flight Lieutenant of Port Augusta, F.L. Merrill, D.F.C., carried cameramen with him on each trip of his second tour, visiting such targets as Argentan, Limoges, Bordeaux, Caen, St. Cyr, Bois de Casson, Joigny, La Roche and Caumont, where much of the material seen on newsreel screens the world over since D-Day was obtained.

When the German battleship Tirpitz received a direct hit and was damaged by several very near misses in Bomber Command's attack from a Russian base on September 15, Flight Lieutenant Bruce A. Buckham, of Penhurst, New South Wales, piloted the Lancaster that carried the Film Unit crew. He was the pilot again on October 9 when the attack on the Tirpitz in Tronso Fjord, Norway, was filmed.

These Men Help Make the Bomberix Newsreels - 2

Australia's two cameramen with the Film Unit -- Flight Sergeants Peter Steel, pilot, and Bob Buckland, wireless air gunner -- have also appeared as leading characters in a Film Unit feature on the work of the Royal Australian Air Force in Britain.

They were selected while awaiting posting at a reception depot in England. Neither had acted, even in an amateur way. Peter Steel had worked as an adding-machine mechanic and Bob Buckland was a medical student at Sydney University.

When they had finished their job on the film, they asked whether they could join the R.A.F. Film Unit to be trained as cameramen, and were accepted. Between them, they have been responsible since for many fine shots, from the bombing of flying bomb bases to the recent air-borne invasion of Holland.

FILMED AIRBORNE INVASION

Buckland, with Flight Lieutenant Roy Garden, of Melbourne, as pilot, took much of the footage exposed on Sunday, September 17, on the airborne invasion near Arnhem. The Lancaster operated without bombs on this occasion.

Two Stirlings and two Mosquitos carrying film cameramen went with them, but one Mosquito was forced back when the pilot was wounded early in the attack. The remaining Mosquito, the Stirlings and the Lancaster forged on, and the latter, carrying two operators and three cameras, obtained some of the best material on that day, which subsequently appeared in the newsreels.

The Lancaster took off from the same airfield as the Stirlings and overtook the air armada in mid-Channel, where it flew alongside and around the huge formation. The great mass of aircraft, although tightly packed, covered such a large area that the cameras could range over only one small portion of it at one time.

Garden piloted the Lancaster in with the first wave, which, being at low altitude, encountered some flak, but this danger was checked by accompanying fighter-bombers. It took more than half an hour to film the operation.

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Copy of Citation of Award of D.F.C. NON-IMMEDIATE. BAZETTED 15-9-44

Acting Flight Lieutenant Keith SCHULTZ (417903) No. 463 (R.A.A.F) Squadron.

The above mentioned officer has completed, in various capacities, many successful operations, during which he has displayed high skill, fortitude and devotion to duty.

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Personal file: - 7/lt. K. Schultz.

MOR AUSTRALIAN PAPERS

17.8.44

AIR MINISTRY NEWS SERVICE

AIR MINISTRY BULLETIN NO. 15192

R.A.A.F. MEN FILM BIG BOMBING RAIDS

Flying with an Australian Lancaster squadron, two Royal Australian Air Force cameramen have been filming recent Bomber Command raids for newsreels and official purposes.

They are Flight-Sergeant P.H. Steel, of Northbridge, New South Wales, a pilot, and Flight-Sergeant R.A. Buckland, of Bellevue Hill, New South Wales, wireless-air-gunner, and they completed their preliminary training in Australia before coming to England. They were waiting at a reception camp for Australian aircrew to go to an operational training unit, when they were selected for leading roles in a film produced by the R.A.F. Film Production Unit, depicting the work of the Royal Australian Air Force.

Neither had 'acted', even in an amateur way. F/Sgt. Steel had worked as an adding-machine mechanic, and F/Sgt. Buckland was a medical student at Sydney University.

In the film, F/Sgt. Steel played his own role as a pilot, while Buckland changed his air-gunner's brevet for navigator's, for the sake of the script. When they finished the film, they expected to go to the O.T.U.

There was a chance that by the time they had finished their full training and were posted to squadrons, there would not be much of the war left, over here at least.

"We wanted to get some ops in", was how they put it. So they asked whether they could join the R.A.F. Film Production Unit as cameramen, and were accepted. After training it was not long before they were on operations.

F/Sgt. Buckland already has 13 operations to his credit, all with Lancasters. F/Sgt. Steel has nine, four with Coastal Command Liberators, and five with Lancasters.

Films they have taken, like the big Caen daylight raid. And attacks on flying bomb sites, are being shown on newsreels all over the world.

The aircraft in which they fly carries its normal crew and full load of bombs, with the addition of two cameramen and three cameras. One man works a camera in the nose, and the other handles two cameras, one operating through the bomb bay and the other from a side door.

One of their regular pilots is Flight-Lieutenant K. Schultz, of Ewandal, South Australia, veteran of 43 operational trips.

"We are fully

417003 463



"We are fully operational," said F/Lt.Schultz. "To make our bombing run and drop our bombs. The only difference that the presence of the cameramen makes is that wherever possible we do a couple of orbits to let the cameramen get their shots instead of leaving the target area immediately as other aircraft do".

F/Lt.Schultz, who has carried the cameramen on 12 trips, has Flying-Officer E.I.Pickard of Glenhuntly, Victoria, as navigator.

Flight-Lieutenant F.L.Merrill, of Port Augusta, South Australia, who has flying-officer J.B.Hall, of Belmore, New South Wales as bomb-aimer, also pilots the cameramen on operations.

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*Schultz*

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3rd December, 1943.

FOR AUSTRALIAN NEWSPAPERS.

Air Ministry News Service.

Air Ministry Bulletin No. 12253

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The real struggle began when the bombers were still 50 miles away from the target. The Germans had laid a long lane of fighter flares, which stretched brilliantly up to the capital itself, where the final battle took place.

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"But they couldn't stop us", an Australian pilot said. "We got through and by the time we left, the gap in the clouds was being filled up by the black smoke from the fires. The smoke alone had reached a height of some 15,000 feet, and some of our fellows could still see the red glow of fires from 200 miles on the way home."

Flying-Officer K. McIntyre, of Queensland, who was piloting a Lancaster said that when he arrived over the capital he found that about half of Berlin was covered by cloud and the other half was clear. "But the clouds were drifting all the time", he continued, "so that the gap was always altering its position. There were great blocks of searchlights - hundreds of them, and whenever the crews managed to get on to one of our aircraft, they hung on to it for all they were worth. The rear gunner saw two aircraft coned while we were over the capital.

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