

AWM 65
14

[4593]

SCOTT, ROBERT WALTER

418184

AUSTRALIAN ARCHIVES
ACCESS STATUS

OPEN

Missing 2-11-44
Sgt. R. W. Scott

ROYAL AUSTRALIAN AIR FORCE
OFFICERS & AIRCRAFT

The following biographical details are requested for use as R.A.A.F. Overseas Headquarters, London.

Surname.....SCOTT.....^{AMS}Number.....A18194.....

Christian Names.....ROBERT WALTER.....

Air Force Rank & Mustering.....SGT W.A.G......

Degrees, Decorations, etc.....

Present Appointment & Location.....R.A.A.F. 11 P.D.R.C. BRIGHTON.....

Date of Birth.....7-12-43..... Place.....NEWPORT VIL. AUST......

Educated.....NTH WILLIAMSTOWN S.S. 1409.....

Date of Entering Service.....25 APRIL 1942.....

Previous Service Experience.....2 YRS. R.A.A.(M).....

Places of Training in R.A.A.F.....1 I.T.S. 2 WAGS. 2 BAGS. (AUSTRALIA).....

Civilian Career & Activities.....SALESMAN FOOTBALL.....

Clubs, Recreations, etc.....WILLIAMSTOWN FOOTBALL CLUB VIC. AUSTRA......

Father's Name.....KALTER ROBERT SCOTT.....

Wife's Name.....~~~~~.....

Children.....~~~~~.....

Home Address.....341 PARK ST. ALBERT PARK MELB. VIC. AUST.....

Signature.....Robert W. Scott.....

Date Embarked Australia.....5 MAY 1943..... Date.....9/7/43.....

Destination.....United Kingdom.....

1
PRC. FORMA.
P/R. 5.

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. E. C.

NAME (in full) ROBERT WALTER SCOTT NUMBER A418184

RANK AND MUSTERING W/O W.A.C. DECORATIONS NIL

NUMBER I.T.S. COURSE 27 O.T.U. - A.F.U. etc. AF4(60) OT4(59)

DATE LEFT AUSTRALIA) 1-5-43
CANADA)
S. H. AFRICA) DATE OF ARRIVAL U.K. 4.7-43

SQUADRONS 102 Sqn Pocklington Yorks 462 Sqn Driffild Yorks

AIRCRAFT FLOWN HALIFAX III

COMMAND & TYPED OF ACTIVITY BOMBER

OPERATIONS OR TRAINING WITH AMERICAN PERSONNEL, SQUADRONS, OR AIRCRAFT

NIL

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 | (i) |

(A) 109 HB 15 min

(B) 14 Day 8 NIGHT TOTAL 22

(C) BOMBER COMMAND TARGETS:

(D) (NIL) (E) NIL (F) 3 (I PROBABLY)

(G) Shot down by G/C over Dusseldorf - 2.11.44 - EVARD GRAMMS
for 24 days until I reached our lines.

P. Hamilton, R.A. R.A.A.F. P. Thornton, R.A.
(H) M. P. Macquarrie, R.A.

(I) N/A

DATE 21-12-44 SIGNATURE Robert W. Scott

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

Personal file

File 13/Enc 15

SECRET

I.S.9/W.E.A./2/770/2310.

ESCAPED FROM GERMANY

The information contained in this report is to be treated as

SECRET

ACCOUNT OF ESCAPE OF

Aus.418184 W/O SCOTT, R.W., 462 (R.A.A.F.), Sqn., Bomber Command, R.A.F.

| | | | |
|------------------|----------------------|-----------------------|------------------------------------------------------------|
| Date of Birth | : 7 Oct 18 | Peacetime Profession: | Salesman |
| R.A.F. Service | : 2½ years | Private Address: | 341, Park St., South Melbourne, VICTORIA, Australia. |
| O.T.U. | : 20 (LOSSIEMOUTH) | | |
| Conversion Unit: | 163, MARSTON MOOR. | | |
| Post in crew | : Wireless Operator. | | |

Other members of crew:

F/Sgt. MITCHELL, R.A.A.F. (pilot) (Fate unknown)
Sgt. MCCORKINDALE (navigator) (Seen to bale out, presume PW)
F/O WILLIAMS (?) RAAF (bomb-aimer) (Seen to bale out, presume PW)
F/Sgt. MAGUIRE, R.A.A.F. (mid-upper gunner) (Fate not known)
F/Sgt. THORNTON, R.A.A.F. (rear gunner) (Fate not known)
Sgt. KELLARD (flight engineer)

Type of aircraft, place, date, time of departure.

Halifax, Mk.III

Where and when did you come down.

Near DUSSELDORF.

How did you dispose of your parachute, harness and mae west.

Hidden in scrub.

Were all secret papers and equipment destroyed.

Presumably as plane caught fire and seen to be burning on ground.

2 Nov. 44

I was radio operator/A.Gunner of a Halifax Mk.III which took off from DRIFFIELD, E.Yorks, at 1600 hours, on 2 Nov to bomb DUSSELDORF. After dropping bomb load on target at 1920 hours we started on return journey and about 20 miles S. of COLOGNE we were attacked by enemy fighters. We were hit in several places and in a few minutes the pilot warned us to be ready to bale out. Meanwhile I was endeavouring to contact base to give them news that we were going to abandon aircraft. I saw the navigator and bomb aimer bale out and presuming that the pilot had given an order on the intercom to do so (I was isolated from the normal conversation with the crew in my endeavour to set the transmitter) I followed immediately after the navigator.

Baled out
1930 hours.

I landed on the corner of roadway with banks on either side. To the west was a wood and to the north about a 100 yards away was an enemy military camp. I immediately hid my parachute, harness and mae west in some nearby scrub. I set off in a westerly direction skirting the woods already mentioned. I crossed open fields until I came to what appeared to be an artificial lake. It had concrete sides and in the darkness I could make out the outlines of what appeared to be a band rotunda.

COLOGNE/BONN
railway.

Still moving in a westerly direction I arrived at a railway. On examining some trucks I found that they had tickets stating their destination as BONN. The tickets were printed in COLOGNE. I presumed then that I was on the BONN/COLOGNE Railway and possibly near BONN.

3 Nov 44.
0100 hours.

Skirting villages and still going west, I arrived and proceeded through what appeared to be slag heaps of a coal mine. Further on, across a main road I climbed a hill covered in scrub and there I made a makeshift bed. I could see from my position the glow of a factory which was about 500 yards to the north.

I remained in hiding in the scrub all day of 3 Nov and saw much activity including German soldiers coming in and out of the factory.

At 1800 hours I set off in darkness in a westerly direction with the intention of making the allied lines as soon as possible.

Arrival in
a village.

At the bottom of the hill, I came to a swamp with water running through it. Going through the swamp I climbed a small hill and suddenly found myself coming up against a barbed wire enclosure with many huts forming a camp inside the enclosure. The camp appeared very active. I climbed a tree and by working my way along a branch I got over the wire and dropped on to a road which ran through a village. I carried on through the village and saw several German soldiers and civilians.

After walking approximately 2 miles through what appeared to be a string of villages I was apprehended by a German officer who shone his torch on me and questioned me in German. He must have realised that I was a member of the R.A.F. I had tried to disguise myself by removing all insignias except my W.O. badge. My Battle Dress was concealed by my wearing a blue sweater and woollen scarf.

I was taken into a small house nearby and ordered to empty my pockets. The contents were left on a table.

The officer obviously did not quite know what to do with me and after making notes from my identity card he locked the front door and left to get someone to take me in custody.

Escape.

I waited 5 minutes to size up my situation and then found the back door closed but unlocked. I immediately reclaimed my aids box and identity card and made off as fast as I could.

I tried to spread a false scent and doubled back near some houses on the road where I found an unattended bicycle. I made off down the road running S.W.

I came to the outskirts of a large town with factories on either side and I left the bicycle in a rubbish dump before proceeding further. I was still trying to lay a false scent and made sure that I doubled back a good bit from where I had left the bicycle and then out across the road due West where I went up a track passing some A.A. gun positions which were completely deserted. The time was approximately 0100 hours of 4 Nov 44.

4 Nov 44.

I lay hidden and rested all next day (4 Nov) and under cover of darkness made my way again due west (as far as conditions would allow).

5/6/7 Nov 44.

Each night I travelled under cover of darkness, resting during the day in hiding places which were invariably haystacks. Nothing of the real note happened until the night of 7 Nov.

DUREN
7 Nov 44.

As I had noticed on the night of the 6 Nov a sign marked TO DUREN, in a village I was passing through, I knew I was going in the right direction. Unfortunately, however, no distance was marked on the sign.

I came to a bridge crossing a river. I took my approximate position to be a few kms N. of DUREN and therefore I presumed the river to be the ROER. Although challenged by

a German sentry situated to the right and halfway down the bridge, I continued walking. I advanced slowly forward, ignoring his challenge, and he appeared to be so surprised, or negligent in his duties, that he made no further effort to stop me.

That night I slept in a haystack.

I considered I was now approaching very near to the front line and owing to the danger of mined areas, I decided in future to travel by day, posing as a field worker.

Meeting of a
helper 1430 hrs.
8 Nov 44.

By this time I had become very fatigued owing to lack of nourishment. I had just risen from a rest by a haystack and was crossing a field when I was approached by a man who after making signs which I took to be friendly gestures, took me to a house a few yards away.

I was given shelter and food in this house, but, owing to the presence of a large number of German troops in and around the house, I was forced to remain in a small dug out for eighteen days and nights.

Sheltered for
18 days.

I received constant visits from my shelterer and a few of his friends when they brought food.

26 Nov 44.
1400 hours

Quite suddenly on the afternoon of 26 Nov I heard an American soldier yelling 'get out of here'. I realised this was my journey's end and in the excitement I forgot I was partly dressed in civilian clothes. I was treated therefore by the American troops as an enemy P/W but unofficially was shown every consideration. I was eventually sent back through American channels to I.S.9(W.E.A.)

INTERVIEWED BY I.S.9(W.E.A.) 1 Dec 44.

Personal file

SECRET.

I.S.9/W.E.A./2/770/2310.

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| Date of Birth : 7 Oct 18. | Peacetime Profession: Salesman. |
| R.A.F. Service: 2 1/2 years. | Private Address: 341, Park St., |
| C.T.U. : 20 (LOSSIEROUTH). | South Melbourne, |
| Conversion Unit: 1652, HARTON MOOR. | VICTORIA, Australia. |
| Post in crew : Wireless Operator. | |

Other members of crew:

*Killed
by
bomb
down*

F/Sgt. MITCHELL, R.A.A.F. (pilot) (Fate unknown).
 Sgt. McCORKINDALE (navigator) (Seen to bale out, presume PW).
 F/O WILLIAMS(?) RAAF (bomb aimer) (Seen to bale out, presume PW).
 F/Sgt. MAGUIRE, R.A.A.F. (mid upper gunner) (Fate not known).
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Type of aircraft, place, date, time of departure.
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Where and when did you come down.
Near DUSSELDORF.

How did you dispose of your parachute, harness and mac west.
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Presumably as plane caught fire and seen to be burning on ground.

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INTERVIEWED BY: I.S.9(W.E.A.). 1 Dec 44.

APPENDIX C.

Distribution: D.D.M.I.(P/W).
 I.S.9. I.S.9(X). M.I.5.
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 P.W. & X Det. MIS, ETOUSA.
 I.S.9(W)(File).

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 Tactical Air Force, R.A.F.
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 Historical Section, Air Ministry (Mr. J.C. Morney).
 A.A.R. Australia House,
 File.

APPENDIX D.

Distribution: M.I.9(d).
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 P.W. & X Det. MIS, ETOUSA.
 File.

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1930 hours.

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Captured
2000 hours.

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