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Compilation Alan Storr 2006
The information appearing in this compilation is derived from the collections of the Australian War Memorial and the National Archives of Australia.

Author : Alan Storr

Alan was born in Melbourne Australia in 1921.
He joined the RAAF in October 1941 and served in the Pacific theatre of war. He was an Observer and did a tour of operations with No 7 Squadron RAAF (Beauforts), and later was Flight Navigation Officer of No 201 Flight RAAF (Liberators). He was discharged Flight Lieutenant in February 1946.

He has spent most of his Public Service working life in Canberra – first arriving in the National Capital in 1938. He held senior positions in the Department of Air (First Assistant Secretary) and the Department of Defence (Senior Assistant Secretary), and retired from the public service in 1975.

He holds a Bachelor of Commerce degree (Melbourne University) and was a graduate of the Australian Staff College, 'Manyung', Mt Eliza, Victoria.

He has been a volunteer at the Australian War Memorial for 21 years doing research into aircraft relics held at the AWM, and more recently research work into RAAF World War 2 fatalities.

He has written and published eight books on RAAF fatalities in the eight RAAF Squadrons serving in RAF Bomber Command in WW2.

He is a member of Canberra Legacy.

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Alan Storr. A WW2 photo of the Author

RAAF WW2 FATALITIES BY CATEGORIES

CATEGORIES	RAAF FATALITIES	HOW ARRANGED
RAAF SQUADRONS SERVING IN RAF BOMBER COMMAND (Nos 455, 458, 460, 462, 463, 464, 466 and 467)	1509	BY SQNS IN DATE OF DEATH ORDER
RAAF FATALITIES SERVING IN UK IN 10 SQN RAAF	153	IN ALPHA NAME ORDER
RAAF FATALITES WHEN ATTACHED TO RAF SQNS		
RAF SQNS 1 - 50 Vols 1 and 2	603	BY BATCHES THEN BY SQNS IN ALPHA NAME ORDER
RAF SQNS 51 – 100	525	
RAF SQNS 101 – 150	495	
RAF SQNS 151 – 200	310	
RAF SQNS 201 – 300	297	
RAF SQNS 353 – 695 Plus Other Forces	687	
RAF OPERATIONAL TRAINING UNITS	573	BY UNITS IN ALPHA NAME ORDER
RAF CONVERSION UNITS	498	VARIOUS
NO KNOWN GRAVE	1423	OFFICERS/ AIRMEN IN NAME ORDER
RAAF FATALITIES IN RAF BEAUFORT SQNS & UNITS	39	BY UNITS
TOTAL RAAF FATALITIES BY CATEGORIES LISTED ABOVE	7112	
AUST ENLISTED IN THE RAF	26	

Alan Storr (27/11/2008)

REFERENCE SOURCES :

Australian War Memorial Roll of Honour Print Outs.

AWM 237 (65) RAAF WW2 Fatalities by Squadrons

AWM 237 (63) Airmen and (64) Officers : Register of Deaths and Burials of RAAF Personnel who died on service 1939-1947

AWM 65 ( ) Citations held by Australian War Memorial

(NAA) National Australian Archives at East Block, Canberra :: Series A705 RAAF WW2 Casualty files. Series A9300 and A9301 RAAF Members WW2 Service records files.

Micro Film No 463 OAFH) Office of RAAF Air Force History.

Veteran Affairs Nominal Roll 1939-1947 RAAF members .

Commonwealth War Graves records.

RAAF WW2 POW Files held at the Australian War Memorial : File Ref Series A54 File 779/3/129, Parts 1 to 30.

W R Chorley : RAF Bomber Command Losses of the Second World War, Volumes 1939 to 1947.

Michael Maton : DFC's for Australians in World War 2

Ian Tavender : DFM Registers for WW2 Volumes 1 and 2.

SECOND WORLD WAR OVERVIEW : ROYAL AUSTRALIAN AIR FORCE

The Royal Australian Air Force was expanding when war broke put, having 12 Squadrons formed, or in the process of forming. Most were located in Australia, but Australian airmen would end up serving in every theatres of war.

At the outbreak of war, 10 Squadron RAAF was in Britain collecting Sunderland flying boats purchased by the RAAF. The squadron was offered to Britain to serve as part of the Royal Air Force Coastal Command, flying anti-submarine patrols over the Atlantic Ocean for the duration of the war. 11 Squadron was stationed at Port Moresby with Catalina flying boats, flying long-range reconnaissance patrols over northern Australia and north of Papua New Guinea. In 1940, 3 Squadron was posted to the Middle East as an army co-operation squadron with the Australian Imperial Force, but became a fighter squadron.

Plans had been made to raise and send more squadrons overseas but the Australian Government then signed up to the Empire Air Training Scheme (EATS), under which the Royal Australian, New Zealand and Canadian Air Forces would train aircrews to be loaned to the Royal Air Force. Most would serve in British squadrons, though some would be posted to 'Article XV', or '400-series'squadrons. These squadrons were raised by the RAF but with their nationality officially recognised – for instance 460 Squadron RAAF, to which the famous Lancaster G for George at the Australian War Memorial belonged. Many aircrews who survived their tours of duty returned to Australia to serve in RAAF Squadrons as instructors.

Training of EATS recruits took place in Australia, Canada, Rhodesia and Britain. By war's end almost 40,000 Australians had been sent overseas under this scheme., serving in Europe, the Middle East, Burma and other places. Many men in Australia and overseas died in training accidents. Many who graduated from courses flew with Bomber Command, which had the highest operational loss rate of any British Commonwealth force in the war. The RAAF also sent ground crews to serve in most of the Article XV squadrons (as well as 3 and 10 Squadrons), most serving up to four years service overseas. Hundreds of RAAF members became prisoners of war in Germany and Italy, as well as a smaller number in the Far East.

The majority of RAAF personnel remained in Australia. The massive expansion of the forces required extensive administration, training, supply and maintenance services, and there was also a strong commitment to 'home defence', so many men and most women who volunteered for the RAAF never got a chance to serve overseas. To assist in meeting the demand for manpower within Australia, the RAAF formed the Women's Australian Auxiliary Air Force in 1941, recruiting women to serve in administrative roles and to perform routine maintenance on aircraft, serving alongside men, in non-operational units (mostly training establishments) in Australia.

In 1940, the RAAF sent three squadrons to Malaya; in 1941 these were joined by an Article XV squadron, 453, raised at Bankstown, New South Wales, along with some EATS graduates posted to British squadrons. They were the first to see action against Japanese forces.About 200 RAAF men, mostly ground staff, were taken prisoner by the Japanese. By the end of 1942, RAAF squadrons also had seen extensive operational service in northern Australia, the Netherlands East Indies and Papua New

Guinea. Other squadrons flew anti-submarine patrols over the shipping lanes around Australia. .

The majority of RAAF personnel who saw active service served in these campaigns against Japan. A few had previously served in Europe or the Middle East. Along with flying squadrons, RAAF members served in various supporting units including headquarters, supply depots, communications flights, medical aerial evacuation units, radar stations and airfield construction squadrons – some of the latter two types of units serving in the Philippines in 1945 with American forces. The RAAF also played a part in the repatriation of prisoners of war at the end of the war. The only RAAF servicewomen to see active service were members of the RAAF Nursing Service.

Source : Veteran's Affairs World War 2 Nominal Roll

Note : There were **11,061** RAAF fatalities in World War 2..
(Australian War Memorial Fact Sheet No 19 refers).*

comprising
5,117 fatalities in RAAF members attached to RAF (primarily) or in some instances other Air Forces (Source : Count of fatalities in AWM 237 (62) Register of Deaths.
and
5,944 fatalities in RAAF Squadrons and support units..

* **Source** AWM 148 Roll of Honour cards, RAAF, Second World War.

462 SQUADRON RAAF SECOND WORLD WAR FATALITIES

BY ALAN STORR.

PREFACE :

These summaries of 462 Sqn WW2 fatalities are in Date of Death order, and record the mission details, the names, ranks and mustering of crews, and the known circumstances of the failure of the aircraft to return.

Total fatalities in the Squadron in WW2 were 134, 38 being members of the RAAF and 96* being members of the RAF, RNZAF or RCAF (mainly RAF).
(* this figure does not include two possible RAF fatalities which could not be confirmed.)

6 Sept 1942 : Sqn formed at Fayid Egypt being an amalgamation of 10, 76 and 227 Sqns (RAF). The personnel were nearly all RAF personnel. The Sqn was equipped with Halifax A/c and served in the Mediterranean Air Command.
Wg Cdr Young, D O (RAF) Commanding Officer.

Sept 1942/Jan 1943 : Sqn re-located to four landing grounds at Cairo, Egypt.
24/1/1943 : Sqn moved to Solluch, Cyrenaica.
28/1/1943 : Sqns first operation. 6 A/c attack rail ferry at Messina, Sicily.
14/2/1943 : Sqn moved to Gardabia-Main, Tunisia.

Feb/May 1943 : Sqn heavily involved in Tunisian campaign giving close support to the 8th Army. Bombs troop concentrations, motor transport and dromes within the Mareth Line.
May 1943 : End of Tunisian campaign. Sqn effort switched to dromes, railway and lines of communications in Sicily and Italy.
End May 1943 : Sqn moved to Hose Raui, Cyrenaica.

Sept 1943 : Launching of the invasion of Italy.
1 Oct. 1943 : Sqn relocated to Terria, Cyrenaica. Maritza aerodrome on Rhodes and other islands in the Dodecanese bombed by Squadron from Terria.
1 Jan 1944 : Sqn moved to El Adem, Cyrenaica.
Feb 1944 : Sqn moved to Celone, Italy.
1 March 1944 : Sqn disbanded. RAAF members posted to other RAAF Sqns in UK.

14 August 1944 : Sqn reforms at Driffield UK and forms part of No 4 Group RAF Bomber Command. Halifax 111 A/c. Many crews came from 466 Sqn.
Sqn Ldr Des Shannon also from 466 Sqn appointed CO and promoted to Wg Cdr.

25 Aug 1944 : Sqns first operation since reforming. Bombs construction works at Watten. During the next four months 38 targets attacked in Germany and France.
29 Dec 1944 : Sqn relocates to Foulsham, Norfolk.UK.
Becomes specialist group conducting "Spoof raids" (window drop) to give the impression that a much larger force was attacking than was the case. Also carried out were bombing and incendiary missions as well as patrols over the ocean.

1 January 1945 : Began operations in No 100 Group, RAF Bomber Command.
Wg Cdr P M Paull, CO
2/3rd May 1945 (Night): Squadrons last mission. Six a/c drop bombs and window in the Flushing area and four A/c a carpet jamming mission in same area. All return.
24 September 1945 : Squadron disbands.

FATALITIES INCLUDE :

Killed in Action	Missing in Action
Missing with No Known Grave	Missing Lost at Sea
Killed in Ground Accident	Died of Illness or Wounds.

AIRCRAFT RADIO CALL SIGN :

This comprises two components : the Squadron letters 'Z5' which denotes 462 Sqn RAAF and the individual aircraft letter eg. G for George.

SOURCES :

AWM 237 (63) Airmen (64) Officers, RAAF Register of Deaths & Burials1939-1947.
AWM Roll of Honour
AWM 64 : 1/335 to 1/340 462 Sqn Operational Record Books Sept 43 to Sept 1945
AWM 64 1/340 : Six page transcript of Official History of 462 Sqn from July 1942 to Sept 1943.
AWM 54 779/3/129 Parts 1 to 30 : 1945 reports by returning RAAF POW's

NAA : Series A9186/7 Control 149 : Unit History 462 Squadron from October 1942 to September 1945 (Squadron Operational Records Book)
RAAF WW2 Casualty files held by National Archives, Canberra, Series A705
RAAF WW2 Service Records held by National Archives, Series A9300/A9301

Commonwealth War Graves Records.
RAAF WW2 Nominal Roll
Units of the RAAF : Bomber Units ; Concise History 462 Sqn RAAF
AWM Call No : 358. 400994 R888a v3
W R Chorley : RAF Bomber Command Losses of the Second World War
AWM Call No :R940.554941 C551r, Vols 1 to 6.

ACCESS TO MATERIAL :

AWM Call Number : R 940.544994 S886s
AWM Website : www.awm.gov.au
Index of WW2 Fatalities of RAAF Members in 462 Sqn RAAF.

Alan Storr, Volunteer (Published & Digitised Collections)
Australian War Memorial 20th November 2005

462 SQUADRON RAAF WORLD WAR 2 FATALITIES

FROM SEPTEMBER 1942 TO FEBRUARY 1944,

462 SQUADRON RAAF OPERATED WITHIN THE

MEDITERRANEAN AIR COMMAND EQUIPPED

WITH HALIFAX AIRCRAFT.

THE SQUADRON FATALITIES DURING

THE ABOVE PERIOD WERE :

RAAF	5
RAF	57 *
RCAF	3
RNZAF	1
TOTAL	66

* This figure does not include two possible RAF fatalities which could not be confirmed from available records

462 SQUADRON RAAF WORLD WAR 2 FATALITIES

Date of Death: 6 September 1942

Source: NAA : Series A9186/7 Control 149 RAAF Concise History Vol 3 Page 124. NAA : A705, 163/95/367.

Aircraft Type:	Halifax
Serial number:	W 7679
Radio call sign:	
Unit:	462 Sqn RAAF

Summary:

The ORB records that W7679 was leading a formation of three aircraft from the Squadron which bombed Heraklion drome, Crete at 1920 hours on 6 September 1942. W7679 made its run over the target and bombed in a shallow dive pulling out at 7000 feet. The starboard outer engine was hit by light flak at the end of the run and petrol was seen to stream away tanks 5 and 6 presumably. Shortly after flames appeared on this engine almost at the same time the petrol stopped streaming out. As the fire continued to grow the pilot turned south onto course. After turning the aircraft side slipped to port thus keeping the flames away from the inboard section of the wing and fuselage. At this time a figure presumably the Tail Gunner was seen by other crews to bale out of the rear turret successfully south east of Kastelli Pediada Crete, at 6000 feet.

Soon after another chute was seen to open and later just before the breaking up of the starboard wing which was caused by the fire, 3 more chutes were seen to open. The crew of No 3 aircraft did not see a 6th chute but the crew of No 2 aircraft saw a single chute before the whole aircraft broke up in the air and it would appear that the 6th and last member of the crew was the Captain. Immediately after the aircraft crashed in flames south east of Kastelli Pediada.

Crew:

RAF Flt Lt Hacking, A E Captain (Pilot)
RCAF PO Turner, N H (Observer)
RAF Sgt J Bradley, (Wireless Operator Air Gunner)
RAAF 404537 Flt Sgt A E Carson, (Wireless Operator Air Gunner)
RCAF Flt Sgt W J Porritt, DFM (Tail Gunner)
RAF Sgt J W McFarlane, (Flight Engineer)

Both Sgt Bradley and Sgt McFarlane who successfully baled out evaded capture and were returned safe to Egypt. They confirmed that PO Turner was the only other one to bale out and that he was a POW. The other three members of the crew Flt Lt Hacking (RAF), Flt Sgt Carson (RAAF) and Flt Sgt Porritt (RCAF) remained in the aircraft and they were found dead in the wrecked aircraft and were buried by the Greeks.
They are interred in the Suda Bay War Cemetery, Crete.
NOTE : The above crew were from 227 Sqn RAF.
RAAF Concise History Volume 3 records that "462 Sqn RAAF was formed on 6th September 1942. The Squadron was equipped with Halifax 11 aircraft, originally from Nos 10, 76 and 227 Squadrons (RAF). The Squadron itself was an amalgamation of these RAF Squadrons and although it was designated as an RAAF Squadron it contained very few RAAF personnel being an amalgamation of these RAF Squadrons."

462 SQUADRON RAAF WORLD WAR 2 FATALITIES

Date of Crash : 11 October 1942

Source:

NAA : Series A9186/7 Control 149

Aircraft Type:	Halifax
Serial number:	W 1183
Radio call sign:	Z5 – M
Unit:	462 Sqn RAAF

Summary:

Six aircraft from the Squadron took off from RAF Fayid on the night of 10/11th October 1942 to attack Maleme drome, Crete. They could not identify the target which was below 10/10ths cloud. Two of the aircraft attacked the alternative target of Timbaki drome, Crete. Two could not reach the targets and jettisoned their bombs, and one returned early with engine trouble.

The remaining aircraft W1183 with Sqn Ldr Warner Captain, which took off from Fayid at 1912 hours on 10 October 1942 reached the target area and while at 11,000 feet a heavy ack-ack shell burst very close to the nose of the aircraft. The front part of the A/c was shredded with shell splinters and all the electrical systems in the front part failed plus both outboard engines.The Navigator (Flt Lt Collins) was seriously wounded in the leg and back.

The aircraft lost height to 1,100 feet and eventually the fuselage bombs were released manually. The port outer restarted and height gained to 3,900 feet. SOS procedures were carried out and surplus material jettisoned. After first aid treatment the Navigator carried out his duties despite serious injuries. The Captain decided to make for Abu Sueir but owing to two U/S engines and weight of bombs in the wings the aircraft lost height steadily. W1183 eventually made a successful crash landing at 0240 hours on the 11 October 42, 12 miles ENE of Dikirnis and the Captain organised for the Navigator to be conveyed by private ambulance to Heliopolis.

Crew:

RAF Sqn Ldr Warner, P G B Captain (Pilot)
RAF Sgt P A Gower, (2nd Pilot)
RAF Flt Lt Collins, F T (Observer)
RAF Sgt A Watson, (Wireless Air Gunner)
RAF Sgt R S Mortham, (Mid Gunner)
RAF Sgt G W Waddington, (Flight Engineer)
RAF Sgt R Wiltshire, (Tail Gunner)

On the recommendation of the Air Officer Commanding-in-Chief, HM the King was graciously pleased to award the immediate decoration of DSO to the navigator of the aircraft Flt Lt Collins for courage, determination and devotion to duty.

The bomb load of W1183 was 7 x 500lb GP, 2 x 250lb GP in fuselage bomb bays and 6 x 250lb GP in wing bomb bays

Date of Death: 23 October 1942

Source:
AWM 237 (63) NAA : A705, 163/101/162 Commonwealth War Graves records.

Aircraft Type:	Halifax
Serial number:	W 7659
Radio call sign:	– F
Unit:	462 Sqn RAAF

Summary:
Halifax W7659 took off from Fayid at 2135 hours on the night of 23/24th October 1942 to bomb dispersal aircraft at Maleme aerodrome, Crete. Two aircraft of the Squadron took part in the raid and W7659 failed to return.

While on route W7659 ran into a heavy snowstorm and the aircraft crashed into the sea when the controls and instruments froze. Sgt Simpson who became a POW floated on a petrol tin for eight hours before being rescued and was the only survivor.

Crew:
RAAF 402790 Flt Sgt A G Declerck, Captain (Pilot)
RAF Flt Sgt K H Whitmore, (Observer)
RAF Sgt L W Giles, (Wireless Operator Air Gunner)
RCAF Flt Sgt A H Pepper (Mid Gunner)
RAF Flt Sgt J W Tyson (Tail Gunner)
RAF Sgt G F Simpson, (Flight Engineer)

The names of the five crew members who lost their lives at sea are commemorated on the Alamein Memorial, Egypt, as having no known grave.

Date of Incident : 5 November 1942

Source:
NAA : Series A9186/7 Control 149

Aircraft Type:	Halifax
Serial number:	W 7671
Radio call sign:	– H
Unit:	462 Sqn RAAF

Summary:
Halifax W7671 took off from RAF Fayid at 2022 hours on the night of 5th November 1942 to attack the Battle area. 12 aircraft from the Squadron took part in the mission and all returned safe. Some 15 minutes after take off the port engine of W7671 caught fire and the Captain ordered the crew to bale out. The Tail Gunner and Navigator did so, but after that the Captain was able to feather the airscrew and eventually put the fire out. The bombs were jettisoned 5 miles south east of Ismailia and the aircraft landed safe at Fayid at 2102 hours. The two who baled out returned safe to the unit. Nil fatalities.

Crew:
RAF Flt Sgt E F Allen, Captain (Pilot)
RAF Flt Sgt W H Stammers, (Observer)
RAF Flt Sgt W N Guertin, (Wireless Air Gunner)
RAF PO Allen, W (Mid Gunner)
RAF Sgt H W Gurton, (Flight Engineer)
RAF Flt Sgt J B Pennell, ((Tail Gunner)

Date of Death: 6 February 1943

Source:
AWM 1/340 NAA : Series A9186/7 Control 149.
Commonwealth War Graves records.

Aircraft Type:	Halifax
Serial number:	W 7848
Radio call sign:	
Unit:	462 Sqn RAAF

Summary:
Halifax W7848 was one of 9 aircraft from the Squadron detailed to attack on the 5/6th February 1943 shipping in the Palermo Harbour Sicily. An alternative target was the train ferry terminus at Messina. All the aircraft took off from Solluch No 1 with W7848 taking off at 1735 hours. Four aircraft returned early not having reached the target owing to mechanical troubles or severe icing over the target. Five aircraft reached the target and bombed.

W7848 could not find the target and with petrol short jettisoned the bombs. The Wireless Operator was unable to obtain a QDM until 0110 hours when it obtained a bearing 283deg from El Adem. The Captain at once altered course, but the aircraft hit high ground and crashed at 0115 hours 10 miles south of Barce, Libya.

The Navigator died later from injuries. The WAG and Rear Gunner were injured, and the Flight Engineer and Mid Upper Gunner were admitted to hospital suffering shock, but later discharged.

Crew:
RAF Sqn Ldr Fordham, D A Captain (Pilot)
RAF FO Moorhouse, R (Navigator/Bomb Aimer)
RAF Sgt Rich (Wireless Operator Air Gunner)
RAF Sgt Loomes, E (Flight Engineer)
RAF PO Parsons, R E (Mid Upper Gunner)
RAF Sgt Tucker (Rear Gunner)

The Navigator FO Moorhouse is buried in the Benghazi War Cemetery, Libya

Date of Death: 9 February 1943

Source:
AWM 64 1/340 NAA : Series A9186/7 Control 149
Commonwealth War Graves records.

Aircraft Type:	Halifax
Serial number:	DT 495
Radio call sign:	- D
Unit:	462 Sqn RAAF

Summary:
Halifax DT495 took off from Solluch No 1 at 1734 hours on the night of 8/9th February 1943 to attack shipping in Palermo Harbour.. Six aircraft from the Squadron took part in the mission and one of these DT495 failed to return. It was believed that the aircraft came down in the sea when returning from the mission.

Crew:
RAF Sgt H R Green, Captain (Pilot)
RAF Sgt G H Hale, (Observer)
RAF Sgt H N Balmforth, (Bomb Aimer)
RAF Sgt W S Murray, (Wireless Air Gunner)
RAF Sgt M D McHale, (Flight Engineer)
RAF Sgt D McCardle, (Mid Gunner)
RAF Sg T E Mackrill, (Tail Gunner)

The names of the missing crew are recorded on the Alamein Memorial, Egypt. The Alamein Memorial forms the entrance to the Alamein War Cemetery. The Air Force Panels commemorate more than 3000 airmen of the Commonwealth who died on campaigns in Egypt, Libya, Syria, Lebanon. Iraq, Greece, Crete, the Sudan, East Africa, Aden and Madagascar, who have no known grave. Those who served with the Rhodesian and South African Air Training Scheme and have no known grave are also commemorated here.

Date of Death: 12 April 1943

Source:
AWM 237 (63) NAA : A705, 166/5/128 Commonwealth War Graves Records.

Aircraft Type:	
Serial number:	
Radio call sign:	
Unit:	462 Sqn RAAF

Summary:
AC1 F L Baxendale (RAAF), Service Number 6665, a Fitter Mechanic was killed on 12 April 1943 when a landmine accidentally exploded at Mersa Brega in the Middle East. Two others were slightly wounded
AC1 W J M Collett (RAAF) No. 34150 DMT, and LAC A H Boyd (RAAF) Fitter 2A

AC1 Baxendale is buried in the Benghazi War Cemetery, Libya.

Date of Death: 20 April 1943

Source:
NAA : Series A9186/7 Control 149 Commonwealth War Graves records.

Aircraft Type:	Halifax
Serial number:	
Radio call sign:	
Unit:	462 Sqn RAAF

Summary:
On 20 April 1943 an explosion occurred at Gardabia Main aerodrome, Tunisia, when a 462 Sqn Halifax was being bombed up for the nights operation. Twelve members of the Squadron were killed in the explosion.

Those killed were :

RAF	Cpl G T Atkinson.	RAF	LAC T Boan.
RAF	AC1 V Courtney.	RAF	LAC H Dyne.
RAF	LAC C Grove.	RAF	LAC E R Lister.
RAF	Sgt W H Mason.	RAF	LAC T J Merricks.
RAF	LAC J Scott.	RAF	LAC P T R Spry.
RAF	LAC R G Thompson.	RAF	LAC J R Watts.

The ORB records the tragedy as follow :following : An explosion occurred while armourers were engaged in bombing up an aircraft for the nights operations. The aircraft immediately blew up and other explosions occurred. At the first explosion the CO Wg Cdr Warner, who was approaching the aircraft with a view to inspecting it, saw an airman stagger from under the nose of the aircraft and immediately went to his assistance dragging the airman although seriously injured, clear. Almost immediately another explosion occurred with fragments of aircraft and shrapnel flying about in all directions.

The area was immediately put out of bounds as a safety measure as there were a number of bombs in the vicinity. A Roll call of all Sections was made and it was found that 12 airmen had lost their lives in the accident and two were seriously injured. The above twelve that were killed are buried in the Tripoli War Cemetery, Libya. The Cemetery is in the Mansura district of Tripoli, 2.5kms west of the city centre.

The cause of the accident is not known but it was assumed that in the course of fusing a delayed action bomb it exploded and the blast caused other bombs by the aircraft to explode.

Date of Crash : 6 May 1943

Source:
AWM 64 1/340 (Page 3 of transcript) RAAF Concise History Page 126, Volume 3.

Aircraft Type:	Halifax
Serial number:	DT 501
Radio call sign:	
Unit:	462 Sqn RAAF

Summary:
Halifax DT501 took off from Gardabia aerodrome, Tunisia, at 2256 hours on the night of May 5/6th 1943 detailed to bomb enemy troop concentrations and motor transports in Tunisia. Eleven aircraft from the Squadron took part in the mission and of these DT501 failed to return. When three engines of the aircraft failed the Captain was forced to come down in the sea some 70 miles west of Tripoli. Thereafter followed a story of courage and endurance as recorded in AWM 64 1/340.

"The Captain made an excellent ditching despite rough seas. The dinghy released and inflated and all the crew scrambled into the dinghy together with emergency packs. All were very sick at first. Water was rationed at one seventh of a pint per day and food on a similar drastic scale. After 10.5 days the dinghy drifted ashore between Tripoli and Noms, the crew in a state of exhaustion after their grim ordeal. They were succoured by Arabs, who gave them food and water, and took them to their village until the arrival of a Sudanese desert patrol."

The Squadron record went on to say "This happy outcome was undoubtedly due to the superb handling by the Captain of an aircraft in distress, his very successful ditching in rough seas, and his inspiring leadership, plus the magnificent pluck, stamina and discipline of the entire crew during the long days and nights in the dinghy."

Four of the crew were honoured as follows :

WO N Vertican (RAF), the Captain (Pilot) who already possessed the DFC was awarded the CGM and was granted an immediate commission.
Sgt C D Curnow (RAAF) the Flight Engineer was awarded the DFM.
FO J L Tempest (RAF) the Navigator was awarded the DFC and
Sgt J R Gordon (RAF) the Rear Gunner received the DFM.

The other members of the crew were Sgt Allard (2nd Pilot) Sgt Ward (WAG) and Sgt Smith (Mid Gunner)

Date of Death: 13 July 1943

Source:
NAA : Series A9186/7 Control 149 Commonwealth War Graves records

Aircraft Type:	
Serial number:	
Radio call sign:	
Unit:	462 Sqn RAAF

Summary:
LAC D Cameron (RAF) Instrument Repairer 11, died at 2055 hours on 13 July 1943 on the Squadron camp site. The circumstances of his death are as follows. While cleaning his Sten gun prior to going on guard duty, LAC Cameron discharged the gun and the bullet entered his chest in the region of the heart. His death was caused by carelessness on his own part and no blame can be attached to any other person.
He was buried in the Benghazi War Cemetery, Libya on the 14th July 1943.

462 SQUADRON RAAF WORLD WAR 2 FATALITIES

Date of Death: 14 July 1943

Source:

AWM 64 1/340 NAA : Series A9186/7 Control 149.

Commonwealth War Graves records.

Aircraft Type:	Halifax
Serial number:	W 7758
Radio call sign:	
Unit:	462 Sqn RAAF

Summary:

Halifax W7758 took off from Hose Ruai at 2000 hours on the night of 14/15th July 1943 to bomb Messina Railway Station, Sicily. Four aircraft of the Squadron took part in the mission and of these W7758 failed to return.

Crew:

RAF Wg Cdr Warner, P G B DSO Captain (Pilot) (CO of 462 Sqn)
RAF FO Elphick, S J (Observer)
RAF Sgt C R B Ainley, (Bomb Aimer)
RAF Sgt R D Copley, (Wireless Air Gunner)
RAF Sgt E Loomes, (Flight Engineer)
RAF FO Parsons, R E DFM (Tail Gunner)

It was believed that the aircraft was shot down by a night fighter into the sea about 10 miles off Cape Spartivento shortly before midnight on July 14th. Sgt Loomes and Sgt Ainley were rescued and survived. They reported as follows

" the aircraft was proceeding normally to the target when at approx 2310/2320 hours at about 10000 feet and 10/15 miles off Cape Spartivento, a number of detonations were heard and felt in the port wing (thought due to cannon fire from an unseen fighter).

The port wing and the two port engines were enveloped in flames and the fuselage filled with smoke. The Flt Engineer went aft to try to deal with the smoke in the fuselage and was not aware that the Bale out order had been given until seeing the Tail Gunner restate his turret and bale out. He assumed that he had not heard the order because his Inter Com was unplugged, and baled out. Meantime the aircraft continued to fall ablaze and seen to turn sharply followed by a big yellow light and a pall of black smoke. The Flt Engineer swam and drifted in the direction of the Sicilian coast and was picked up off Catania by HMS Nubian after about 12 hours in the water."

Sgt Ainley reported that he was at his station in the nose when he heard the bale out order. By this time the Nav and WOP were standing aft of the escape hatch in the nose. As they showed no sign of jumping he jumped out and banged his chin on the edge of the hatch as he fell and was temporarily knocked unconscious. He recovered consciousness in time to detach his chute before hitting the water and to inflate the Mae West. He was fortunately picked up by HM Gunboat 662 after about 1 hour in the water. His injuries were not serious.

The names of Wg Cdr Warner, FO Elphick Sgt Copley and PO Parsons are commemorated on the Alamein Memorial, Egypt as having no known grave.

462 SQUADRON RAAF WORLD WAR 2 FATALITIES

Date of Crash : 18 July 1943

Source:
AWM 64 1/340 (Page 5 of summary) NAA : A9186/7 Control 149

Aircraft Type:	Halifax
Serial number:	W 1161
Radio call sign:	
Unit:	462 Sqn RAAF

Summary:
Halifax W1161 took off from Hose Raui at 1956 hours on 17th July 1943 to attack rail facilities at Reggio Di Carabria, Italy. Six aircraft from the Squadron took part in the mission and of these W1161 failed to return when the aircraft was forced to ditch when returning from the mission. The crew drifted for nine days in their dinghy before running into the course of a convoy and being picked up by a destroyer HMS Beaufort.

The Captain was an American Flt Sgt J E Thiaville. He rationed the dinghy's supply of food and water as follows : Nothing for the first three days and thereafter one eighth of a pint of water, 2 Horlicks tablets, barley sugar and chocolate, condensed milk and occasionally a piece of chewing gum.

The Squadron record AWM 64 1/340 states "It was considered that in the circumstances the behaviour of Flt Sgt Thiaville and his crew was exemplary and there is no doubt that their chances of survival were enhanced, first by the leadership of the Captain and secondly by the discipline among the remainder of the crew."

Crew :

RCAF	Flt Sgt J E Thiaville, Captain (Pilot)
RAF	Sgt R P Cookson, (Observer)
RAF	PO Hartley, H J (Bomb Aimer)
RAF	Sgt M E Parker (Wireless Operator Air Gunner)
RAF	Sgt H Jackson, (Flight Engineer)
RAF	Sgt E A Peet, (Tail Gunner)

The crew later reported " After bombing the target the aircraft was hit in both the inner and outer port engines, oil tanks and coolers. At 0110 hours both port engines failed and the aircraft lost height. At 0112 an SOS Message was sent and answers received. All extra weight was jettisoned and crew prepared for ditching. The aircraft ditched at 0135 hours on 18th July 1943 at approx 33.45N 19.10E. The dinghy released satisfactorily and the crew were uninjured. The crew and dinghy were picked up at 2045 hours on 26 July 1943 and were taken to Alexandria."

Date of Death: 18 July 1943

Source:
NAA : Series A9186/7 Control 149 Commonwealth War Graves records

Aircraft Type:	
Serial number:	
Radio call sign:	
Unit:	462 Sqn RAAF

Summary:
LAC S Lehrer (RAF) Maintenance Assistance (a Palestinian) died at 0200 hours on the 18th July 1943 in the RAF Hospital, Benghazi, of Typuus fever.
He was buried in the Benghazi War Cemetery, Libya on 18th July 1943.

Date of Death: 19 August 1943

Source:
AWM 64 1/340 AWM 237 (63) NAA : A705, 166/37 183
Commonwealth War Graves records

Aircraft Type:	Halifax
Serial number:	BB 423
Radio call sign:	
Unit:	462 Sqn RAAF

Summary:
Halifax BB423 took off from Hose Raui at 0030 hours on the night of 18/19th August 1943 to bomb railway marshalling yards at Crotone, Southern Italy. Nothing was heard from the aircraft after take off and it did not return to base. Six aircraft from the Squadron took part in the mission and of these BB423 failed to return.

Other crews reported that on the return journey they had seen an aircraft shot down in flames from 13,000 feet at 0417 hours over the target. As no other aircraft was missing from operations that night it seems likely that BB423 was lost over the target

Crew:
RAF Flt Lt Birmingham, F B Captain (Pilot)
RAF PO Bass, E F (Navigator)
RAF PO C S Holter (Wireless Operator Air Gunner)
RAAF 16890 Sgt A A Scott (Flight Engineer)
RAF Flt Sgt A Whiting (Tail Gunner)

All the crew were killed and they are buried in the Salerno War Cemetery, Italy. The War Cemetery is located 14kms south of Salerno between Battipaglia and Pontecagnano on the north side of the main SS18 coast road leading south from Salerno.

Date of Death: 12 October 1943

Source:
AWM 64 1/335 Commonwealth War Graves records.

Aircraft Type:	Halifax
Serial number:	BB 412
Radio call sign:	
Unit:	462 Sqn RAAF

Summary:
Halifax BB412 captained by Sgt Marsh (RAF) was one of five aircraft that took off during the night of 12/13th October 1943 from Terria detailed to attack Maritza aerodrome, Rhodes. After making one circuit on take off the aircraft gradually lost height and crashed approx WNW of the drome. The bombs exploded on impact and the aircraft burnt out very quickly.

Crew:
RAF Flt Sgt K E M Marsh, Captain (Pilot)
RNZAF Flt Sgt M Ridland, (Observer)
RAF Sgt I W Colvin (Air Bomber)
RAF Sgt S E Tilley, (Wireless Air Gunner)
RAF Sgt E J Strickland, (Flight Engineer)
RAF Sgt T J Kelly, (Rear Gunner)

All the crew were killed and they are buried in the Benghazi War Cemetery, Libya.

Date of Death: 12 October 1943

Source:
AWM 64 1/335 Commonwealth War Graves

Aircraft Type:	Halifax
Serial number:	BB 417
Radio call sign:	
Unit:	462 Sqn RAAF

Summary:
Halifax BB417 took off from RAF Terria on the night of 11/12th October 1943 detailed as flare dropper for an attack on Maritza aerodrome. Eight aircraft from the Squadron took part in the raid and of these BB417 failed to return. It was believed that BB417 crashed into the sea.

Crew:
RAF Flt Sgt M F Hall, Captain (Pilot)
RCAF WO F R V Nello, (Observer)
RAF Flt Sgt M G Fraser (Bombardier)
RAF Flt Sgt A Griffin, (Wireless Air Gunner)
RAF Flt Sgt G F W Lawrence, (Flight Engineer)
RAF Flt Sgt R L Fennel, (T/Gunner)

All the crew were killed and they are buried in the Alamein Memorial Cemetery, Egypt.

Date of Death: 20 November 1943

Source:
AWM 64 1/335 NAA : A705, 166/14/125

Aircraft Type:	Halifax
Serial number:	BB 443
Radio call sign:	
Unit:	462 Sqn RAAF

Summary:
The Squadron ORB records the following tragic accident took place at Terria, Cyrenaica on 20 November 1943 :
" During the afternoon of 20/11/1943 whilst the aircraft were being bombed up for the nights operations, at about 1500 hours a loud explosion was heard and volumes of black smoke were seen in the vicinity of dispersals. Fears that the Squadron had suffered a similar blow to that which occurred at Gardabia Main on 20 April 1943, were soon confirmed.

Halifax BB443 had been destroyed while being bombed up and the death roll was feared to be heavy. All sections had a roll call and the following Squadron members were found to have lost their lives."

RAF airmen **:** Flt Sgt H Gold (Arm/B) Sgt R Ruston (Fitter 2E)
LAC C W Robins (Fitter ME) Cpl J G Durdey ((Fitter 2E)
Cpl S Clegg, (Arm) LAC C B Ratcliffe, (Arm/B)
Cpl J O Shedden (Arm) LAC J L Smith (Elec 1)
LAC H T T Roper (Elec 11) AC2 R P Reynolds (Inst/Rep 11)

RAAF airman : 25093 Cpl H Freeman (Fitter 2A)

Cpl Freeman (RAAF) and the ten RAF airmen buried in the Benghazi War Cemetery, Libya.

The night's operations were cancelled.

462 SQUADRON RAAF WORLD WAR 2 FATALITIES

ON 1ST MARCH 1944 THE SQUADRON DISBANDED AND ALL THE AUSTRALIAN MEMBERS WERE RETURNED TO THE UK FROM THE MEDITTERANEAN AND POSTED TO OTHER RAAF SQUADRONS

462 SQUADRON REFORMED AT RAF DRIFFIELD ON 14TH AUGUST 1944 AND FORMED PART OF NO. 4 GROUP, RAF BOMBER COMMAND.

ON 1ST JANUARY 1945 IT OPERATED AS PART OF NO.100 GROUP, RAF BOMBER COMMAND.

THE SQUADRON DISBANDED ON 24TH SEPTEMBER 1945.

SQUADRON FATLITIES IN RAF BOMBER COMMAND DURING AUGUST 1944 TO SEPT 1945 WERE

RAAF	33
RAF	35
TOTAL	68

462 SQUADRON RAAF WORLD WAR 2 FATALITIES

Date of Accident : 6 October 1944

Source:

AWM 64 1/338 Part 2. AWM 65 (3366)

Aircraft Type:	Halifax
Serial number:	NP 990
Radio call sign:	Z5 – L
Unit:	462 Sqn RAAF

Summary:

Halifax NP990 took off from RAF Driffield, Yorkshire, at 1409 hours on 6th October 1944 to carry out a daylight raid on Sterkrade, Germany. Seventeen aircraft took part in the raid and all aircraft returned. NP990 bombed 5/10 miles west of Sterkrade from 18,000 feet. Heavy flak was encountered and the aircraft was hit and caught fire. The Mid Upper Gunner and Rear Gunner baled out, and the Navigator and Bomb Aimer were injured. The fire was extinguished and the aircraft landed safely at Woodbridge, UK.
The Mid Upper and Rear Gunners became POW's.

Crew:

RAAF 418612 PO McGindle, E Captain (Pilot)
RAAF 426824 Sgt R Boyle, (Navigator)
RAF Sgt C F Baldwin, (Bomb Aimer)
RAAF 424231 Flt Sgt E G Whelan (Wireless Operator Air))
RAF Sgt S Smith, (Rear Gunner)
RAF Sgt W E Offley, (Mid Upper Gunner)
RAF Sgt S L Soames, (Flight Engineer)

The Pilot later reported "We were making our bombing run when we got a direct hit from heavy flak just behind the Engineers compartment. It set the bulkhead on fire. Almost at the same time we were hit in the nose. Great holes were blown in it. The Nav was seriously wounded. The Engineer reported that the a/c was on fire. I ordered crew to bale out but as I did so the Nav called out in great pain and my orders were not heard by the rest of the crew. The B/Aimer did not report that he was injured until afterwards, but together with the WOP went to the aid of the Nav who could not be moved from the nose of the A/c. The Engineer had gone aft and succeeded in putting out the flames with the extinguisher and his bare hands. He then went to the rear without oxygen although we were at a great height and collected dressings for the wounded Nav.
There were not enough dressings so the WOP tore up his own parachute, although he knew he might need it, and improvised additional dressings for the wounded man.
As soon as the Nav was made comfortable, the B/Aimer who still had not said anything about his wounds, took over the Nav's duties and gave me a course to steer home.
The port engine had been hit and was working at reduced efficiency, but I did not feather because I wanted to get our wounded back. But within 10 miles of the enemy coast the engine packed up, and I had to feather it. The air speed indicators were out of action and other instruments useless. However we struggled on, and reached the English coast. We landed safely at an emergency landing ground. Only then did the Bomb Aimer report that he had been hit in the leg and was in some pain."
PO McGindle was awarded the DFC, and Bomb Aimer, WOP Air and Engineer DFM's.

Date of Death: 9 October 1944

Source:
AWM 64 1/338 Part 2 AWM 237 (63) Commonwealth War Graves records
NAA : A705, 166/24/555, 166/40/270.

Aircraft Type:	Halifax
Serial number:	MZ 400
Radio call sign:	Z5 - J
Unit:	462 Sqn RAAF

Summary:
Halifax MZ400 took off from RAF Driffield at 1730 hours on the night of 9/10th October 1944 to bomb Bochum, Germany. Nine aircraft from the Squadron took part in the raid and two of these including MZ400 failed to return.

Crew:
RAF FO Coleman, G Captain (Pilot)
RAAF 429588 Flt Sgt P H M Levey, (Navigator)
RAF Sgt A J Ward, (Bomb Aimer)
RAAF 424477 Flt Sgt J N Tresidder, (Wireless Operator Air)
RAF Sgt D R Muxlow, (Rear Gunner)
RAF Sgt A J Mouat, (Mid Upper Gunner)
RAF Sgt R C Stopp, (Flight Engineer)

The ORB records that "it was thought that both aircraft 'J' and 'D' were shot down by enemy night fighters on the leg into the target as several were seen in this area."

Following post war enquiries by the Missing Research and Enquiry Service and examination of German documents it was established that MZ400 was hit by ack-ack fire and disintegrated in the air. Various portion of the aircraft crashed in the vicinity of Bredenschild, a village approx 8 miles south west of Bochum.

All the crew were killed and they are buried in the Rheichswald Forest War Cemetery, Cleves, Germany. Cleves is 40 miles north west of Duisberg, Germany.

Date of Crash : 9 October 1944

Source:
AWM 64 1/338 Part 2 AWM 54 779/3/129 Parts 16 and 28
NAA, A705, 166/5/736

Aircraft Type:	Halifax
Serial number:	LL 604
Radio call sign:	Z5 – D
Unit:	462 Sqn RAAF

Summary:
Halifax LL604 took off from RAF Driffield at 1740 hours on the night of 9/10th October 1944 to bomb Bochum, Germany. Nine aircraft from the Squadron took part in the raid and two of these including LL604 failed to return.

Crew:
RAAF 411864 FO Black, W S captain (Pilot)
RAAF 428535 Flt Sgt W L Marris, (Navigator)
RAAF 428719 PO Land, F (Bomb Aimer)
RAAF 426597 Flt Sgt C B Palmer, (Wireless Air Gunner)
RCAF PO Shoemaker, W S (Rear Gunner)
RAF Sgt K Buckley, (Mid Upper Gunner)
RAF Sgt W S MacPherson, (Flight Engineer)

FO Black, Flt Sgt Marris and Flt Sgt Palmer became POW's, whilst the other four crew members evaded capture and returned safe to the UK.

In a 1945 report the then Flt Lt Black stated "The aircraft was hit in the nose, navigators position and fuselage by flak. The bale out order was given on the I/C and acknowledged. The Call light was U/S. The Nav, Bomb Aimer and WOP were injured but baled out. All were out before me including Shoemaker. I baled out at 10,000 feet. The aircraft was in control but burning inside and outside the fuselage. The aircraft crashed in Holland probably somewhere near Giesbeek. All the crew were accounted for and returned safe to the UK. I contacted the Dutch underground but was evidently seen before by Quislings and the Dutch said they had no alternative but to hand me over. Was taken to the Germans by police. Released by Russians on 22/4/45."

The then WO Marris reported " One or two bursts of flak hit the aircraft blowing out the nose and starting fires in the fuselage. Attempts by the Engineer and Mid Upper to put out the fire unsuccessful. Verbal bale out order given at 11,000 feet. All out successfully. Aircraft partially in control but burning fiercely about bomb bay. Aircraft crashed some 20/30 miles north of Arnhem. I was taken prisoner by German soldiers billeted in a farmhouse near where I landed. Released by Russians. Returned to UK 14/5/45."

Date of Crash : 15 October 1944

Source:
AWM 64 1/338 Part 2

Aircraft Type:	Halifax
Serial number:	MZ 296
Radio call sign:	Z5 – N
Unit:	462 Sqn RAAF

Summary:
Halifax MZ296 took off from RAF Driffield at 0006 hours on the night of 14/15th October 1944 to bomb Duisberg, Germany. Thirteen aircraft took part in the mission and of these MZ296 failed to return.
At 0417 hours Hull D/F Station intercepted an emergency call from the aircraft but was unable to establish contact. Eventually news came through from Hdqrts No 4 Group that all the crew were safe after baling out near Brussels.

Crew:
RNZAF FO Cookson, W D DFC Captain (Pilot) *
RNZAF FO Pratt, O D (Navigator)
RAAF 427168 Flt Sgt W H Tolhurst (Bomb Aimer) *
RAAF 436481 FO Power, L J (Wireless Air Gunner) *
RAAF 435209 Flt Sgt N O Reed, (Rear Gunner)
RCAF Flt Sgt R D Elliott, (Mid Upper Gunner)*
RAF Sgt L H Jones, (Flight Engineer)

* Four of the crew arrived safe back at the Squadron on 18/10/1944.
They reported that the aircraft ran short of fuel as a result of flak damage and it became necessary to abandon the aircraft near Veuvais, Belgium.

Date of Incident : 15 October 1944

Source:
AWM 64 1/338 Part 2 AWM 65 (746) NAA : A705, 166/8/680

Aircraft Type:	Halifax
Serial number:	NA 619
Radio call sign:	Z5 – Q
Unit:	462 Sqn RAAF

Summary:
Halifax NA619 took off from RAF Driffield on the night of 14/15th October 1944 to bomb Duisberg, Germany. NA619 completed the mission and landed at Woodbridge, UK with flak damage. The Pilot had been injured and the Rear Gunner had baled out when over the UK. The remainder of the crew were uninjured.
The Rear Gunner survived.

Crew:
RAAF 424372 Flt Sgt A J Cockerill, Captain (Pilot)
RAAF 437093 Flt Sgt H R Day, (Navigator)
RAF Sgt S A Green, (Bomb Aimer)
RAAF 424824 Flt Sgt K A Saxby, (Wireless Air Gunner)
RAF Sgt F Smith (Rear Gunner)
RAF Sgt C C L Walker (Mid Upper Gunner)
RAF Sgt J Lord, (Flight Engineer)

In January 1945 PO Cockerill was awarded the DSO. The Citation is a follows :
"One night in October 1944 PO Cockerill was pilot and captain of an aircraft detailed to attack Duisberg. When nearing the target the aircraft was illuminated by searchlights and subject to much anti-aircraft fire. A fragment of shrapnel which tore through the windscreen, struck PO Cockerill in the eye. The wound was severe. He immediately lost consciousness. The aircraft went into a dive. PO Cockerill recovered in time to level out and went on to complete the bombing run. The aircraft was still illuminated by searchlights as he turned for home. Although weak from shock and loss of blood and in great physical distress, this brave pilot remained at the controls. He was unable to see his instruments but his air bomber stood by to give the necessary instructions. So assisted, PO Cockerill flew the aircraft to an airfield in this country. Calling upon his last remaining strength he landed safely. By his skill courage and fortitude this officer set an example of the highest order."

Date of Death: 23 October 1944

Source:
AWM 64 1/338 Part 2 AWM 65 (2386) NAA : A705, 166/16/451
W R Chorley : RAF Bomber Command Losses of the Second World War : Page 459 Volume 1944

Aircraft Type:	Halifax
Serial number:	LL 599
Radio call sign:	Z5 -
Unit:	462 Sqn RAAF

Summary:
Halifax LL599 took off from RAF Driffield at 1643 hours on 23 October 1944 to bomb Essen, Germany. Sixteen aircraft from the Squadron took part in the raid and of these LL599 failed to return.

Crew:
RAAF 419561 FO Nelder, F E Captain (Pilot)
RAAF 427259 Flt Sgt E H Richardson, (Navigator)
RAAF 419701 Flt Sgt J S Grace, (Bomb Aimer)
RAAF 429105 Flt Sgt E P Austin, (Wireless Air Gunner)
RAAF 436820 Flt Sgt A Farmer (Rear Gunner)
RAAF 435026 Flt Sgt M L Wood, (Mid Gunner)
RAF Sgt D D Pettit, (Flight Engineer)

While making for base the aircraft collided with a 625 Sqn Lancaster and both machines exploded about 2100 hours scattering wreckage in a field south of Aachen. Flt Sgt Grace the Bomb Aimer in LL599 managed to bale out and was soon in Allied care. All the other crew members were killed and they are buried in the Hotton War Cemetery, Luxembourg, Belgium. Hotton is located south of Liege on the N86.

Flt Sgt Grace reported that " From the French coast until the time of the accident we were in 10/10ths cloud. Over Aachen about 1925 hours a terrific bang occurred and the A/c went into a screaming dive. I was blown out of the A/c. I imagine I was the only one saved as no other chutes were in the air. Believe we were struck by another aircraft as no flak or night fighters around at the time. Landed at place called Haaren not far from Aachen about 2140 hours on 23/10. Walked east for 20 minutes in wrong direction then retraced my steps to go west and making detour to avoid a house. Someone called out to me. I walked in that direction with hands above head and identified myself to Americans. Stayed night with them and taken next day to British Liaison Officer."

Six were killed in the other aircraft Lancaster LM691 of 625 Sqn with the Captain baling out and safe.

Date of Death: 2 November 1944

Source:
AWM 64 1/338 Part 2 AWM 237 (63) (64) AWM 54 779/3/129 Part 28
Commonwealth War Graves records

Aircraft Type:	Halifax
Serial number:	MZ 401
Radio call sign:	Z5 – D
Unit:	462 Sqn RAAF

Summary:
Halifax MZ401 took off from RAF Driffield at 1558 hours on the night of 2/3rd November 1944 to bomb Dusseldorf, Germany. Fifteen aircraft from the Squadron took part in the raid and two of these including MZ401 failed to return.

Crew:
RAAF 418452 PO Mitchell, R R Captain (Pilot)
RAF Sgt W McCorkindale (Navigator)
RAAF 12060 FO Smith R J (Bomb Aimer)
RAAF 418184 WO R W Scott, (Wireless Air Gunner)
RAAF 436120 Flt Sgt A E Thornton, (Rear Gunner)
RAAF 430548 Flt Sgt T L Maguire, (Mid Gunner)
RAF Sgt A Kellard, (Flight Engineer)

PO Mitchell and Flt Sgt Thornton were killed when the aircraft crashed. They are buried in the Hotton War Cemetery, Luxembourg, Belgium. Hotton is located south of Liege on the N86.
Sgt McCorkindale, FO Smith, Flt Sgt Maguire and Sgt Kellard were POW's while WO Scott evaded capture and returned safe.

In a 1945 report the then WO Maguire stated " We were attacked by a fighter and the port aileron and port inner engine were on fire. The Pilot ordered put on chutes and then bale out. All the crew acknowledged. Five had baled out when I left at 6000 feet with the aircraft out of control. The Pilot was still at the controls. There was no fire in the fuselage but the wings were burning fiercely. We crashed approx 15 miles south west of Cologne. The Rear Gunner acknowledged the order and left the aircraft but has not been heard since 2/11/44. Told by Germans that the Pilot had been buried near sight of crash in a local village cemetery. I evaded capture for 12 days and captured in sight of American lines. Released by Russians on 22/4/45."
In a later report WO Scott stated " I evaded capture for 6 days and was then given shelter and food for another 18 days and nights living in a dug out near a house occupied by friendly people with a large number of German troops in the vicinity. Found by the Americans on 26/11/44."

Date of Crash : 2 November 1944

Source:
AWM 64 1/338 Part 2 AWM 54 779/3/129 Part 25 AWM 65 (2932)
NAA : A705, 163/21/215

Aircraft Type:	Halifax
Serial number:	LL 610
Radio call sign:	Z5 – U
Unit:	462 Sqn RAAF

Summary:
Halifax LL610 took off from RAF Driffield at 1627 hours on the night of 2/3rd November 1944 to bomb Dusseldorf, Germany. Fifteen aircraft from the Squadron took part in the raid and two of these including LL610 failed to return.

Crew:
RAAF 426609 Flt Sgt R V Jubb, DFC Captain (Pilot)
RAF Sgt H J Burden (Navigator)
RAF Sgt R D Eadie, (Bomb Aimer)
RAAF 424328 Flt Sgt P B Brett, (Wireless Air Gunner)
RAF Sgt H Christensen, (Rear Gunner)
RAAF 423486 Flt Sgt B T Sharpe, (Mid Gunner)
RAF Sgt H Brydon, (Flight Engineer)

All the crew survived the crash and there were no fatalities. Flt Sgt Jubb evaded capture and was returned safe while the remaining crew members were POW's.

In a later report Flt Sgt Jubb stated "The aircraft crashed 20 miles south west of Dusseldorf at 1945 hours on 2/11. Shortly after we left the target we were hit by flak. It got one of the engines and the fuselage and the plane caught fire. When flames started coming in the cockpit I though it time to get out. So I told crew to leave the ship. A little while later I asked if everyone had gone and got no answer so I assumed they had baled out successfully and I followed. I saw the plane crash and burn up. I landed in a turnip patch and buried my equipment and started due west guided by the moon and the stars. I never saw any of my crew on the ground. I walked for two days/nights and reached the American lines on 4/11/44."

Date of Death: 6 January 1945

Source:
AWM 64 1/338 Part 3 AWM 237 (63) (64) AWM 54 779/3/129 Part 30

Aircraft Type:	Halifax
Serial number:	MZ 469
Radio call sign:	Z5 – N
Unit:	462 Sqn RAAF

Summary:
Halifax MZ469 took off from RAF Foulsham, Norfolk, at 1619 hours on the night of 6/7th January 1945 to carry out a window operation in the Ruhr. 12 aircraft from the Squadron took part in the mission and one of these MZ469 failed to return.

Crew:
RAAF 417761 PO Rohrlach, M W Captain (Pilot)
RAF Sgt J S Sanderson, (Navigator)
RAF Flt Sgt N S Scott (Bomb Aimer)
RAAF 437426 Flt Sgt D H Lawrence (Wireless Air Gunner)
RAF Sgt E G Baker (Rear Gunner)
RAF Sgt V C Topham (Mid Gunner)
RAF Sgt J D Beardsmore, (Flight Engineer)
RAAF 429052 Flt Sgt L G M Mannell, (S/D (A/G)

All the crew were killed with the exception of Flt Sgt Lawrence (RAAF) who was a POW. Those killed are buried in the Hotton War Cemetery, Luxembourg, Belgium. Hotton is located south of Liege on the N86.

The then WO Lawrence later reported “While flying over Belgium I was dropping window. The next thing I know is there was a large hole apposite the WOP’s position and the A/c was out of control. I put on my chute and stood up to speak to the Pilot (the Inter com had been knocked out) but I never so much as saw him. What happened next I don’t know, but I regained consciousness in mid air. My chute was already open and I saw no one. The aircraft crashed near Janelle in Belgium. After attempting to pin point myself for two hours, I was picked up by German soldiers. I believe I was blown out with all the others still inside and that they were all killed. Liberated by Americans on 29/4/45.”

Date of Death: 14 January 1945

Source :
AWM 64 1/336 Part 3 AWM 237 (63) (64) NAA : A705, 166/4/189

Aircraft Type:	Halifax
Serial number:	LL 598
Radio call sign:	Z5 – A
Unit:	462 Sqn RAAF

Summary:
Halifax LL598 took from RAF Foulsham, Norfolk, at 1633 hours on the night of 14/15th January 1945 to carry out a special duty spoof raid dropping windows and release bombs in the Mannheim area, Germany. At 4000 feet the Pilot levelled out and set course from base. A few minutes later the Mid Upper reported smoke coming from the starboard outer engine. The pilot feathered the engine and then used the extinguisher.About 30 seconds after the engine was unfeatheared, replacing the smoke was a sheet of flame which rapidly spread over the wing. The Pilot ordered bale out The starboard wing weakened by the heat broke off just next to the outer engine. The aircraft immediately turned starboard and dived into the ground. The Engineer and the Rear Gunner baled out successfully but the other members of the crew were killed.

Crew:
RAAF 421143 FO Astill, A E Captain (Pilot)
RAAF 427410 Flt Sgt P Swarbrick, (Navigator)
RAAF 423814 WO S J Minett, (Bomb Aimer)
RAAF 421198 WO S R Fuller, (Wireless Air Gunner)
RAAF 435209 Flt Sgt N O Reed, (Rear Gunner)
RAAF 433727 Flt Sgt M G Isaac, (Mid Upper Gunner)
RAF Sgt G A Sanday, (Flight Engineer)
RAF Sgt I E Miles, (SD (F/E)

The five RAAF members of the crew that were killed are buried in the RAF Cemetery, Cambridge, UK. The ORB records that Sgt Miles (RAF) was buried in London.

Date of Crash : 7 February 1945

Source:
AWM 64 1/338 Part 3

Aircraft Type:	Halifax
Serial number:	MZ 479
Radio call sign:	Z5 _ B
Unit:	462 Sqn RAAF

Summary:
Halifax MZ479 took off from RAF Foulsham at 2137 hours on the night of 7/8th February 1945 to carry out a windows and bombing operation in the Bonn area, Germany. Eleven aircraft from the Squadron took part in the raid and of these MZ479 crashed.
Soon after take off the starboard outer engine caught fire in the air. The Pilot was unsuccessful in feathering the engine and the starboard propeller flew off.. The order to abandon the aircraft was given and all the crew except the Pilot successfully baled out. The fire was later extinguished and the Pilot made a successful belly landing at Hethel drome. The aircraft crashed with a full bomb load of 1 x 500lb bomb and 1 x 500 incendiary clusters.

Crew:

RAAF	424925 WO B A Simms, Captain (Pilot)
RAF	Flt Sgt J Carr, (Navigator)
RAF	Flt Sgt R Micklin, (Bomb Aimer)
RAAF	433235 Flt Sgt A E Morris, (Wireless Air Gunner)
RAF	Sgt K K Kift, (Rear Gunner)
RAF	Sgt A N Buist, (Mid Upper Gunner)
RAF	Sgt M A Hewlett, (Flight Engineer)
RAAF	434743 Flt Sgt P W Hutton, SD (WOP)

Date of Death: 24 February 1945

Source:
AWM 64 1/338 Part 3 AWM 237 (63) NAA : A705, 166/10/421
Commonwealth War Graves records.

Aircraft Type:	Halifax
Serial number:	PN 429
Radio call sign:	Z5 – E
Unit:	462 Sqn RAAF

Summary:
Halifax PN429 took off from RAF Foulsham at 1703 hours on the night of the 24/25th February 1945 to carry out a spoof and bombing raid in the Ruhr area. Ten aircraft from the Squadron took part in the raid and four of these including PN429 failed to return.

Crew:
RAF Flt Lt Tootal, J S Captain (Pilot)
RAAF 13488 Flt Sgt W F Duncan, (Navigator)
RAAF 427542 WO E R W Oliver, (Bomb Aimer)
RAAF 425647 WO N J Hall, (Wireless Air Gunner)
RAAF 442286 Flt Sgt M A Smith, (Rear Gunner)
RAAF 432936 Flt Sgt P J P Carlon, (Mid Upper Gunner)
RAF Sgt T E David, (Flight Engineer)
RAF Flt Sgt G Harrison-Broadley, SD (A/G)

Following post war enquiries by a Missing Research and Enquiry Unit it was established that the aircraft was shot down and crashed at Munchen Gladbach, Germany, and that all the crew were killed. They are buried in the Rheinberg War Cemetery, Germany. Rheinberg is located 24kms north of Krefeld and 13kms south west of Wesel.

Date of Death: 24 February 1945

Source:
AWM 64 1/338 Part 3 AWM 237 (64) NAA : A705, 166/17/1038
Commonwealth War Graves records.

Aircraft Type:	Halifax
Serial number:	MZ 461
Radio call sign:	Z5 – G
Unit:	462 Sqn RAAF

Summary:
Halifax MZ461 took off from RAF Foulsham at 1705 hours on the night of 24/25th February 1945 to carry out a spoof and bombing raid over the Ruhr area. Ten aircraft from the Squadron took part in the raid and four of these including MZ461 failed to return.

Crew:
RAAF 426221 FO Ely, V C Captain (Pilot)
RAF Flt Sgt D J Critchley, (Navigator)
RAF FO Millhouse, P (Bomb Aimer)
RAAF 419001 FO Hering, J H (Wireless Air Gunner)
RAF Sgt G Robinson, (Rear Gunner)
RAF Sgt M Ogilvie, (Mid Upper Gunner)
RAF Sg R Hetherington, (Flight Engineer)
RAF Sgt G A E Sanday, SD (F/E)

Captured documents established that the aircraft was shot down at 1950 hours on 24/2/45 at Anrater near Krefeld, Germany, and that all the crew were killed.

FO Ely, FO Millhouse and Sgt Hetherington are recorded as missing and their names are commemorated on the Memorial to the Missing, Runnymede, Surrey, UK.

Flt Sgt Critchley, FO Hering, Sgt Robinson and Sgt Ogilvie are buried in the Reichswald Forest War cemetery, Cleves., which is 40 miles north west of Duisberg.

Sgt Sanday is buried in the Venray War Cemetery, Limburg, Netherlands. Venray is located 40kms east of Eindhoven in the south east Province of Limburg on the N270.

462 SQUADRON RAAF WORLD WAR 2 FATALITIES

Date of Death: 24 February 1945

Source:

AWM 64 1/338 Part 3 AWM 237 (64) NAA A705, 166/40/357
Commonwealth War Graves records.

Aircraft Type:	Halifax
Serial number:	MZ 447
Radio call sign:	Z5 – A
Unit:	462 Sqn RAAF

Summary:

Halifax MZ447 took off from RAF Foulsham at 1658 hours on the night of 24/25th February 1945 to carry out a spoof and bombing raid in the Ruhr area. Ten aircraft from the Squadron took part in the raid and four of these including MZ447 failed to return. The aircraft were detailed to mingle with a diversionary sweep heading towards Northern France

Crew:

RAAF 423892 Flt Lt Rate, A J Captain (Pilot)
RAF Flt Sgt E J Maslin, (Navigator)
RAF Flt Sgt R A Gould, (Bomb Aimer)
RAAF 434431 PO Trunk, V J (Wireless Air Gunner)
RAF Sgt M J Husband, (Rear Gunner)
RAF Sgt J Holloway, (Mid Upper Gunner)
RAF Sgt S J A Pegram, (Flight Engineer)
RAAF 415429 FO Kehoe, D N SD (A/B)

Post war it was established that the aircraft was hit by flak and crashed about 2130 hours at Boisheim, 4kms south east of Breyell, Germany, and close to the border with Holland.

All the crew were killed with the exception of Flt Sgt Gould (RAF) who became a POW. Those killed are buried in the Reichswald Forest War Cemetery, Cleves, which is 40 miles north west of Duisberg, Germany.

In a later statement Flt Sgt Gould reported “I was first to bale out as far as I know. The Nav was putting on his chute when I jumped. I don’t know whether the Rear Gunner was able to get out. My chute was caught up and I was so concerned in getting this to open I did not see what was happening to the aircraft or where it crashed. The chute partially opened before I hit the ground and broke the fall.”

A report from RAAF Hdqrts London on file A705, 166/40/357 stated “On 24/2/1945 towards 2130 hours a 4 engine English bomber was shot down over LS section Boishem. The plane received a direct hit from ack-ack and became a total wreck. The bodies of seven British aviators were recovered and taken to Bryell The remains of Flt Lt Rate, PO Trunk and FO Kehoe were identified.”

Date of Death: 25 February 1945
Source:
AWM 64 1/338 Part 3 AWM 54 779/3/129 Part 30
Commonwealth War Graves records

Aircraft Type:	Halifax
Serial number:	MZ 448
Radio call sign:	Z5 -
Unit:	462 Sqn RAAF

Summary:
Halifax MZ448 took off from RAF Foulsham at 1701 hours on the night of 24/25th February 1945 to carry out a spoof and bombing raid in the Ruhr area Germany. Ten aircraft from the Squadron took part in the raid and of these four including MZ448 failed to return.

Crew:

RAF	Flt Lt Ridgewell, F H Captain (Pilot)
RAAF	437274 FO Mann, W J (Navigator)
RAF	FO Watson, W K (Bomb Aimer)
RAAF	432692 FO Boyce, J R (Wireless Air Gunner)
RAF	Sgt J G Lynch, (Rear Gunner)
RAF	Sgt G E Rolls, (Mid Upper Gunner)
RAF	Sgt R G Hodgson, (Flight Engineer)
RAF	FO Pawsey, T SD (A/B)

FO Mann and FO Boyce (RAAF) and FO Watson and Sgt Hodgson (RAF) became POW's. The other four RAF members of the crew were killed.

Flt Lt Ridgewell, Sgt Rolls and FO Pawsey (all RAF) are listed as missing and their names are commemorated on the Memorial to the Missing, Runnymede, Surrey, UK. Sgt Lynch (RAF) is buried in the Venray War Cemetery, Limburg, Netherlands. Venray is located 40kms east of Eindhoven in the south east Province of Limburg on the N270. Commonwealth War Graves record the Date of Death of the above 4 RAF members as 25/2/1945.

In a later statement FO Mann reported : "The aircraft was hit by flak 7 and a half minutes after bombs gone at height 15,000 feet. There was an immediate fire amidships. The Captain ordered chutes on jump jump. The Engineer was out first while the Bomb Aimer, Nav and WOP were blown out by the explosion of petrol vapour in the fuselage. (the bomb bay tanks were hit). I assumed the Rear Gunner, Mid Upper and Pawsey were still in the aircraft. The aircraft was in a steep dive at time of explosion and on fire. It crashed SSW of Krefeld. The WOP was seen while descending his chute torn. I was captured immediately. Later met the B/Aimer, WOP and Engineer on way to the interrogation centre at Krefeld. Released by American troops."

Date of Crash : 8 March 1945

Source:
AWM 64 1/338 Part 3 AWM 54 779/3/129 Parts 27 and 30.
NAA : A705, 166/20/237

Aircraft Type:	Halifax
Serial number:	MZ 370
Radio call sign:	Z5 – L
Unit:	462 Sqn RAAF

Summary:
Halifax MZ370 took off from RAF Foulsham at 1801 hours on the night of 8/9th March 1945 to carry out a windows and incendiary raid in the Dortmund area, Germany. Five aircraft from the Squadron took part in the raid and of these MZ370 failed to return.

Crew:
RAAF 427482 Flt Lt James, F H Captain (Pilot)
RAAF 417654 WO T H McFarlane, (Navigator)
RAAF 436224 Flt Sgt N H Teede, (Bomb Aimer)
RAAF 436322 W O J D Fraser, (Wireless Air Gunner)
RAAF 423631 WO H W Calman, (Rear Gunner)
RAAF 38427 Flt Sgt T P Ledwich, (Mid Upper Gunner)
RAF Sgt S G Rother, (Flight Engineer)
RAAF 434743 Flt Sgt P W Hutton SD (WOP)

All the crew were POW's and there were no fatalities.

In a later report Flt Lt James stated "After leaving the target the aircraft suffered a direct hit from flak on the starboard engines at 15,000ft. The starboard outer was feathered but was unsuccessful. The aircraft was gradually losing height and the aileron control was U/S. At 11000 feet instructed crew to abandon aircraft, and believe they all had abandoned before I left at 5000 feet. I was rendered unconscious when abandoning from the cockpit and recovered consciousness before landing. Suffered head injuries. Captured on landing. Released by Americans on 29/3/45. Right foot amputated in UK."

Flt Sgt Teede reported "Flak damaged the two starboard engines about 12 miles from the target journey out. Losing height the Captain ordered abandon, Captured on landing by Volkstrum. A/c crashed near Hattingen, Germany.

WO Fraser reported " Hit by flak and two engines on fire night of 8/3/45. Baled out near Dortmund at 8000 feet. Captain ordered bale out and acknowledged by all crew. Evaded capture and made my way through our lines. Captured on morning of 15th, 5 miles south west of Wuppertal."

Date of Death : 13 March 1945

Source:
AWM 64 1/338 Part 3 NAA : A705, 166/37/978 NAA : A11385, 1701/1/P1
Commonwealth War Graves records.

Aircraft Type:	Halifax
Serial number:	RG 384
Radio call sign:	Z5 – M
Unit:	462 Sqn RAAF

Summary:
Halifax RG384 took off from RAF Foulsham at 1802 hours on the night of 13/14th March 1945 to carry out a windows, TI's and incendiary raid in the Frankfurt area, Germany. Eleven aircraft from the Squadron took part in the raid and RG384 crash landed at Juvincourt airfield at 2230 hours on 13/3/45. RG384 had successfully carried out the mission but during the sortie the starboard wing and engines were damaged by flak. The Flight Engineer was killed and the Navigator and WAG wounded.

Crew:
RAAF 429991 PO Paltridge T I Captain (Pilot)
RAAF 414732 Flt Lt K J Shanahan (Navigator)
RAAF 433510 Flt Sgt J B Harrington, (Bomb Aimer)
RAAF 437121 Flt Sgt K J Dennis, (Wireless Operator Air)
RAAF 439918 Flt Sgt J S Stevens, (Rear Gunner)
RAAF 441320 Flt Sgt L C Hymus, (Mid Upper Gunner)
RAF Sgt C G Welsh, (Flight Engineer)
RAF Sgt H E Casterton SD (WOP)

Sgt Welsh (RAF) Flight Engineer is buried in the Clichy Northern Cemetery, France. Clichy is a town adjoining the northern boundary of Paris. Locality : Hauts-des-Seine, France.

On 24/5/1945 HM the King approved the immediate award of the Conspicuous Gallantry Medal to WO Dennis. The Citation reads as follows : "WO Dennis was the Wireless Operator in a heavy bomber detailed to attack Frankfurt on the night of 13 March 1945. Shortly after leaving the target, the aircraft was hit and damaged by flak, killing another member of the crew and wounding WO Dennis. Although most of one foot was severed and his other leg also wounded, the WOP refused to leave his set until the aircraft landed. He was bleeding profusely and even with first aid applied the bleeding could not be stopped. He carried on with his duties, and correctly received all messages passed to the aircraft, obtaining a weather report from a diversionary airfield in France to which the aircraft was being flown. The courage displayed by WO Dennis was of the highest order when he must have been experiencing extreme agony."

Date of Death: 10 April 1945
Source:
AWM 64 1/338 Part 3 AWM 237 (63) (64) AWM 54 779/3/129 Part 30
NAA : A705, 166/5/1064 Commonwealth War Graves records.

Aircraft Type:	Halifax
Serial number:	NA 240
Radio call sign:	Z5 -
Unit:	462 Sqn RAAF

Summary:
Halifax MA240 took off from RAF Foulsham at 1910 hours on the night of 10/11th April 1945 to carry out a window and bombing operation in the Plauem area, Germany, as a protective patrol with the main force to Leipzig. Ten aircraft from the Squadron took part in the raid and of these NA240 failed to return.

Crew :
RAAF 427182 PO Ball, A D J Captain (Pilot)
RAAF 436113 Flt Sgt N V Evans, (Navigator)
RAAF 409532 FO Frank, M (Bomb Aimer)
RAAF 432346 WO R R Taylor, (Wireless Air Gunner)
RAAF 435342 Flt Sgt M J Hibberd, (Rear Gunner)
RAAF 430788 Flt Sgt J M Tait, (Mid Upper Gunner)
RAF Sgt F Brookes, (Flight Engineer)
RAF FO Heggarty, J SD Op.

Of the ten aircraft from the Squadron three were involved in radar counter measures and the others a feint window attack whereby they proceeded on the same track ahead of the main force, branching off just before Leipzig which was the target for the main force.

All the crew were killed with the exception of Flt Sgt Hibberd who became a POW.
All those killed are buried in the Berlin 1939-1945 War Cemetery, Germany.

In a later statement Flt Sgt Hibberd reported " The aircraft had a direct hit by flak on the starboard wing. Orders from the Captain were not heard. I baled out at 14,000 feet. The A/c was tossing about at the time. It crashed north east of Leipzig. Believe others were killed when aircraft crashed in the target area. Probably unable to get out because of special equipment in the aircraft. Hid for one day. Suffered loss of blood and concussion. Wounded in thigh and ankle. Released by Americans."

A post war report on above RAAF Casualty file by a Missing Research & Enquiry unit records " NA240 was shot down by ack-ack fire and exploded in the air over the village of Zaasch. Zaasch is approx 14 miles north east of Halle, Germany."

Date of Death: 17 April 1945

Source:
AWM 64 1/338 Part 3 AWM 237 (63) AWM 54 779/3/129 Part 26
Commonwealth War Graves records.

Aircraft Type:	Halifax
Serial number:	MZ 467
Radio call sign:	Z5 – C
Unit:	462 Sqn RAAF

Summary:
Halifax MZ467 took off from RAF Foulsham at 2358 hours on the night of 16/17th April 1945 to carry out a special duty flight over Augsburg, Germany. Ten aircraft from the Squadron took part in the mission and of these MZ467 failed to return. Six of the aircraft took part in a feint window attack on Augsburg and the other four operated with the Main Force.

Crew:
RAAF 426118 FO Lodder, A M Captain (Pilot)
RAF Flt Sgt E Windus, (Navigator)
RAF Flt Sgt P A Naylor, (Bomb Aimer)
RAAF 434183 Flt Sgt C R H Foster, (Wireless Air Gunner)
RAF Sgt R E Casterton, (Rear Gunner)
RAF Sgt R McGarvie, (Mid Upper Gunner)
RAF Sgt J E A Gray, (Flight Engineer)
RAAF 432388 Flt Sgt E D Tisdell, SD (WOP)

FO Lodder, Flt Sgt Naylor and Sgt Casterton became POW's. The other five members of the crew were killed. They are buried in the Durnbach War Cemetery, Germany. Durnbach is a village 16kms east of Bad Tolz, a town 48kms south of Munich.

In a later report FO Lodder stated " The aircraft was damaged by two attacks from a night fighter. After the first attack the inter com and emergency light was U/S and no orders could be given. The Engineer raced past me towards the forward hatch with his clothes on fire and screaming. Doubtful if he baled out as he seemed to collapse opposite me. Do not know who baled out. The aircraft controls were jammed after the first attack and flames spread as far as my compartment after the second attack. The fate of the others is unknown They were probably wounded and unable to bale out as the aircraft was blazing for some time before I found myself outside and floating down after being blown out. I managed to release the chute The aircraft crashed about 5 miles from Nordendorf, north west of Augsburg. I walked for an hour and a half in a westerly direction before giving myself up at Nordendorf and received treatment. I had 1st and 2nd degree burns to my face & hands and a broken foot and was treated in a German Hospital. I was later released as a stretcher case and repatriated to UK."

SECOND WORLD WAR FATALITIES
RAAF MEMBERS 462 SQN
INDEX: ALPHABETICAL LIST OF NAMES / DATE OF DEATH

RAAF MEMBERS	**DATE OF DEATH**
ASTILL, Alan Edwin	14/01/1945
AUSTIN, Edward Phillip	23/10/1944
BALL, Alfred Desmond John	10/04/1945
BAXENDALE, Francis Leo	12/04/1943
CARLON, Patrick John Paul	24/02/1945
CARSON, Allan Edwin	06/09/1942 [1]
DECLERCK, Albert George	23/10/1942
DUNCAN, William Francis	24/02/1945
ELY, Vivian Clive	24/02/1945
EVANS, Neil Vernon	10/04/1945
FARMER, Allan	23/10/1944
FOSTER, Cecil Reginald Henry	17/04/1945
FRANK, Murray	10/04/1945
FREEMAN, Harry	20/11/1943
FULLER, Sydney Robert	14/01/1945
HALL, Norman Joseph	24/02/1945
HERING, John Hubert	24/02/1945
ISAAC, Mervyn George	14/01/1945
KEHOE, Desmond Noel	24/02/1945
LEVEY, Philip Hedley Malcolm	09/10/1944
MANNELL, Leslie Gordon Martin	06/01/1945
MINETT, Stanley James	14/01/1945
MITCHELL, Robert Richard	02/11/1944
NELDER, Frank Edward	23/10/1944
OLIVER, Ernest Ronald William	24/02/1945
RATE, Allan John	24/02/1945
RICHARDSON, Ernest Hartley	23/10/1944
ROHRLACH, Mervin Walter	06/01/1945
SCOTT, Albert Arthur	19/08/1943
SMITH, Murray Arthur	24/02/1945
SWARBRICK, Phillip	14/01/1945
TAIT, John Mickle	10/04/1945
TAYLOR, Ronald Reginald	10/04/1945
THORNTON, Albert Eric	02/11/1944
TISDELL, Errol Dallas	17/04/1945
TRESIDDER, John Newton	09/10/1944
TRUNK, Victor Joseph	24/02/1945
WOOD, Malcolm Langley	23/10/1944

[1] Was a member of 227 Sqn RAF