

# **In Memory of Thomas M. A. Burgess, Sergeant**

Navigator of

## **Avro 683 Lancaster MkIIIb ED668 DX-Y**



Thomas Mountford Adie BURGESS

Sergeant 1389310  
57 Squadron

Royal Air Force  
Volunteer Reserve

Died 13<sup>th</sup> June 1943

Age 20

This document tells the story of Sergeant Thomas Mountford Adie Burgess, my great uncle, who flew as a navigator with Bomber Command during the last war. There are six other men in this story; they are of course, the crew of ED668. Although I know very little about them, I would like to acknowledge their courage and sacrifice.

The story of these seven brave young men is not unique; it is representative of thousands of similar stories. Young men who came from all over the empire who were lost without trace.

As I child I simply knew that 'Monts' as he was known was killed whilst flying in bombers and that his name appears on the Royal Air Force Memorial at Runnymede, Surrey. It was not until I started to investigate in July 1999 that I discovered all the information contained here.

I hope that these few pages will give you an insight into what had to be endured by the men of Bomber Command. Researching this story has certainly made appreciate the sacrifice that Monts made to ensure the relative peace that we have all enjoyed so much for the last 62 years.

Matt Leeding

## Personal History

Thomas Mountford Adie Burgess was born on 2<sup>nd</sup> September 1922 in Crawley, Sussex, son of William and Edith Maud Burgess. Monts was born the brother to his siblings Betty, Della and William.



When war was declared in September 1939 the Burgess family were living at 119 Morden Way, Sutton, Surrey. At this time Monts was a student and a part time gardener.

Monts joined the Royal Air Force on 28<sup>th</sup> April 1941.



## Service Record

On 28<sup>th</sup> April 1941 'Monts' enlisted as a Volunteer Reserve with Euston CRC (Central Recruitment Centre) RAF Volunteer Reserve as an AC2 (Aircraftman 2nd Class). He was 19 yrs old and described as 6 feet 2¾ inches tall, having a chest size of 34½ inches, brown hair, blue eyes and having a fresh complexion. After his initial recruitment he was recommended for training to become an Observer.

Promoted to LAC: 24<sup>th</sup> October 1941

Promoted to Temporary Sgt: 19<sup>th</sup> October 1942

### Postings

The postings listed here are taken from Mont's F543 opened when he enlisted with the RAF.

Date	Posting	Purpose
28 <sup>th</sup> April 1941	Euston Reserve No. 13 Aviation Candidate Selection Board Euston House, Eversholt Street, London NW1	Medical examinations and aptitude tests. Graded unfit for pilot training. Recommended for Air Observer training.
30 <sup>th</sup> June 1941	No. 1 A.C.R.C (Aircrew Reception Centre) Abbey Lodge, Hanover Gate, Regents Park, London NW8	Two weeks were spent here being inducted into the system. This involved being issued with uniforms and kit, having all the necessary inoculations and injections for overseas service, being taught basic drill, and having lectures about service life.
8 <sup>th</sup> November 1941	A.C.D.W (Air Crew Disposal Wing) Abbots Hotel, Regency Square, Brighton	
29 <sup>th</sup> November 1941	No. 1 EAOS (Elementary Air Observers School) Sandhurst Hotel, Eastbourne, Sussex	12-week course on aerial photography, reconnaissance, and air navigation. This also included 60 to 70 hours of practical experience in the air.
24 <sup>th</sup> February 1942	31 RAF Personnel Depot, Moncton, New Brunswick, Canada	Reception centre for members of the RAF moving to and from Canada and the United States.
18 <sup>th</sup> March 1942	Pan American Airways School of Navigation Diner Key, Coconut Grove, Miami, Florida	Navigation training was carried out in Consolidated Commodore Seaplanes around the Florida Keys, in both day and night conditions.
7 <sup>th</sup> July 1942	31 RAF Personnel Depot, Moncton, New Brunswick, Canada	Reception centre for members of the RAF moving to and from Canada and the United States.
30 <sup>th</sup> July 1942	No. 3 P.R.C. (Personnel Reception Centre) Somerset House, Bath Road, Bournemouth, Hampshire	No. 3 Personnel Reception Centre was based at various requisitioned hotels in Bournemouth and was a holding unit where personnel were sent before posting on to a unit.
28 <sup>th</sup> August 1942	No. 3 (Observer) A.F.U. (Advanced Flying Unit) RAF Bobbington	
20 <sup>th</sup> October 1942	No. 19 O.T.U. (Operational Training Unit) RAF Kinloss	The core crew of 5 would have been formed here whilst flying Wellington bombers.

2 <sup>nd</sup> February 1943	1661 H.C.U. (Heavy Conversion Unit) RAF Winthorpe, Nottinghamshire	The final training on Halifaxes and Lancasters before being posted to an operational squadron. Joined by their Flight Engineer and Mid Upper Gunner.
29 <sup>th</sup> March 1943	57 Squadron RAF Scampton	First operational sortie flown on 23 <sup>rd</sup> May 1943
13 <sup>th</sup> June 1943	War Casualties N/E Accts Depot	This is the place where all missing airmen were posted.

The photograph below shows Monts at the start of his navigator training with Pan American Airways at Diner Key, Coconut Grove, Miami, Florida.





## 57 Squadron

CORPUS NON ANIMUM MUTO  
(I Change My Body Not My Spirit)

**Battle Honours:** Western Front 1916-1918, Amiens, France and Low Countries 1939-1940, Norway 1940, Channel and North Sea 1940, Ruhr 1941-1943, Fortress Europe 1941-1944, Berlin 1941-1943, Walcheren, France and Germany 1944-1945, South Atlantic 1982

57 Squadron was formed at Copmanthorpe, Yorkshire, on 8 June 1916 and began working up on FE2Ds prior to moving to France at the end of the year. By February 1917, the unit was finally ready for action and began offensive and reconnaissance patrols and shortly after converted to DH4s in readiness for a change of role to high altitude bombing.

At the end of the War, the Squadron was employed on communications flying with DH9As before returning to the UK in August 1919 and disbanding at the end of the year.

The Squadron reformed at Netheravon in October 1931 and took its Hart bombers to Upper Heyford some six months later where the remainder of the decade remained fairly quiet.

March 1938 saw the first Blenheims arrive and shortly after the outbreak of World War II in September 1939 the Squadron moved to France as part of the Air Component of the British Expeditionary Force carrying out reconnaissance and light bombing raids.

The unit was withdrawn to RAF Wyton in May 1940, moving on to RAF Lossiemouth the following month where it took part in anti-shipping patrols. By the turn of the year, 57 Squadron had returned to RAF Wyton, this time flying Wellington night-bombers as part of the Bomber Command Main Force.

In September 1942 the squadron was re-equipped with the Avro Lancaster. The squadron continued to operate variants of this aircraft until the final raid of the War against Hitler's retreat at Berchtesgaden.



## Operational Performance:

### Raids Flown

2 Group Blenheims – 34 offensive sweeps, 3 bombing

3 Group Wellingtons – 166 bombing, 7 minelaying

5 Group Lancasters – 313 bombing, 35 minelaying

Totals: 482 bombing, 42 minelaying, 34 sweeps

### Sorties and Losses

2 Group Blenheims – 58 sorties, 10 aircraft lost (17.2 percent)

3 Group Wellingtons – 1056 sorties, 54 aircraft lost (5.1 percent)

5 Group Lancasters – 4037 sorties, 108 aircraft lost (2.7 percent)

Totals: 5151 bombing, 172 aircraft lost (3.3 percent)

An additional 31 Lancasters were destroyed in crashes.

## Points of Interest:

57 Squadron served in three different Bomber Command Groups and suffered higher than average casualties. Though with only a small number of sorties, suffered the highest loss percentage of all 2 Group squadrons, highest loss percentage in 3 Group Wellington squadrons. Of all aircraft types combined, suffered the highest loss percentage in Bomber Command.

‘Monts’ joined 57 Squadron with the rest of his crew on the 27<sup>th</sup>, April 1943. At this time the squadron was operating from RAF Scampton, Lincolnshire. The squadron was part of No 5 (Bomber) Group.

The commanding officer of 57 Squadron on 27<sup>th</sup> April 1943 was Wing Commander F. C. Hopcroft. He was posted to 57 Squadron with effect from September 1942.

I have set out below the operations which Monts took part in. The following are extracts from the ‘Operations Record Book’ of 57 Squadron which are kept at the National Archives, London in file AIR27/538.

Date	Aircraft Type & Number	Target	Crew	Duty	Time		Details of Sortie
					Up	Down	
<b><u>BOMBING OPERATION. NIGHT 23<sup>RD</sup>/24<sup>TH</sup> MAY 1943. TARGET – DORTMUND</u></b>							
Twenty four aircraft were detailed to attack DORTMUND. This was easily a record number of sorties for the squadron and is believed to be the biggest effort ever put out by a four-engined Squadron. All took off. One returned early with an inter-communication failure. One was forced to jettison when almost at the target owing to the aircraft going into an uncontrollable dive. Two are missing – Captains, P/O Chivers and Sgt. Leslie. Nothing was heard of them after take off.							
The remaining aircraft reached the target, where visibility was excellent. Almost every crew saw the yellow markers dropped by P.F.F. and did a time and distance run from them on to the target, where the red and green T.I’s were seen. Some crews saw that the markers were in fact in the built-up area of the town. Bombing was well concentrated near the markers and the last crews to be there saw a mass of fires in the midst of which a rain of heavy bombs was falling. The attack was obviously extremely successful. Photographs were mainly of fires and smoke.							
23/24 May 1943	Lanc IIIb ED757 DX-K	Dortmund	Sgt Dowding K. B. Sgt Burgess T. M. Sgt Ayres G. A. Sgt Redman W. G. Sgt Hyam J. L. Sgt Tuck S. E. F/Sgt Challenger G. J.	Pilot Nav Flight Eng Bomb Aimer W/Op Mid Upper Rear Gunner	22:47	04:08	Comprehensive instrument failure due to pitot head freezing. Carried out sortie nevertheless, and bombed at 01:45 hours a cluster of eight red T.I’s following timed run from yellows. Saw large fires. A very determined effort.  Bomb Load:- 1 x 4000lb H.C. 4 x 500lb M.C. 96 x 30lb I.B.

Date	Aircraft Type & Number	Target	Crew	Duty	Time		Details of Sortie
					Up	Down	
<b><u>BOMBING OPERATION. NIGHT 11<sup>TH</sup>/12<sup>TH</sup> JUNE 1943. TARGET – DUSSELDORF</u></b>							
Twenty three aircraft were detailed to attack DUSSELDORF. Two returned early, one with the rear turret u/s and the other with an engine failure. The remaining aircraft bombed the target, leaving fires which could be seen well on the return journey. All aircraft landed safely at base.							
11/12 June 1943	Lanc IIIb ED668 DX-Y	Dusseldorf	Sgt Dowding K. B. Sgt Burgess T. M. Sgt Ayres G. A. Sgt Redman W. G. Sgt Hyam J. L. Sgt Tuck S. E. F/Sgt Challenger G. J.	Pilot Nav Flight Eng Bomb Aimer W/Op Mid Upper Rear Gunner	22:38	03:48	Sortie Completed  Bomb Load:- 1 x 4000lb H.C. 4 x 500lb M.C. 96 x 30lb I.B.
<b><u>BOMBING OPERATION. NIGHT 12<sup>TH</sup>/13<sup>TH</sup> JUNE 1943. TARGET – BOCHUM</u></b>							
Twenty TWO aircraft were detailed to attack bochum. Four returned early, two with oxygen failures, one with a rear turret failure and the other with an inter-comm failure. One aircraft (Captain – Sgt. Dowding) is missing. The remainder reached the target area, where markers were seen and bombed as ordered. Results were not quite so successful as on the previous night, some markers being short, but the concentration was fairly good.							
12/13 June 1943	Lanc IIIb ED668 DX-Y	Bochum	Sgt Dowding K. B. Sgt Burgess T. M. Sgt Ayres G. A. Sgt Redman W. G. Sgt Hyam J. L. Sgt Tuck S. E. F/Sgt Challenger G. J.	Pilot Nav Flight Eng Bomb Aimer W/Op Mid Upper Rear Gunner	22:53	-	Missing. Nothing heard after take-off.  Bomb Load:- 1 x 4000lb H.C. 4 x 500lb M.C. 96 x 30lb I.B.

# The Crew

The Avro 683 Lancaster had a crew of 7; Pilot, Navigator, Flight Engineer, Bomb Aimer, Wireless Operator, Mid Upper Gunner, Rear Gunner.

The crew of ED668 had been together since training with No. 19 Operational Training Unit (OTU).

The squadron 'Operations Record Book' shows that "Sgt (145672) Dowding – Pilot; Sgt (1389310) Burgess – Navigator; Sgt (1334489) Ayres – Flight Engineer; Sgt (917340) Redman – Bomb Aimer; Sgt (1271580) Hyam – Wireless Operator; Sgt (657050) Tuck – Mid Upper Gunner; F/Sgt (J/18123) Challenger – Rear Gunner posted to 57 Squadron from 19 OTU with effect from 27<sup>th</sup> April 1943".

I know very little about the other members of the crew. I have learned what I can from the Commonwealth War Grave Commission.

The names of the crew of ED668 on the Saturday, 12<sup>th</sup> June 1943 are set out below.

<b>Role</b>	<b>Name</b>	<b>Rank</b>	<b>Age</b>
Pilot	Kenneth Butler Dowding	Sergeant	30
Navigator	Thomas Mountford Adie Burgess	Sergeant	20
Flight Engineer	George Alfred Ayres	Sergeant	19
Bomb Aimer	Walter George Redman	Sergeant	24
Wireless Operator	Jack Louis Hyam	Sergeant	-
Mid Upper Gunner	Stanley Ernest Tuck	Sergeant	29
Rear Gunner	Clifford James Challenger	Flight Sergeant	21



## The Aircraft – ED668



ED668 was an Avro 683 Lancaster Mk IIIb bomber. It carried the markings DX-Y.

DX denoted that it was a 57 Squadron aircraft and Y was its callsign, thus within 57 Squadron ED668 was simply Y – Yoke.

The basic specifications of the aircraft are set out in the table below:

Crew	Pilot Navigator Flight Engineer Bomb Aimer Wireless Operator Mid Upper Gunner Rear Gunner *Sometimes a second pilot was present making 8.
Engines	Four Packard Rolls-Royce Merlin 28, 12 cylinder 60 degree v-type liquid cooled inline engines with two stage supercharger
Span	102'-0" (31.09 m)
Length	69'- 6" (21.18 m) - tail up 68'-10" (20.98 m) - tail down
Height	20'- 6" ( 6.25 m) - tail up 20'- 4" ( 6.30 m) - tail down
Undercarriage Track	23'-9" (7.24 m)
Wing Area	1,300 sq.ft (120.80 sq.m)
Tailplane Area	237 sq.ft (22.0 sq.m)
Tail Fin & Rudder Area	111.40 sq.ft (10.35 sq.m)
Empty Weight	41,000 lbs. (18,600 kg)
Loaded Weight	45,000 lbs. (20,412 kg)
Max. Take –off Weight	72,000 lbs. (32,660 kg)
Cruising Speed	216 mph (346 km/h) at 20,000 ft (6,100 m)
Operational Ceiling	Approximately 24,400 ft. (7,315 m)
Range	1,040 miles (1,670 km) with 10,000 lbs (4,540 kg) of bombs. 2,680 miles (4,310 km) with 7,000 lbs (3,180 kg) of bombs with an additional 400 gallon (3,180 L) auxiliary fuel tank installed.
Armament	2 x 0.303" machine guns in front turret, 2 x 0.303" machine guns in mid-upper turret, 4 x 0.303" machine guns in rear turret,
Max. Bomb Load	14,000 lbs. (6,350 kg)

ED668 was a MkIIIb Lancaster built at Chadderton by A.V. Roe & Co Ltd, Newton Heath, Manchester. Part of the forth production batch of 620 aircraft (ED303-ED334, ED347-ED396, ED408-ED453, ED467-ED504, ED520-ED569, ED583-ED631, ED645-ED668, ED688-ED737, ED749-ED786, ED799-ED842, ED856-ED888, ED904-ED953, ED967-ED999, EE105-EE150 and EE166-EE202) as part of Contract No. B69247 and Works order No. 7671.

This aircraft was delivered with Merlin 28 engines. Deliveries commenced November 1942; and were completed June 1943 (average rate of production slightly over 25 aircraft per week).



This particular aircraft was delivered to 57 Squadron on 4<sup>th</sup> March 1943. It was the eleventh operation for this aircraft and had flown for a total of 89 hours. Previous operations were:

Date	Target	Crew	Position	Time		Details of Sortie
				Up	Down	
3/4 April 1943	Krupps Factory, Essen	Sgt Broadbent E. Sgt O'Loughlin D. Sgt Crow P. Sgt Knight S. R.  Sgt Young R. Sgt Todd L. H.	Pilot Nav Flight Eng Bomb Aimer W/Op Mid Upper Rear Gunner	19:16	23:24	Sortie abandoned owing to navigation difficulties. Jesticoned at 54° 14' N 02° 45' E.  Bomb Load:- 1 x 4000lb H.C. 96 x 30lb I.B.
4/5 April 1943	City Center & Docks, Kiel	Sgt Broadbent E. Sgt O'Loughlin D. Sgt Crow P. Sgt Knight S. R.  Sgt Young R. Sgt Todd L. H.	Pilot Nav Flight Eng Bomb Aimer W/Op Mid Upper Rear Gunner	21:13	02:37	Bombed P.F.F. markers through cloud at 23:26 hours from 17000'. Glow of fires seen through cloud.  Bomb Load:- 1 x 4000lb H.C. 96 x 30lb I.B.
8/9 April 1943	Duisburg	Sgt Hawkins P. H. Sgt McKenzie L. E. Sgt Bamlett W. S. Sgt Roach C. W. F. F/Sgt Stevens K. J. Sgt Tuck F. A. Sgt Kimber J. A.	Pilot Nav Flight Eng Bomb Aimer W/Op Mid Upper Rear Gunner	-	-	Sortie cancelled – insufficient brake pressure.  Bomb Load:- 1 x 4000lb H.C. 1080 x 4lb I.B.
9/10 April 1943	Duisburg	Sgt Hawkins P. H. Sgt McKenzie L. E. Sgt Bamlett W. S. Sgt Roach C. W. F. F/Sgt Stevens K. J. Sgt Tuck F. A. Sgt Kimber J. A.	Pilot Nav Flight Eng Bomb Aimer W/Op Mid Upper Rear Gunner	20:33	01:27	10/10 <sup>th</sup> cloud with good visibility above. Saw sky markers and bombed as ordered from 19500' at 23:09 hours.  Bomb Load:- 1 x 4000lb H.C. 1080 x 4lb I.B.
10/11 April 1943	Frankfurt	Sgt Hawkins P. H. Sgt McKenzie L. E. Sgt Bamlett W. S. Sgt Roach C. W. F. F/Sgt Stevens K. J. Sgt Tuck F. A. Sgt Kimber J. A.	Pilot Nav Flight Eng Bomb Aimer W/Op Mid Upper Rear Gunner	00:11	06:00	Following timed run no release point or flares were seen. Bombed big glow seen on ETA target at 0320 hours from 13500'. No results seen in 10/10 <sup>th</sup> 's cloud.  Bomb Load:- 1 x 4000lb H.C. 1080 x 4lb I.B.
13/14 April 1943	Italian Fleet, Spezia Harbour, Italy.	Sgt Hawkins P. H. Sgt Barker M. E. Sgt McKenzie L. E. Sgt Bamlett W. S. Sgt Roach C. W. F. F/Sgt Stevens K. J. Sgt Tuck F. A. Sgt Kimber J. A.	Pilot Second Pilot Nav Flight Eng Bomb Aimer W/Op Mid Upper Rear Gunner	20:32	06:40	Smoke covered entire target. Bombed estimated position of town from 9000' at 01:52 hours following pinpoints on coast. Large explosion seen.  Bomb Load:- 4 x 1000lb G.P. 450 x 4lb I.B.

Date	Target	Crew	Position	Time		Details of Sortie
				Up	Down	
16/17 April 1943	Skoda Works, Pilsen	Sgt Hawkins P. H. Sgt Farmer V. D. Sgt McKenzie L. E. Sgt Bamlett W. S. Sgt Roach C. W. F. F/Sgt Stevens K. J. Sgt Tuck F. A. Sgt Kimber J. A.	Pilot Second Pilot Nav Flight Eng Bomb Aimer W/Op Mid Upper Rear Gunner	21:03	06:21	Bombed P.F.F. markers from 6800' at 01:55 hours in good visibility. Smoke hid ground detail but bombing was concentrated round markers.  Bomb Load:- 1 x 4000lb H.C. 2 x 1000lb G.P.
27/28 May 1943	Essen	P/O Hodgkinson E. P/O Cooper H. J. Sgt Martin G. P/O Butler F. Sgt Hallam W. A. Sgt Porter H. T. Sgt Gray W. A.	Pilot Nav Flight Eng Bomb Aimer W/Op Mid Upper Rear Gunner	22:36	03:37	Flares were all seen and release point was bombed at 01:24 hours from 21500'. Concentrated fires seen.  Bomb Load:- 1 x 4000lb H.C. 96 x 30lb I.B.
29/30 May 1943	Wuppertal	F/O Whittam P. F/O Brown D. Sgt Cartwright P/O McGonagle B. P. P/O Belcher E. F. Sgt Wallis R. C. Sgt Coldstraw E.	Pilot Nav Flight Eng Bomb Aimer W/Op Mid Upper Rear Gunner			Bombed green markers following time and distance run from yellow markers. Bombed at 01:24 hours from 22000'. Saw concentrated fires with smoke up to 10000'  Bomb Load:- 1 x 4000lb H.C. 96 x 30lb I.B.
11/12 June 1943	Dusseldorf	Sgt Dowding K. B. Sgt Burgess T. M. Sgt Ayres G. A. Sgt Redman W. G. Sgt Hyam J. L. Sgt Tuck S. E. F/Sgt Challenger G. J.	Pilot Nav Flight Eng Bomb Aimer W/Op Mid Upper Rear Gunner	22:38	03:48	Sortie Completed  Bomb Load:- 1 x 4000lb H.C. 4 x 500lb M.C. 96 x 30lb I.B.
12/13 June 1943	Bochum	Sgt Dowding K. B. Sgt Burgess T. M. Sgt Ayres G. A. Sgt Redman W. G. Sgt Hyam J. L. Sgt Tuck S. E. F/Sgt Challenger G. J.	Pilot Nav Flight Eng Bomb Aimer W/Op Mid Upper Rear Gunner	22:53	-	Missing. Nothing heard after take-off.  Bomb Load:- 1 x 4000lb H.C. 4 x 500lb M.C. 96 x 30lb I.B.

# The Final Operation

The attack on the night of 12<sup>th</sup>/13<sup>th</sup> June 1943 was the second large scale raid on Bochum, Germany. ED668 was one of a force of 505 aircraft including 327 Lancaster, 167 Halifaxes and 11 Mosquitoes, tasked to attack Bochum that night.

The orders stated:

Route out: Base – Mablethorpe - North end of Texel - 5200N/0711E – Target.

Route back: Target - 5210N/0730E – Mablethorpe - Base.



Take off was scheduled to commence at 2250hrs. ED668 actual took off at 22:53 hours. The aircraft was carrying a bomb load of 8,880lbs. This load comprised of one 4,000lb ‘High Capacity’ or ‘Cookie’ Bomb, four 500lb ‘Medium Capacity’ bombs and ninety six 30lb incendiary bombs.

The Official ‘Air Staff Operations Summary’ states:

429 aircraft, comprising of 282 Lancasters, 140 Halifaxes and seven Mosquitoes, attacked dropping about 1507 tons of bombs (832 tons of H.E. and 675 tons of incendiaries). Among the H.E. bombs dropped were 8 x 8000lb, 273 x 4000lb and 39 x 2000lb bombs. Among the incendiaries were 103 x 250lb marker bombs.

The pathfinders were over the target area from 01:15 to 01:56 hours and the main force from 01:16 to 02:07 hours

There was 4/10<sup>th</sup> to 8/10<sup>th</sup> thin cloud over the target, preventing observation of ground details but not obscuring the marker bombs.

The first marker bombs were accurately placed with the exception of one load which was dropped in error 12 miles North North-East of the target, attracting some of the bombing to that area. The initial concentration of markers was not fully maintained, some of the later loads under-shooting and falling towards the North.

In consequence bombing tended to divide into two concentrations, the greater of which was in the vicinity of the main railway station, and the other to the North of the target area. Fires were spread over a wide area, but the glow of two separate concentrations was distinguishable by aircraft returning over the Dutch coast.

A large factory in the North West part of the target area was seen to receive a direct hit, the chimney collapsing. Many violent explosions were seen from 01:23 hours onwards, one which was observed from the Dutch coast at 02:25 hours, being followed by a white flash which obliterated the glow from the fires.

Flak in the target area was moderate to intense, mainly of barrage type, and diminishing as the attack progressed. Numerous searchlights were active, co-operating with Luftwaffe Messerschmitt Bf 110 G-4 Night fighters. Several encounters are reported and one Halifax claims to have destroyed a single engine fighter.

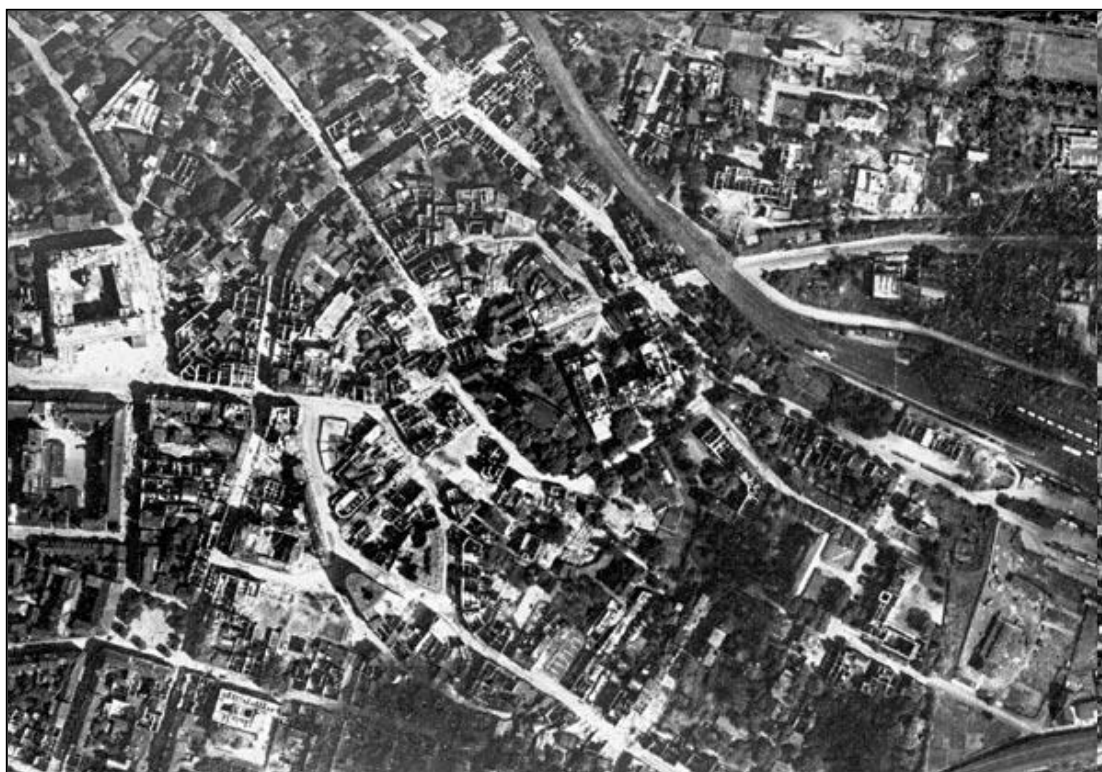
Other sources state:

The target was marked successfully by the Pathfinder Force (PFF). The aiming point was marked with Red T.I.s backed by Green T.I.s, all cascading from 3,000'. The marking was accurate and concentrated.

This raid took place over a completely cloud-covered target but accurate OBOE sky-marking enabled all the Lancaster/Halifax Main Force to cause severe damage to the centre of Bochum. As a result of the attack many crews reported seeing a good concentration of fires around the markers. Some scattered fires were also seen about 5 miles to the North East.

After daylight photographs had been taken, 130 acres of destruction were claimed. Direct hits were recorded on the Central Station, Tram Depot, and Military Barracks.

The only German report available says that 449 buildings were destroyed, 916 were severely damaged and that 312 civilians were killed.



Above is an aerial photo graph taken of Bochum following the raid.

A total of 24 aircraft, including 14 Lancasters and 10 Halifaxes were lost on the raid, 4.77 percent of the original force that were sent.

Nothing was heard from ED668 after it took off from RAF Scampton that night. The cause of the aircrafts loss was never recorded.

Records retrieved from the Luftwaffe detailing the claims against Lancaster aircraft made by the Night Fighter squadrons set up to intercept the raid provided the following information.

Pilot	Squadron	Tail Number	Location of Interception	Time	Crash Site
Ltn. Heinz Grimm	12/NJG 1		Sneekerilleer: 6.100 m.	01:08	
Hptm. Manfred Meurer	3/NJG 1		Beaumetz: 6.200 m.	01:14	
Hptm. Rudolf Sigmund	10/NJG1	W4316	Grafhorst: 5.400 m.	01.23	Grafhorst, NL
Oblt. Dietrich Schmidt	8/NJG1	ED472	HP-7.1: 6.200 m.	01.30	Ahaus, GE
Oblt. Werner Rapp	7/NJG1	ED916	FO-1.5: 6.300 m.	01.50	Nieuweroord, NL
Hptm. Rudolf Sigmund	10/NJG1	ED603	EL-2.5: 5.300 m. [Ijsselmeer]	02.11	Ijsselmeer, NL
Oblt. Ernst Drünkler	12/NJG1		CI-6.3a: 1.600 m. [N.W. Texel]	02.20	
Oblt. Bergmann	Stab/NJG1	ED828	4 km. S.E. Tubergen: 6.500 m.	02.21	Fleringen, NL
Ofw. Sommer	1/NJG1		05 Ost S/GH-3.7e: 5.800 m. [W. Zandvoort]	02.20	
Oblt. Werner Husemann	Stab/NJG1		18 km. N.N.E. Alkmaar: 1.100 m.	02.20	
Ofw. Sommer	1/NJG1		05 Ost S/GH-5.5e: 4.800 m. [W. Zandvoort]	02.30	
Oblt. August Geiger	7/NJG1	ED584	GN-6.4: 4.300 m. [Raalte]	02.37	Marieneem, NL
Hptm. Hans-Joachim Jabs	11/NJG1		DL-7.1: 6.200 m. [Wadensee]	02.39	
Oblt. Ernst Drünkler	12/NJG1		AI-8.7c: 5.500 m.	02.51	
Uffz. Georg Kraft	12/NJG1		FI-44d: 3.700 m. [Alkmaar]	02.50	
Hptm. Hans-Joachim Jabs	11/NJG1		DK-62: 6.500 m. [Texel]	03.04	
Major Werner Streib	Stab 1/NJG1	ED558	4.5 km S Doetinchen	-	Braamt

However, from official records, the recorded crash sites for the various Lancaster bombers shot down that night are given as follows:

Tail Number	Crash Site
DS652	Crashed into the sea of the Dutch coast
ED429 'Sammy – The Donkey Serenade'	Hit by flak and blew up over the Ruhr, crashing at Bovinghausen in the southern outskirts of Castrop Rauxel, Germany.
ED472	Shot down by night fighter (Oblt Dietrich Schmidt, III/NJG1) and crashed at 01:30 hours at Ahaus, Germany.
ED558	Shot down by night fighter (Major Werner Streib, Stab I/NJG1) and crashed 0130 at Braamt, 2 miles north of Zeddam, 15 miles east-south-east of Arnhem.
ED584	Shot down by night fighter (Oblt. August Geiger, 7/NJG1) and crashed at 02:37 hours near Marienheem, a hamlet near Raalte, Holland, five of the crew are buried in the General Cemetery.
ED603	Hit by flak whilst passing over the target area at 21,000 feet. Shot down by night fighter (Hptm. Rudolf Sigmund, 10/NJG1) and crashed at 02:11 hours in the IJsselmeer.
ED668	Lost without trace.
ED816	Hit by flak and crashed 0224 onto land belonging to Mr Visser at Wieringwaard, 9 miles south-east of Den Helder.
ED828	Shot down by night fighter (Oblt. Bergmann , Stab/NJG1)and crashed at 02:21 hours at Fleringen, 6¼ miles east-north-east of Almelo, Holland.
ED916	On the last trip of tour. Shot down by a night fighter (Oblt Werner Rapp, III/NJG1) and crashed 02:30 hours at Nieuweroord, 4 miles E of Hoogeveen, Drente, Holland.
ED987	Lost without trace, all members of the crew are remembered on the Runnymede Memorial.
JB868	Crashed into the sea.
W4316	Shot down by night fighter (Hptm. Rudolf Sigmund, 10/NJG1) and crashed at 01:23 hours at Grafhorst, 2 miles north-north-east of Kampen, Holland.
W4329	Crashed at Bochum, Komharpen. All members of the crew are buried in the Reichswald Forest War cemetery after initial burial in the Dortmund Hauptfriedhof.
W4989	Crashed at Essen-Frintop.

It appears that the most probable cause for the loss of ED668, is that it was shot down by a night fighter on the return leg from Bochum having already sustained heavy damage and thus an easy target.

By plotting the locations of the Luftwaffe claims it can be seen that ED668 was probably shot down by one of the three following Luftwaffe pilots:

Oblt. Ernst-Georg Drückler	(12/NJG1) 47 Kills	
Ofw. Hermann Sommer	(1/NJG1) 19 Kills	KIA on 11.02.44
Uffz. Georg "Schorsch" Kraft	(12/NJG1) 15 Kills	KIA on 18.08.43

According to the excellent and highly researched 'The Nachtjagd War Diaries' by Theo Boiten and Rod Mackenzie the Lancaster III (ED668) "DX-Y" of 57 Sqn, RAF flown by Sgt K B Dowding was shot down by Unteroffizier Georg Kraft (15 victories, killed in action 18 August 1943) and Unteroffizier Erich Handke of 12./NJG1, operating from airfield Bergen. Together they claim shooting down a Lancaster at 02:50 hours at 3,700m altitude over the North Sea some 40 kilometres west of Alkmaar. ED668 was Kraft's 10th victory.

Below is radar operator Uffz Handke's account of the combat on the 12<sup>th</sup>/13<sup>th</sup> June 1943:

*"We were given an interception of one of the return flights, which was already weaving its way towards us at 4,800 meters altitude. I straight away picked it up coming head-on, but lost it to starboard, so I had 'Schorsch' turn to starboard, until I had it on my screen again at 3.5km range, but only inconsistently, as it had a jammer. He "lit himself up" though, since, as he was weaving so much, the area of jamming only came across me intermittently. It was nearly a full moon, so 'Schorsch' saw the*



*machine frolicking about from no less than 1,400 meters away. When we were below it, we recognized it as a Lancaster. We knew straight away that things could be difficult, as it was flying in steep curves, which naturally meant they had a better view downwards. However, they didn't see us before we attacked. As the other fellow wasn't settling down, 'Schorsch' decided to open fire while turning, at a range of about 100 meters. The attack was naturally a bit off, and the rear gunner fired back, but also didn't hit anything. The kite wasn't burning. We immediately stood off to starboard below and saw that the starboard inner engine had stopped, and that the starboard outer was sputtering. The Lancaster also slowed down a lot, but was still weaving, and in doing so was losing a lot of altitude.*

*We tried a second attack, but were unsuccessful. Once we flew very close past the rear turret, without being able to open fire. The rear gunner saw us too late and only started shooting when we were already past. Eventually we gave up, after we'd wound our way down to 1,500 meters, as our starboard engine was no longer fully playing along. However Zander witnessed the other kite start to burn after all, and it crashed 5 minutes later. We only found this out the following morning."*

## The Air Force Memorial, Runnymede.



The Royal Air Forces Memorial near Egham, Surrey, England is a memorial dedicated to some 20,456 men and women from the British Empire who were lost in operations from World War II. All of those recorded have no known grave anywhere in the world and many were lost without trace. The name of every single one of these airmen and airwomen is engraved into the stone walls of the memorial, according to country and squadron.

The memorial was designed by Sir Edward Maufe with sculpture by Vernon Hill. The engraved glass and painted ceilings were designed by John Hutton and the poem engraved on the gallery window was written by Paul H Scott. It was the first post-World War II building to be listed for architectural merit.

It is on this memorial that the names of ED668's crew are engraved.

In Memory of

**Kenneth Butler Dowding**

Pilot Officer  
145672

Son of Ernest James Dowding and Grace Dowding; Husband  
of Irene Mavis Dowding, of Kilburn, Middlesex.

Panel 131

**Thomas Mountford Adie Burgess**

Sergeant  
1389310

Son of William and Edith Maud Burgess.

Panel 144

**George Alfred Ayres**

Sergeant  
1334489

Son of Mr. and Mrs. G. H. Ayres, of Wivenhoe, Essex.

Panel 141

**Walter George Redman**

Sergeant  
917340

Son of George W. and Elsie Emily Redman, of Worthing,  
Sussex.

Panel 162

**Jack Louis Hyam**

Sergeant  
1271580

Panel 154

**Stanley Ernest Tuck**

Sergeant  
657050

Son of Ernest and Mabel Tuck, of Portsmouth; husband of  
Mary Agnes Evelyn Tuck, of Portsmouth. F.S.M.C.

Panel 167

**Clifford James Challenger**

Pilot Officer  
J/18123

Royal Canadian Air Force

Son of James Ernest and Edna L. Challenger, of Edgerton,  
Alberta, Canada.

Panel 175

# The Following Months.

The months which followed must have been torment for the families of the crew. There was always a glimmer of hope that the crew had managed to bale out and had become prisoners of war. In reality only about 10 per cent of crews managed to escape aircraft that were shot down. The uncertainty when an airman was posted as missing must have been hard to bear.

Mont's Sister Della was listed as his next of kin, and as such received a telegram informing her that he was posted as missing as the result of operations on the night of 12/13 June.

Six months later Della received a further letter from the Air Ministry confirming that no news had been heard of Mont's and as such that he was officially to be listed as 'Killed in Action'.

The grief felt by the family at the time is impossible to measure. However, an indication of the enormous impact that the loss had on the family is that it has taken 62 years for the story to be told.

In 2007 whilst researching Mont's loss, his medals that were not claimed for at the time were received:



**Campaign Stars, Clasps and Medals**  
*A thorough and comprehensive assessment of entitlement using the record of service has been completed. Your full and final award in recognition of service in the war of 1939-1945 is enclosed.*

**NUMBER OF STARS, MEDALS, CLASPS OR EMBLEMS ENCLOSED** 30

Order in which the awards should be set up eg for framing	Description of Ribbon	Clasp or Emblem (if awarded)
1. 1939-45 Star ✓	Dark blue, red and light blue in three equal vertical stripes. This ribbon is worn with the dark blue stripe furthest from the left shoulder.	Battle of Britain
2. Atlantic Star	Blue, white and sea green shaded and watered. This ribbon is worn with the blue edge furthest from the shoulder.	Air Crew Europe or France and Germany
3. Air Crew Europe Star	Light blue with black edges and in addition a narrow yellow stripe on either edge.	Atlantic or Germany France
4. Africa Star	Pale buff, with a central red stripe and two narrower stripes, one dark blue, and the other light blue. This ribbon is worn with the dark blue stripe furthest from the left shoulder.	8th Army of the Army of North Africa 1942-43
5. Pacific Star	Dark green with red edges, a central yellow stripe, and two narrow stripes, one dark blue and the other light. This ribbon is worn with the dark blue stripe furthest from the left shoulder.	Burma
6. Burma Star	Dark blue with a central red stripe and in addition two orange stripes.	Pacific
7. Italy Star	Five vertical stripes of equal width, one in red at either edge and one in green at the centre, the two intervening stripes being in white.	
8. France and Germany Star	Five vertical stripes of equal width, one in blue at either edge and one in red at the centre, the two intervening stripes being in white.	Atlantic
9. Defence Medal	Flame coloured with green edges, upon each of which is a narrow black stripe.	Silver laurel leaves (Kings Commendation for brave conduct, CBE)
10. War Medal 1939-45 ✓	A narrow central red stripe with a narrow white stripe on either side. A broad red stripe at either edge, and two intervening stripes in blue.	Oak Leaf

1939 - 1945 Star

Air Crew Europe Star

The War Medal



### **The 1939–45 Star**

The 1939–45 Star was awarded for any period of operational service overseas between 3 Sep 1939 and 8 May 1945 (2 Sep 1945 in the Far East).

The criteria are 180 days' service between these dates, although some special criteria apply when, at certain specified times, just 1 days' service is required.

RAF air crew qualified with 60 days service in an operational unit including at least one operational sortie.

### **The Air Crew Europe Star**

The Air Crew Europe Star was earned almost exclusively by RAF personnel.

Can only be awarded after the 1939-45 Star has been qualified for.

Aircrew Europe Star awarded for 60 additional days' service in an RAF Unit engaged in operational flying over Europe from bases in the UK with at least one operational sortie.

After 5 Jun 44, operational flying over Europe qualified aircrew for the France and Germany Star.

### **The War Medal**

The War Medal was awarded to all fulltime personnel of the armed forces wherever they were serving, provided they had served for at least 28 days between 3 September 1939 and 2 September 1945.

## Sgt Stanley Ernest Tuck – Mid Upper Gunner



Stanley Ernest Tuck was born on 26<sup>th</sup> September 1913 in Portsmouth, Hampshire, son of Ernest and Mabel Tuck.

Stanley was married to Mary Agnes Evelyn DANBY on 18<sup>th</sup> April 1938 in Worksop.

When war was declared in September 1939 the Tuck family was living at 45 Talbot Road, Penwortham. Stanley was employed as an Optician. Stanley was blessed with two children Cecilia Diane and John Peter.

On 24<sup>th</sup> June 1940 Stanley enlisted in the Territorial Army as a Private.

On 7<sup>th</sup> June 1941 Stanley transferred to the Royal Air Force and reported to No. 9 Recruit Centre as an AC2 (Aircraftman 2nd Class). He was 26 yrs old and described as 5 feet 4 inches tall, having a chest size of 33 inches, brown hair, grey eyes and having a fresh complexion. His personnel record states that he had a small scar on the outer side of his left eye. After his initial recruitment he was found suitable and recommended for training as a pilot being classed as a U/T (Under Training) Pilot.

Promoted to Leading Aircraftsman (LAC): 5<sup>th</sup> July 1941

However it appears that on 1<sup>st</sup> September 1941 Stanley was suspended from flying training and re-mustered as a Wireless Operator/Air Gunner. As a result of this he was reduced in rank back to AC2.

On 22<sup>nd</sup> December 1941 Stanley was suspended from Wireless Operator training and went on to qualify as an Air Gunner on 7<sup>th</sup> September 1942.

Promoted to Sergeant: 19<sup>th</sup> October 1942

### Postings

The postings listed here are taken from Stanley's F543 opened when he enlisted with the RAF.

Date	Posting	Purpose
7 <sup>th</sup> June 1941	No. 19 Recruit Wing Brighton Hydro, South Shore, Blackpool	
	Nos 17 & 18 Aviation Candidate Selection Board (ACSB) Deacons Bank Chambers, Talbot Square, Blackpool	Medical examinations and aptitude tests. Grade A. Recommended for Pilot training.
	A.C.R.C (Aircrew Reception Centre)	Grade A
14 <sup>th</sup> June 1941	No. 2 I.T.W. (Initial Training Wing) Jesus College, Cambridge	6 weeks of initial training
2 <sup>nd</sup> August 1941	No. 51 Group Pool Yeadon, now the Leeds/Bradford Airport	Aircraft Handling - U/T(Under Training) Pilot where he was introduced to the DH82a, the Tiger Moth, to begin his basic pilot flying training.
2 <sup>nd</sup> September 1941	Returned to Unit. No. 19 Recruit Centre Brighton Hydro, South Shore, Blackpool	Re-mustered to ACH U/T Wireless Operator/Air Gunner
29 <sup>th</sup> September 1941	No. 10 (Signals) Recruit Centre Imperial Annexe, Dickson Road, Blackpool	Reception centre
22 <sup>nd</sup> December 1941	Returned to Unit. No. 19 Recruit Centre Brighton Hydro, South Shore, Blackpool	Re-mustered to ACH U/T Air Gunner
29 <sup>th</sup> January 1942	RAF Martlesham Heath	The reason why Stanley was posted here is unknown. Possibly Holding?
30 <sup>th</sup> May 1942	RAF Wattisham	The reason why Stanley was posted here is unknown. Possibly Holding?
3 <sup>rd</sup> June 1942	No. 11 School of Technical Training RAF Credenhill, Hereford	Armament and Turret Maintenance Course. Passed 72% (Grade B).
25 <sup>th</sup> July 1942	No.7 Air Gunners School (A.G.S) RAF Stormy Down Bridgend, Glamorganshire	Training in air gunnery on Whitley bombers. Here, Stanley gained his Sergeant's stripes on the 7 <sup>th</sup> September 1942, after gaining 81.75% in his training (Grade A).
8 <sup>th</sup> September 1942	No. 19 O.T.U. (Operational Training Unit) RAF Kinloss	The core crew of 5 would have been formed here whilst flying Wellington bombers.
8 <sup>th</sup> December 1942	No. 10 O.T.U. (Operational Training Unit) RAF Abingdon, Abingdon, Berkshire	
2 <sup>nd</sup> February 1943	1660 H.C.U. (Heavy Conversion Unit) RAF Swinderby,	Formed at RAF Swinderby in October 1942 to convert crews on to the Avro Manchester, Avro Lancaster and Handley Page Halifax. The Halifaxes were replaced with Short Stirlings in December 1943. Disbanded in November 1946 when it was absorbed by No. 1653 HCU.  The final training on Halifaxes and Lancasters before being posted to an operational squadron. This is where Ernest and the Flight Engineer, Sgt Ayres would have joined the rest of ED668's crew.
29 <sup>th</sup> March 1943	57 Squadron RAF Scampton	First operational sortie flown on 23 <sup>rd</sup> May 1943
13 <sup>th</sup> June 1943	War Casualties N/E Accts Depot	This is the place where all missing airmen were posted.



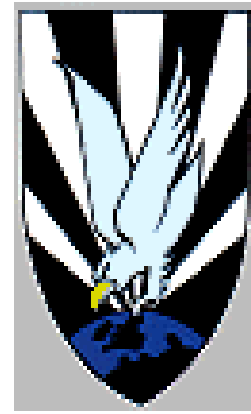
## Feldwebel Georg 'Schorsch' Kraft



Nachtjagdgeschwader 1 (NJG 1)



Uffz. Georg Kraft of 12./NJG1



12. Staffel

Georg Kraft was born on the 11<sup>th</sup> May 1920. At the time that Monts was shot down in ED668 Kraft held the rank of Unteroffizier (Corporal).

Aircraft Type	Date
Lancaster W4340 PM-A (103 Sqn)	21 <sup>st</sup> January 1943
Wellington	27 <sup>th</sup> January 1943
Lancaster	18 <sup>th</sup> February 1943
B-24 (44 <sup>th</sup> BG)	26 <sup>th</sup> February 1943
Lancaster	27 <sup>th</sup> February 1943
P-51	11 <sup>th</sup> April 1943
Defiant II AA417 (515 Sqn)	
Halifax	27 <sup>th</sup> April 1943
Wellington	13 <sup>th</sup> May 1943
Stirling BK710 OJ-A Stirling	26 <sup>th</sup> May 1943
Lancaster (ED668)	13 <sup>th</sup> June 1943
Lancaster	23 <sup>rd</sup> June 1943
Halifax W7930 EY-? (78 Sqn)	
Halifax	26 <sup>th</sup> July 1943



Kraft held the following awards:

### Luftwaffe Night Fighter Clasp - Bronze Award



The Luftwaffe Night Fighter Clasp in Bronze was awarded to German aviators for 20 operational flights. Established on Jan. 30, 1941, this badge was worn above the left breast pocket, over the medal ribbon bar. In the center of the clasp is a blackened winged arrow pointing upward, surrounded by a blackened laurel wreath with a swastika at the base. Projecting left and right from the wreath is a spray of oak leaves.

### Iron Cross 2<sup>nd</sup> Class



The Iron Cross 2<sup>nd</sup> Class was awarded to men and women of all ranks within any branch of the Wehrmacht, Waffen-SS or the auxiliary service organizations for a single act of outstanding combat bravery above and beyond the call of duty. When awarded, the EK2 was worn from a ribbon suspended from the second button hole of the tunic. The medal and its ribbon could also be worn on a medal bar for formal and dress events. For everyday wear, simply a ribbon was worn through the second button hole of the tunic.

### Iron Cross 1<sup>st</sup> Class



The Iron Cross 1<sup>st</sup> Class was awarded to men and women of all ranks within any branch of the Wehrmacht, Waffen-SS or the auxiliary service organizations

***In general:***

- The previous award of the EK2, and
- 3-5 outstanding actions of combat bravery above and beyond the call of duty.

***For the Luftwaffe:***

- The previous award of the EK2, and
- Accumulation of 5 points total, 1 point for downing a single-engine aircraft, 2 points for a twin-engine aircraft and 3 points for a four-engine aircraft. All points were x2 at night.

On 17 August 1943, Bomber Command undertook one of its most critical operations when it successfully attacked and destroyed the German Research centre at Peenemunde. It was during this raid that Feldwebel Georg 'Schorsch' Kraft was shot down and killed.

Kraft was piloting Bf 110G-4 (serial number 5469; coded G9+EZ) belonging to 12/NJG 1. Kraft at the time was based out of Leeuwarden.

The Bf 110 was attacked and shot down NE of Schiermonnikoog Holland, about 40 km north of Borkum, near Peenemunde by a Beaufighter, piloted by Wing Cmdr Bob

Braham DSO, DFC, of RAF No. 141 Squadron RAF. The aircraft crashed in to the North Sea.

The Wop/Radar operator Unteroffizier Rudolf Dunger saved his life by means of parachute while Pilot Feldwebel Georg Kraft died.

His dead body was found washed ashore in Beach area no. 12 near Aargab on the morning of 21<sup>st</sup> September 1943 by Keeper of Wrecks Jeppe Svingel.

The body was loaded on a horse carriage and taken to Svingel's farm and the Danish police and the German guard at Hvide Sande was advised. They in turn advised the German Kommandantur in Ringkøbing and Unteroffizier Bahnsen promised to take care of the body.

Feldwebel Georg Kraft was laid to rest in Fovrfelt Cemetery, Grave 18 in Esbjerg, Denmark on 27<sup>th</sup> September 1943.



On the night of 17<sup>th</sup>/18<sup>th</sup> August 1943, 141 Squadron's patrols supported the raid on the rocket research establishment at Peenemunde, on the German Baltic coast. Ten Serrate equipped Beaufighters were sortied in two waves, and they destroyed three Me110's for no loss.

White and Allen attacked Hpt Willem Dormans Bf-110G-4 of 3./NJG1 near Groningen which blew up, although Dormen survived injured.

Wg Cmdr Braham and Flt Lt Jacobs shot down two more Bf110's near Schiermonikoog, both of which were flown by successful *Nachtjagd experten*. Ofw Georg Kraft (14 victories) was killed and 54 victory *experten* FW Heinz Vinke

survived, although his crew did not. Wg Cmdr Braham vividly recorded the action in his combat report.

*'We flew to a point north of Schiermonikoog and then turned North East. We continued on course for about five minutes when we sighted on Me110 flying east and jinking. We turned and followed him towards the coast, closing in on the aircraft until we were at 300 yards range, 20 degrees starboard astern and a little below. Fire was opened with a two-second burst from all guns, and strikes were seen all over the enemy aircraft. Smoke came from the port engine and the Me110 dived to port. We gave him another two-second burst from 250 yards and he caught fire and dived into the sea, burning on the water'*

*'Immediately afterwards we saw a second Me110, which had been chasing us, a little above and turning gently to starboard on an easterly course. We gave a one-second burst of cannon and machine gun at 50 yards in a gentle turn. The enemy aircraft appeared to blow up and we had to pull up and turn to port to avoid ramming it. At that point we saw one man bail out and his parachute open, and the enemy aircraft dived vertically into the sea in flames.'*

*(Beaufighter Aces of World War 2 by Andrew Thomas)*

## Acknowledgements.

I am indebted to the following individuals and organisations that spent time and trouble to provide me with the information contained in these pages. Some have given 'sign posts' and some have provided facts and figures, but all have provided support and good wishes for the project.

[The Commonwealth War Graves Commission](http://www.cwgc.org) – This is an excellent place to start if you have the name of an individual you wish to trace. The site allows you to search for anyone who died in the two world wars and other conflicts. If you identify the individual you are looking for, you should find details of their service number, unit, parents and place of burial or commemoration. ([www.cwgc.org](http://www.cwgc.org))

[National Archives, Kew](http://www.nationalarchives.gov.uk) – The AIR files in the National Archives are a wealth of information about the personnel and operations of the RAF during the war. The website allows you to check what files are kept on record but not to view them, that requires a personal visit. ([www.nationalarchives.gov.uk](http://www.nationalarchives.gov.uk))

[Royal Air Force Personnel Management Agency](http://www.veterans-uk.info/service_records/service_records.html) – The Royal Air Force Personnel Management Agency have the service records of all RAF personnel who served during the last war. These records provide only very basic information such as posting and promotions but they can provide the key to important questions. There is a search fee of £35 which is payable by everyone except the serviceman himself, or his widow. No information is released without the written consent of the official next of kin. ([www.veterans-uk.info/service\\_records/service\\_records.html](http://www.veterans-uk.info/service_records/service_records.html))

[RAF Museum Hendon](http://www.rafmuseum.org.uk) – The RAF Museum has a collection of photographic and printed material which may yield some information. All the archive is the result of donations and it is not a source of official information. However it is well worth writing to the Department of Research outlining the specific nature of your research, ie Squadron, dates, aircraft etc. ([www.rafmuseum.org.uk](http://www.rafmuseum.org.uk))

[Private Researchers.](#) – Both Rob Davis and Bob Baxter have compiled databases which log the service history of every Bomber that flew with Bomber Command, the operations in which it was involved, details of any published photographs of the individual aircraft, along with the details of the ultimate fate of the aircraft and the final resting place or memorial location of every aircrew member that made the ultimate sacrifice.

Rob Davis                      ([www.elsham.pwp.blueyonder.co.uk/raf\\_bc](http://www.elsham.pwp.blueyonder.co.uk/raf_bc))  
Bob Baxter                      ([www.bomber-command.info](http://www.bomber-command.info))

[Luftwaffe Nachtjagd Claims Database Site](http://www.lesbutler.ip3.co.uk/tony/tonywood.htm) - This site is for people doing research on the German side of the Night Fighter War against Bomber Command 1939-1945. There are many sites dedicated to the Luftwaffe and many to the NJG (in German), this is one for the entire NJG and in English.

([www.lesbutler.ip3.co.uk/tony/tonywood.htm](http://www.lesbutler.ip3.co.uk/tony/tonywood.htm))