

Captain Colin Watt OAM DFM



*A recent photo of Colin Watt
[Photo – SAAM Collection]*

Colin Watt was born at Mile End, a suburb of Adelaide, on 14 October 1921. He joined T & G Mutual Life Insurance Society in July 1937 and had no intention of learning to fly until the war broke out and he sought to join the RAAF.

He was accepted by the RAAF Reserve in Adelaide in July 1940 and sworn in on 1 February 1941 when he was posted to Pearce for initial training on 11 Course Empire Air Training Scheme. He then went to Cunderdin for elementary training on Tiger Moths and to Geraldton for service training on Avro Ansons. His Wings were presented on 24 July 1941. He was 19 years old.

He departed Adelaide on 10 October 1941 to embark in Sydney on the Matson liner *Mariposa* via New Zealand and Fiji to Honolulu (where he had a day ashore six weeks before Pearl Harbour) then Los Angeles. He travelled by train up the coast to Vancouver and across Canada to Halifax where he travelled in a 9-ship escorted troop convoy to England. He arrived in Bournemouth on 23 November after 37 days enroute – fast travelling for the time.

In January 1942 he was posted to a Beam Approach course at Coningsby where 106 Squadron were flying Hampdens and 97 Squadron Manchesters, having received their first Lancaster only a fortnight before. After completing the course he went back to Bournemouth and, at the end of February, was posted to 2 AFU (Advanced Flying Unit) at Brize Norton. The course there was a mixed lot – with one Englishman, one Scot, two brothers from Guatemala in the RCAF, numerous Americans who had joined the RCAF before America came into the war, three South African officers, Canadians, New Zealanders and Australians.

His next posting was to 14 OTU (Operational Training Unit) at Cottesmore, the 5 Group Hampden OTU. First he undertook day/night flying in Oxfords with four sodium lights to simulate a flare path, sodium light over the instrument panel and blue goggles – which he says was the best night flying training he has found anywhere since. After that, because there was no dual in Hampdens, he had plenty of cockpit drill in a static aircraft. Then flying started. The instructor demonstrated the aircraft with the under training (u/t) pilot sitting on the main spar behind the pilot's seat peering around the armour plating. The instructor demonstrated normal circuits, single engine circuits, etc. The u/t pilot then talked him around the various circuits until he was satisfied, whereupon he hopped out and the u/t pilot took over solo - except for a very nervous WAG (Wireless Air Gunner) sitting in the back at his radio set in case a QDM¹ was required.

He was on the junior course when the senior course went on the first thousand bomber raid to Cologne, followed two nights later to Essen. During the next moon period on 25 June 1942, however, he went to Bremen in a Hampden. The thousand bomber force was reassembled for this raid, although only 960 actually participated. They included every aircraft type in Bomber Command: Wellingtons, Halifaxes, Lancasters, Stirlings, Blenheims, Hampdens, Whitleys, Bostons, Manchesters

¹ QDM – a Q code meaning “What is the magnetic direction of the navigational aid or airfield from the aircraft, without allowing for any wind?”

and Mosquitoes. An additional 102 Coastal Command Hudsons and Wellingtons and five Army Co-Operation Command aircraft carried out what were classified as separate raids on Bremen, so the total force of 1,067 aircraft actually exceeded the number on the previous Cologne raid. 48 Bomber Command aircraft were lost or 5% of the total, which was a new record loss. Five of the Coastal Command aircraft were also lost. Although Colin's WAG had been on the two previous missions, his English navigator, New Zealand bottom gunner and he had never seen a shot fired in anger. Colin said that what he remembered of that first mission *"was actually passing a Whitley while everything else seemed to be passing us, the smell of cordite in the target area (it became very familiar) and a numb bum after over 8 hours sitting on parachute straps."* By then he had 299.45 hours in his log book.

After a week's leave in Scotland he was posted from Cottesmore to 44 (Rhodesia) Squadron RAF at Waddington, an over-all grass field. This was the first squadron in the RAF to be issued with Lancasters, and a couple of months before his arrival had lost five of the six aircraft it had sent on a daylight raid on Augsburg when John Nettleton was awarded his VC.

Until it was time for command training, the newcomers congregated in C Flight (the conversion flight as Conversion Units were just forming) and flew as co-pilots for operations when required in A or B Flights, the operational flights. During this period Colin flew missions to Saarbrücken on 29 July (291 aircraft of which nine were lost), mine-laying to Bordeaux on 5 August, to Mainz on 11 August (154 aircraft of which six were lost) and mine-laying again on 13 August in the Baltic. The mine-laying operations consisted of much fewer aircraft and none were lost. He was also scheduled for operations on 1 and 2 August but both were cancelled before briefing due to weather conditions.

On 7 September Colin finished Manchester flying and thereafter was assigned to Lancasters. He flew as co-pilot on Lancaster W4188 KM-G on a mission to Bremen on 13 September, which included 446 aircraft of six types, of which 21 were lost, or nearly 5% of the force. He was scheduled for Baltic mine-laying on 29 September that was cancelled.

At the end of September he was assigned to B Flight where crews were still scarce so each crew had their own aircraft. Colin had a Canadian rear gunner with the rest of the crew being English. He was assigned W4125 KM-W and flew missions to heavily defended targets at Wismar on 1 October and to Krefeld the following night. The Wismar raid consisted of 78 Lancasters of which two were lost; but Krefeld was much larger with a mixed force of 188 Wellingtons, Halifaxes, Stirlings and Lancasters, of which seven were lost.



*Nettleton – practising for Augsburg – April 1942
[Photo – Colin Watt]*

On the nights of 5 and 6 October he flew missions to Aachen and Osnabrück. The former consisted of 257 aircraft, of which 74 were Lancasters. 10 aircraft were lost, plus another six in England, possibly due to thunderstorms into which some squadrons took off. Colin flew the five hour mission with the autopilot unserviceable and the #2 engine having to be feathered in-flight then unfeathered for the landing. The Osnabrück mission consisted of 237 aircraft, of which 68 were Lancasters. Six aircraft were lost.

On 13 October he had a six hour mission as part of a force of 288 aircraft, of which 82 were Lancasters, to Kiel to attack the docks where the Prince Eugen and Scharnhorst were berthed, this time with an unserviceable wireless receiver and rear turret. Reportedly at least half of the bombing was decoyed to open countryside by a fire site, and part of the decoy strategy was to withhold

opening flak fire for some time to make identification of the target more difficult. Perhaps this was partly to do with only eight aircraft being lost.

After these operations on German targets, they had a week of low level formation practice right around the country, which Colin said was a lot of fun legally flying right on the deck but very tiring. The low level practice was for a daylight operation to Le Creusot that Colin and his crew missed because they were on leave, but on returning from leave they were told by the rest “to get some daylight hours in”.



*Three Lancasters in a photographic shoot on 29 Sep 1942 where early US colour film was used
Colin Watt is flying the lead aircraft KM-W. Shortly after this photograph was taken, both the other two aircraft and their crews were lost on operations*

The next night, on 22 October, they went to Genoa in a force of 112 Lancasters as the Battle of El Alamein was about to start. No aircraft were lost. On 24 October they went to Milan in daylight with 88 Lancasters and, on this occasion, three aircraft were lost – one near Milan and the others over northern France and the Channel. A fourth aircraft crashed in England with the loss of the entire crew. On this mission Colin experienced a #3 engine failure on the outbound leg but elected to continue to the target. It was a long, slow return from the target on three engines, through flak over Le Creusot and with the autopilot also unserviceable. One can only imagine his fatigue on returning after just over ten hours in the air, particularly since he had

already flown a nine and a half hour mission to Genoa so soon before – and had to divert to Oakington on the return of that mission.

On 6 November he was informed that he had been awarded the Distinguished Flying Medal.

The weather was bad enough for the remainder of October and the first week of November for five missions on which he had been assigned to be cancelled. The first four of these were postponed after briefings then finally cancelled, so that the crews had to be fully ready to depart during the delays. Only the last, on 5 November, was cancelled early, prior to crews being briefed.

His next three missions, on 6 November (72 Lancasters of which two were lost), 7 November (mixed force of 175 Lancasters, Halifaxes, Stirlings and Wellingtons, of which six were lost) and 13 November (67 Lancasters and nine Stirlings of which none were lost) were all to Genoa. His diary reported searchlight and heavy flak and on the mission of 13 November and KM-W was hit in the bomb bay doors. This mission also required a diversion to Manston on return because of the conditions at Waddington, and Colin was unable to return the aircraft to Waddington until 15 November.

His next mission was on 20 November after two cancellations on 18 and 19 November, to target the Fiat factory at Turin. This was the largest raid yet to Italy, consisting of 232 Lancasters, Halifaxes, Stirlings and Wellingtons, of which three aircraft were lost. Again, he had to divert from Waddington on return, this time to RAF Snaith in Yorkshire.

He took Lancaster W4105 KM-T to Stuttgart on 22 November as part of a mixed force of 232 aircraft of which three were lost, and strafed a train during the return flight. He was recalled on his next two missions: after crossing the coast to Anholt for mine-laying on 26 November then after takeoff to Stettin on 27 November. On both occasions he had to jettison his mines and bombs.

He had another Turin mission on 28 November when three of 228 participating aircraft were lost, then mission cancellations on 2, 3 and 4 December before finally getting off to Mannheim on 6 December. The Mannheim raid consisted of 272 Lancasters, Halifaxes, Stirlings and Wellingtons, of which 10 were lost. The target was completely cloud covered and most of the bombing was done according to dead reckoning positions. Colin experienced accurate and heavy flak and anti-aircraft gunfire and had to divert to RAF Feltwell on return. A mission to Stettin was cancelled on 15 December because of the ongoing poor weather at Waddington, then more missions were cancelled on which he had been assigned a new aircraft, Lancaster ED351 KM-Y: on 23 December to Schweinfurt, to Turin on Christmas Eve, to Munich or Madgeburg on 28 December and to the Ruhr Valley on New Year's Day 1943. The redoubtable KM-W had been shot down on 22 December while being flown as a reserve aircraft on a Munich mission by another crew.

On 23 November Colin had applied for a commission to Pilot Officer, which was confirmed for distinguished service on 15 December by HQ Bomber Command under a new "commissioning in the field" AMO – this without the knowledge of the RAAF.

Colin's operation tour finished with three more missions in KM-Y: on 3 January to Essen, then to Berlin on 16 and 17 January.

The Essen raid consisted of only 3 Pathfinder Mosquitoes and 19 Lancasters, and was a continuation of the *Oboe*-marking experimental raids. *Oboe* was a blind bombing device fitted to the pathfinder aircraft and controlled from ground stations in England. Two ground stations transmitted pulses that were received by the aircraft and retransmitted back to the stations. The aircraft receiving the *Oboe* signals used the pulses to stay on track to the target; and the ground stations calculated the aircraft's position from the return pulses then transmitted a signal at the precise moment the target-marking flares should be released. Three of the 19 Lancasters on this raid were lost and Colin's aircraft was holed in the perspex above his head. This was the first attack by main force aircraft guided by *Oboe* equipped pathfinders, and *Oboe* went on to be used for the rest of the war.



*At the controls – actually flying Lancaster ED351 KM-Y
Dec 1942
[Photo – Colin Watt]*

The 16 January raid was the first on Berlin for 14 months and the first all 4-engined bombing force consisting of 190 Lancasters and 11 Halifaxes. Flak was light because about half the personnel of the Berlin flak units were away from the city on a course, and only one Lancaster was lost. On Colin's aircraft, mid upper gunner Eddie Harrold fell victim to hypoxia when his breath condensation froze in his mask and blocked the flow of oxygen. The flight engineer and wireless operator had to lift his unconscious body out of the turret – no mean feat from chest height in the confines of the aircraft – lay him out on the rest bed and administer oxygen until he recovered and resumed his post.

The following night was tougher. The routes taken to and from the target by 170 Lancasters and 17 Halifaxes were the same as on the previous night, which helped the German night fighters find the bomber stream. 19 Lancasters and three Halifaxes were lost as a result. Colin was unscathed but the

aircraft was boxed by flak on both sides of the aircraft at one stage, the autopilot was unserviceable and a diversion was required to RAF Castlecamp on return.

Colin's tour included 23 completed missions totalling 170 flight hours, one turn back on which he was flying as co-pilot, two recalls after departure and 16 more on which he had been assigned but were later cancelled.

His next posting was to Wigsley, which was part of the Heavy Conversion Unit of 5 Group. There he instructed on Manchesters and Lancasters until the Manchesters ran out and were replaced by Halifaxes then Stirlings; then to Syerston, the 5 Group Lancaster Finishing School. He was there a little over a month before being posted home at the end of March 1944 to fly Liberators to add experience to the four-engine squadrons being formed in Australia. This was less than three months before D Day, which he was bitterly disappointed to be missing.

When he left the UK, only three of the 14 pilots from 11 Course who had finished at Geraldton in September 1941 and been posted to Bomber Command survived, one as a POW. Two of Colin's crew were subsequently killed: Mid Upper Gunner Eddie Harrold on the night of 2 February 1943 in a collision with a Halifax 20km SSW of Eindoven; and Jack Money, the flight engineer, who was believed shot down by a night fighter off the Brest Peninsula after a raid on Turin on the night of 10 July 1943 with WCDR Nettleton VC. The remainder, Rear Gunner Tex Campbell, Bomb Aimer Tich Hiscocks, Observer Johnnie Charnock and Wireless Operator Frank Walshaw survived the war. Tich Hiscocks won a DFM with another squadron.

Colin's draft home sailed to New York, then crossed the States by train to Sacramento and Fairfield-Suisun, the American Air Transport Corps jumping-off point for the South West Pacific. He was crewed up and given a new Liberator, which they tested and flew back to Australia from 27 May to 2 June 1944 – just sixteen years after Smithy's famous flight.



*DC6B VH-INU in early 1958 still in ANA livery
[Photo – Ansett. Stewart Wilson]*

Leave followed, then a posting to Tocumwal on Liberators that he found to his disgust was as an instructor. Serviceability was poor and they spent a lot of time playing bridge in the sun while the second front was rolling in Europe. They were not happy so in September 1944 when the government released Dakotas to the

airlines a lot of them applied to fly them. Colin was taken on strength of Australian National Airways on 8th October 1944.

There followed a distinguished aviation career with ANA and Ansett (when Ansett took over ANA in 1957), first flying DC-2s, DC-3s, DC-4s, DC6-Bs and Viscounts, then 14 years on B727s.



B727 - VH-RME – Ansett's first B727 2 Nov 1964

[Photo - Ansett. Stewart Wilson]

On 2 January 1955, Parafield Airport was closed due to dust. This required Colin, enroute from Melbourne to Parafield in ANA DC-4 VH-INZ with F/O George Pratt, to hold over Tailem Bend for some time. TAA DC-4 VH-TAC from

Sydney with Captain Tennant was just ahead of ANA in the holding pattern. To avoid these flights, and a second ANA DC-4, having to divert to Melbourne, the DCA agreed to open Adelaide's new West Beach Airport especially for them ahead of its scheduled opening date of 16 February 1955. TAA landed a few minutes before Colin's flight, making these the first scheduled airline flights to use West Beach Airport. Colin reported that the runway was clear but the runway lights had yet to be installed and were lying around next to their holes together with the installation equipment.

Colin flew all Ansett routes except Perth to Darwin as a line pilot, training pilot and as Senior Regional Captain – Adelaide before retiring in October 1981.

In October 1987, Colin was offered the job of flying the Southern Cross Replica VH-USU on a country-wide promotional tour. The replica was the brainchild of John Pope, Bill Whitney and George Barnes, who set out in 1980 to build a replica of Charles Kingsford Smith's Fokker FVIIIB-3M Tri-motor. They had achieved a federal grant of \$150,000 in 1979, formed a fund-raising body called the Southern Cross Museum Trust and a company they called Famous Australian Aircraft to build it. The aircraft was a faithful replica with the exception of the substitution of variable-pitch propellers, 300hp Jacobs radial engines to replace the original 220hp Wright Whirlwinds, an updated undercarriage, brakes, a tail wheel to replace the original tailskid and modern heat-shrunk synthetic fabric to replace the original cotton. The frame was also updated from mild steel to molybdenum tubing and modern cockpit instruments were installed.



*Captain Colin Watt in Ansett uniform
[Photo – SAAM Collection]*

The construction was fraught with problems, a four-year hiatus and some rancorous exchanges between the builders and the bureaucracy that delayed the launch of the aircraft until 3 September 1987 at Parafield at an eventual cost of some \$1.5 million. RAAF test pilots test flew the aircraft and then

trained the Department of Aviation type specialist and Colin to fly it under a DoA Permit to Fly. It was refused a FAR 23 Certificate of Airworthiness to enable it to carry passengers.

Soon after the launch the aircraft was chartered by the ANZ Bank and various other sponsors to undertake a national tour to raise funds for the Royal Flying Doctor Service. Colin undertook 6hr 5min of endorsement training between 21 September and 2 October 1987, then set out on 2 October with a young co-pilot Peter Gardiner on a three-month tour that included all the capital cities and a large number of regional and outback centres. They started off with a return flight to Broken Hill, then up through the centre to Darwin, then counter-clockwise around the coast to Perth and back to Adelaide on 30 October. This involved twenty landings and 63 hours of flight time.

They set out again immediately on 1 November through country Victoria then up the east coast to Sydney and onwards through Queensland up as far as Cairns, then back through more coastal centres then



*Colin Watt with Peter Gardiner in front of VH-USU – October 1987
[Photo – Colin Watt]*

country NSW to Canberra, the Riverland and back to Adelaide on 29 November – adding another 27 landings and 47hrs 50min of flying.

They were off again on 2 December on a return trip to Renmark and Mildura, then to Point Cook after a few hours of endorsement flying at Parafield, then around Tasmania and back through country Victoria and the South East to Parafield again on 21 December. This added 13 landings and 29hrs 36min flying. All in all, they flew on 58 days between 2 October and 21 December, visited 53 centres and flew 140hrs 26min.

Colin continued to fly the Southern Cross in 1988 – actually flying on 27 days throughout the year to air shows as far afield as Bankstown and Richmond and promotional flights over events such as the races at Cheltenham and Oakbank and the Grand Prix in Adelaide. In 1989 he only flew on a couple of occasions, but in 1990 it was decided to take the aircraft over to New Zealand, again under charter to the ANZ that was celebrating its sesqui-centenary along with New Zealand that year. This was a major undertaking involving the installation of two 600 litre tanks in the cabin and Tracor Omega Navigation. Colin flew as second pilot out of Sydney, having flown up to Sydney as a passenger in the aircraft. Peter Gardiner and an ex-Airlines of SA captain Keith McCoy alternated in command with the three pilots alternating on 4 hours on-4 hours off rotation with the third monitoring fuel transfer from the cabin tanks. They set off from Sydney on 1 February to RNZAF base Whenuapai outside Auckland via Coffs Harbour and Norfolk Island - 22hrs 8min all up – with the sector to Norfolk Island taking 10hrs 40min.

From there they spent the next 36 days touring around New Zealand visiting air shows at Ardmore, Blenheim and Gisborne and some thirteen towns and cities throughout both Islands before departing from Whenuapai via Norfolk Island to Brisbane on 7 April. Colin accumulated 59hrs 22min co-pilot time during the period.



*Colin Watt flagging in VH-USU at the Jamestown Air Show 23 Oct 1994
[Photo – Nigel Daw]*

Colin flew the replica intermittently throughout 1991, flying on 16 days on promotional flights over Football Park, Adelaide Oval, Oakbank, along the beaches and to the Jamestown Air Show; then on only 4 occasions in 1993. In 1994 he flew on six occasions including to the Jamestown Air Show, and on 10 occasions in 1995 including to Launceston and Hobart and to the Avalon Air Show. His last flight in the aircraft was on 3 October 1995, by which time he had accumulated 319hrs 54min, of which 227hrs 03min were in command.

Colin also became an accomplished glider pilot. He spent a week training at Waikerie Gliding Club in November 1977 in preparation for retirement and went on to accumulate nearly 260 hours in nine glider types between then and his last flight on 28 July 2006. He made a number of long distance flights during this period, including several over the 300km from Gawler to Jamestown and return.

Over his long career, Colin accumulated almost 29,000 flying hours on 21 aircraft types. He is a member of the RAAF Association, was a long-term member of the Civil Aviation Historical Society SA until its recent wind-up and travelled every year to the UK for 44 Squadron reunions right up until 2010. In 2014 he was made an Honorary Member of the South Australian Aviation Museum in recognition of his contribution to aviation.

Colin has had a lifetime commitment to the child retardation sector, supporting the Mentally Retarded Children's Society, the Australian Association for the Mentally Retarded and Minda as a lifetime board member. In 1979 he was awarded the Order of Australia Medal (OAM) for community service.

Mike Milln
History Group Members
April 2015

Sources:

The War Diary of Pilot Officer C H Watt DFM 44 (Rhodesia) Squadron, Waddington, 1942-1943

RAAF Association Inc, Mitcham Branch, Newsletter Vol. 68 No. 8, September 2013

Collection of press cuttings of the Southern Cross Replica National Tour - Colin Watt

Australia-New Zealand 1990 in 1928 Style, Colin Watt, Operations Manager, Southern Cross Museum Trust (Undated 8-page article)

Pilot's Flying Log Book, RAF Form 414, 1 Nov 1961-2 Jun 2002, Colin Watt

Pilot's Log Book, Waikerie Gliding Club Inc (gliding)

The Bomber Command War Diaries, an Operational Reference Book 1939-1945, Martin Middlebrook & Chris Everitt, Midland Publishing 1996

Adelaide – West Beach Airport – A History of Operations, Nigel K Daw, Self published, 1982

Conversations with Colin Watt in 2014 and 2015

APPENDIX

MISSION SUMMARY – PILOT OFFICER C H WATT DFM 44 (RHODESIA) SQUADRON – WADDINGTON 1942-1943

Date	Acft Type	Acft Desg	Target	ETE	Remarks
25/06/1942	Hampden	2139 M-1	Bremen	0810	Cottesmore No 14 OTU In over Holland, out over Friesian Islds/ North Sea
29/07/1942	Lancaster	L-7481	Saarbrucken	0530	Waddington 44Sqn Rhodesia
5/08/1942	Lancaster	W4105 KM-X	Bordeaux	0640	Mine laying, una loc target, ret with mines. Guns & searchlights but inaccurate
9/08/1942	Lancaster	W4105 KM-X	Osnabruck	0230	Turned back at Dutch coast due port outer engine fault
11/08/1942	Lancaster	W4105 KM-X	Mainz	0505	Searchlight belt
13/08/1942	Lancaster	W4105 KM-X	Baltic	0705	Mine laying. Very quiet trip
13/09/1942	Lancaster	W4188 KM-G	Bremen	0550	T/O dlyd 25min due low brake pressure
29/09/1942	Lancaster	W4188 KM-G	Baltic	-	Mine laying. Postponed then cancelled 1700
1/10/1942	Lancaster	W4125 KM-W	Wismar	0745	Moved to A Flt, F/E Jack Money reports henceforward. In/out ovr Denmark. Lots of flak, picked up by 3 searchlights
2/10/1942	Lancaster	W4125 KM-W	Krefeld	0435	Rear turret u/s. Lots of flak, picked up by 3 searchlights. Div to Linton on return
5/10/1942	Lancaster	W4125 KM-W	Aachen	0455	CSU U/S #2 eng, feathered in flight then unfeathered for landing, Autopilot u/s on way back
6/10/1942	Lancaster	W4125 KM-W	Osnabruck	0510	Caught in searchlight ovr Dutch coast, 50min dly ldg due 8 acft ahead in cct
13/10/1942	Lancaster	W4125 KM-W	Kiel	0625	Prince Eugen and Scharnhorst docked. Wireless recvr u/s, rear turret u/s
22/10/1942	Lancaster	W4125 KM-W	Genoa	0930	Both elec gens failed, Spitfire escort to French coast, div to Oakington on return

Date	Acft Type	Acft Desg	Target	ETE	Remarks
24/10/1942	Lancaster	W4162 KM-Y	Milan	1005	Daylight ops. Ret to disposal to fix turret, #3 eng failure outbound, continued to target, flak ovr Le Creusot on ret, psbl hit, autopilot u/s
28/10/1942	Lancaster	W4125 KM-W	Stettin	-	Postponed then cancelled due wx at 1800
31/10/1942	Lancaster	W4125 KM-W	Munich	-	Postponed then cancelled due wx
1/11/1942	Lancaster	W4125 KM-W	Genoa	-	Postponed then cancelled due wx
2/11/1942	Lancaster	W4125 KM-W	Mannheim	-	Briefed 1430 then cancelled due wx at 1530
5/11/1942	Lancaster	W4125 KM-W	-	-	Cancelled before briefing due wx
6/11/1942	Lancaster	W4125 KM-W	Genoa	1005	
7/11/1942	Lancaster	W4125 KM-W	Genoa	0900	22 searchlights and lots of flak until bombing commenced
13/11/1942	Lancaster	W4125 KM-W	Genoa	0910	Hits in the bomb doors, Div to Manston on return, una to ret Waddington until pm 15/11
18/11/1942	Lancaster	W4125 KM-W	Turin	-	Cancelled after briefing due wx
19/11/1942	Lancaster	W4125 KM-W	Turin	-	Cancelled after briefing due wx
20/11/1942	Lancaster	W4125 KM-W	Turin	0835	Target Fiat factory, light flak, div to Snaith on return
22/11/1942	Lancaster	W4105 KM-T	Stuttgart	0822	Strafed trains after target
26/11/1942	Lancaster	W4125 KM-W	Anholt	0135	Mine laying. Recalled after crossing coast. Jettisoned mines
27/11/1942	Lancaster	W4125 KM-W	Stettin	0100	Recalled after T/O. Jettisoned 1100 incendiaries
28/11/1942	Lancaster	W4125 KM-W	Turin	0916	Hold for 1:10 hrs on return
2/12/1942	Lancaster	W4125 KM-W	Hanover or Frankfurt	-	Cancelled after briefing due wx
3/12/1942	Lancaster	W4125 KM-W	-	-	Cancelled before briefing due wx
4/12/1942	Lancaster	W4125 KM-W	-	-	Cancelled before briefing due wx
6/12/1942	Lancaster	W4125 KM-W	Mannheim	0612	Accurate hvy flak and AA guns, Div Feltwell on return
15/12/1942	Lancaster	W4125 KM-W	Stettin	-	Cancelled after briefing, in aircraft, due wx
23/12/1942	Lancaster	ED351 KM-Y	Schweinfurt	-	Cancelled just before T/O [KM-W lost on Munich raid 21/12 F/O Biggane]

Date	Acft Type	Acft Desg	Target	ETE	Remarks
24/12/1942	Lancaster	ED351 KM-Y	Turin	-	Cancelled after briefing
28/12/1942	Lancaster	ED351 KM-Y	Munich or Madgeburg	-	Cancelled after briefing
1/01/1943	Lancaster	ED351 KM-Y	Ruhr Valley	-	Cancelled after briefing
3/01/1943	Lancaster	ED351 KM-Y	Essen	0435	Perspex holed above pilot's seat, lots of searchlights but less flak than expected
16/01/1943	Lancaster	ED351 KM-Y	Berlin	0801	
17/01/1943	Lancaster	ED351 KM-Y	Berlin	0824	Auto pilot u/s, searchlights & accurate flak, 170 Lancs, 17 Halifaxes, Div to Castlecamp on return

	Missions not completed
	Missions cancelled prior to flight