Abschrift

INVESTIGATION REPORT

FROM: No. 3 M.R.E.U., B.A.F.O.
TO: AIR MINISTRY, P.4. (Cas.), 73/77 OXFORD STREET, LONDON
COPY TO: R.A.A.F.
R.C.A.F.
R.N.Z.A.F.

DATE: 22.4.47 INVESTIGATION OFFICER: P/O D.S.Bassett SECTION: 16
A.M. File Reference: 1301/6233/P3 A.M.Cas.Enquiry No.: G 1042
Unit Reference: --- Section Reference: ---
Aircraft type & number: Lanc. I PB 840 Date & Time: 2./3.2.45
Position of crash: 1 km N.E. of Unteroewisheim Map Reference: L 50/R 6861
Crew: Particulars of burial:

(A)	Aus. 436428	F/O. W.D. Kelly	Pilot
(B)	J. 37739	F/O. R.J. Webb	Nav.
(C)	1801838	F/Sgt. A. James	A/E
(B)	139487	F/Sgt. F.A. Fox	M/U/G
(B)	NZ 414563	W/C. J.H. Grubb	WOP/AG
-	5268815	Sgt. R.F. Dyson	Safe
(B)	807287	Sgt. J. Howarth	F/E

Cemetery & Map Reference: (A) Unterroewisheim L 50/R 6861 (B) Karlsdorf L 50/R 5960
(C) Ubstadt L 50/R 6562

Articles found:
Any further action:

RESULT OF INVESTIGATION AND FINDINGS:

The Buergermeisters of Unteroewisheim and Oberoewisheim state that an aircraft crashed between the two villages early in February 1945.

Exhumations were carried out at Karlsdorf on 28.3.47 and Fox and Howarth positively identified. Clothing etc. found on third body would indicate, that it is that of F/O. Webb. Cemetery records stated that there was a fourth body and its remains were believed to be present when exhumed by F/Lt. Hughes (see exhumation report No. 12)

F/Sgt. James is buried as stated at Ubstadt. He was buried on 9.2.45 in a coffin. The cross bears the following inscription: Sgt. A.I. James. Gef. 1. Feb. 1945, 24 years old". Cemetery records show "Korporal A.I. James".

At Unteroewisheim are buried five Australian aircrew in a communal grave, three as unknown. These were exhumed on 16.4.47 and one (exhumation report No. 5) is believed to be F/O. Kelly. The same laundry marks were found on his underwear and shirt collar as on the shirt of the body believed to be F/O. Webb at Karlsdorf.

There is some discrepancy over the date of death. All five crosses at Unteroewisheim show the date as 20.2.45, but these were repainted by the Americans when the bodies were exhumed on 12.7.45 and it is possible that an error occured in reading the burial records. The Buergermeister of Oberoewisheim stated that the unknown Australian buried there was from the same crew as the four at Unteroewisheim, and that he was buried before the 9.2.45. This was confirmed by the grave-digger.

In absence of any evidence to the contrary, it must be assumed that the fourth body at Karlsdorf is that of W/O. Grubb.

(sgd) D.S.Bassett
F.O. Bassett 16 M.R.E.S. R.A.F.

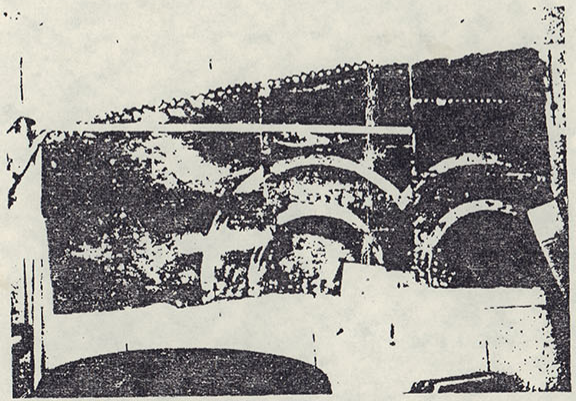
p-t.o.

Attached exhumation reports of bodies No. 1,2,3 and 12 buried in Karlsdorf cemetery were buried with the bodies of crew to which Cas. Enqu. No. G 307 refers. The four Australian airmen buried at Unteroewisheim together with the body believed to be P/O. Kelly will be the subject of a new inquiry No. 16 MRES/X 661.

If the above is acceptable, permission is now requested to regard this case as closed.

(sgd) J. B. Simpson

S/Ldr. J. B. Simpson
16 M.R.E.S. R.A.F.



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of (Unit or Formation) HEADQUARTERS, NO. 5 GROUP

Date 1945	Time	Summary of Events	References to Appendices
FEB.		OPERATIONS.	
1/2nd		SIEGEN (Town and Marshalling Yards.) 277 Lancasters and 11 Mosquitoes were detailed, 6 Lancs were cancelled, 271 Lancasters and 11 Mosquitoes took off, 1 crashed on take off, 2 returned early / 271 were successful 3 failed/and 4 are missing. 1 landed in France CASUALTIES. 463 Sqdn. - F/O Smith. 467 Sqdn. - F/Lt. Livingstone. 50 Sqdn. - F/O Fairbairn. 627 Sqdn. - F/Lt. Baker. RESULTS. There was 10/10ths st. cu. tops 6-7000 feet, base 3000 feet. Difficulty was experienced in marking, owing to weather conditions. Aircraft bombed on glow of Red T.I. which rapidly became merged in glare from incendiaries. Reports indicate that bombing was spread over a fairly wide area. There were a few bursts of accurate, predicted heavy flak over target, and a few fighters were encountered. One enemy aircraft claimed destroyed.	A. 10 B. 10
2/3rd.		KARLSRUHE. 258 Lancasters and 11 Mosquitoes were detailed, 8 were cancelled and 250 Lancasters and 11 Mosquitoes took off, 6 returned early, 231 were successful, 11 failed and 13 are missing. CASUALTIES. 227 Sqdn. - F/O Geddes. 463 Sqdn. - F/O Oliver. 467 Sqdn. - F/Lt. Colley. 44 Sqdn. - F/O Worrall, F/O Gallivan. 619 Sqdn. - F/Lt. Smith. 50 Sqdn. - F/O Tarrant, F/O Harrop. 61 Sqdn. - F/Lt. Lipton. 189 Sqdn. - F/Lt. Davies, F/O Locke, F/O Kelly, F/Lt. Blain. 467 Sqdn. - F/O Robinson. RESULTS. Weather - 10/10ths st. cu. tops 9-15,000 feet, base 3-6000 feet. Bombing was carried out on glow of sky markers as instructed by (A/Cmdr. M. SMITH the Controller.) Crews reported seeing fires when breaking cloud after leaving target on homeward route. Slight to moderate heavy flak encountered; scare-crows also reported. ?? Fighters were active in the target area and the following claims were made:- Me.410, Ju 88, Me 410 and Ju 88 destroyed, Two Me 410's probably destroyed and Ju 88 damaged.	A. 11 B. 11
3rd(DAY)		FOORTERSHAVEN. 18 Lancasters and 1 Mosquito were detailed, took off and were successful. RESULTS. The weather was clear with good visibility. Bombing was believed to be well concentrated on the target, and crews consider there were three or four direct hits on the pens. Moderate	A. B.

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SERIAL	DATE ON	DATE OFF	LTR.	FROM	TO	PILOT	REASON LOST	EVD.	POW.	K.
DV 310	/·10·44	· ·		5 L.F.S.	1659 C.U.					
EE 136	24·10·44	3·3·45	R	9 SQN	1659 C.U.					
LM 216	/·10·44	/·11·45		196	LINDHOLME					
713	25·10·44	3·11·45		9	M.U.					
736	25·10·44	/·11·45		9	1654 C.U.					
745	24·10·44	/·11·45		9	—·—·—					
ME 300	/·10·44	5·1·45		NEW	LOST	F/O J. I. COAD	COGNAC MID AIR WITH ND 473	1		6
313	· ·45	/·11·45		106	S.O.C.					
374	·12·44	/·11·45		NEW	RWE					
444	·2·45	/·11·45	F/N	NEW	20 M.U.					
452	·2·45	7·3·45		NEW	LOST	F/O A.B. KENNEDY	HARBURG			
547	·3·45	· ·	G	NEW	106					
787	· ·45	/·11·45		106	M.U.					
NG 226	29·11·44	/·11·45	J	NEW	5 M.U.					
307	·11·44	2·2·45		NEW	LOST	F/O G.E. LOCKE	JARNY, FRANCE	1		6
308	·11·44	7·3·45		NEW	LOST	F/L J.T. ORMSTON	HARBURG			
321	·11·44	22·2·45		NEW	LOST	F/O P. GLENVILLE				
325	·11·44	3·3·45		NEW	LOST	F/O S.J. REID	INTRUDER E. RUDHAM STATION			
413	· ·45	/·11·45		106	22 M.U.					
416	·1·45	7·3·45	M	1661 C.U.	LOST	F/L D.A. SMITH	HARBURG			
417	·1·45	7·3·45		1661 C.U.	LOST	F/L F.J. ABBOTT	HARBURG			
461	·1·45	/·11·45	S	NEW	5 M.U.					
NX 567	10·3·45	14·3·45	Q	NEW	LOST	F/O G.J. AUSTIN				
578	·3·45	·11·45	N	NEW	106					
PA 182	·11·44	/·11·45	W	NEW	S.O.C.					
196	·12·44	· ·45	K	NEW	207					
197	31·12·44	3·3·45		NEW	LOST	F/O T. DYKINS	LADBERGEN		4	
284	17·3·45	15·11·45		NEW	106					
315	30·3·45	/·11·45		NEW	38 M.U.					
316	30·3·45	/·11·45	K?	NEW	15 M.U.					

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PB	146	24·10·44		A	9	1659 MU.				
	289	25·10·44	4·12·44		9	LOST	F/L H.R. McGOWAN			
	583	·45			106	106				
	594	25·10·44		D	9	22 MU.				
	622	· ·45			106	106				
	626	· ·45			106	106				
	691	·10·44	21·12·44		NEW	LOST	F/L G.B. WHITE			
	732	·10·44	· ·		NEW	106				
	742	5·11·44	21·12·44		NEW	LOST	F/L W.T. FLOOD			
*	743	5·11·44	2·2·45	B	NEW	LOST	F/L J.D. DAVIES	MID-AIR KARLSRUHE AREA *	1	6
	744	·11·44		U	NEW	106				
	745	·11·44	27·11·44	Q	NEW	LOST	F/S D. PRESLAND +2	CRASHED SALTBY		4
	793	·11·44	· ·	X	NEW	106				
*	840	·11·44	2·2·45	K	NEW	LOST	F/O W.D. KELLY	MID-AIR * KARLSRUHE AREA	1	6
	848	·11·44	2·2·45	Q	NEW	LOST	F/L N.P. BLAIN	FLAK. 12 MILES N.E. KARLSRUHE AREA	1	7
	879	·12·44	1·11·45		NEW	LIND HOLME				
RA	517	5·2·45	14·2·45		NEW	LOST	F/O R.C. STRACHAN			
	568	3·45	1·11·45	C/B	NEW	106				
RF	132	13·2·45	20·3·45	K	NEW	LOST	F/L R. MILLER			
	151	·2·45	26·4·45	E	NEW	106				
	204	·3·45	1·11·45		NEW	12				
	216	·4·45	1·11·45	K	NEW	5 MU.				
SW	270	·4	1·11·45	O	NEW	LIND HOLME				

dates marked 1·10·44 and 1·11·45 are believed to have been either on strength at start or finish as it was formed October 44 and disbanded November 45.

APPRECIATION.

Weather troubles played a considerable part in the outcome of this night's rations against three main targets in West and South-West Germany. Over the minent there was much high cloud with moderate to heavy icing, an electrical st er E. France and, over all three targets, complete undercast which prolonged the rget finding and so gave night fighters more time in which to intercept. Weath se caused the attacks to be postponed till after the moon had risen. The final figure of missing aircraft has already been reduced by the discovery of rcraft crashed in liberated France and the final figure is likely to be still le ging by the number of reports of aircraft seen falling outside the sphere of my defences.

At Karlsruhe, however, the enemy won an unexpected degree of success. Th s the first raid of the night and the most southerly. It was to start at 2304 rs, followed by raids on Wanne Eickel (180 miles NNW) at 2315 hrs and a larger id still at Wiesbaden at 2330 hrs, this being the longest attack, to last 12 min practice they lasted 28, 36 and 51 minutes respectively, and fighters which wer posing No.5 Group at Karlsruhe from 2317 to 2333 hrs, and were thence ordered to esbaden at 2331 hrs, could have arrived in good time to make the few attacks tha re reported at Wiesbaden and back to the Rhine by the tail of the stream, betwee 50 and 2359 hrs. In normal weather conditions our aircraft would have complete eir tasks and got away before these periods of combat began.

Flak being, in the cloud conditions, of little account, it is only necessa examine in some detail the story of the fighter reaction.

The enemy chose to assemble at two beacons - EPP (NE of Karlsruhe), for the German fighters of 7 JD (I, II and IV NJG 6) and Kauz (east of Trier) for reinforcements from the north, and to cover the Frankfurt-Koblenz gap. These move gan at 2234 hrs, nine minutes after the Mandrel Screen first operated, so that th ppon of night fighters were within reach of Karlsruhe in time for the latter hal the attack, and were there joined by at least one of the northern units. Three rthern units were, however, sent away at 2320 hrs to a beacon Bruno, west of lburg, which serves as a covering point for the Ruhr, this move being dictated b advance of the Wanne Eickel force in the north. The fact that this northward e left the arrival of the largest force at Wiesbaden unopposed is important, but was in part offset by the fact that when the Karlsruhe attack came to an end the hters from there had time to move up to Wiesbaden for the end of that attack.

The fighter activity over Karlsruhe, with the moon illuminating the cloud low, was more intense than has been experienced on a south German target for a siderable time. The use of forward beacon Kauz, like that of Graf on the vious night, proved useful to the German fighters and is a reflection of the rmined way in which their controls seek to overcome the tactical disadvantages d upon them by our Mandrel Screens and routeing.

From many reports of a/c falling near and at Karlsruhe it seems that we lost 7 A/c to fighters, 1 to flak and 1 to falling bombs. At Wiesbaden, where the cloud much higher, causes of loss were virtually indiscernible, though there is a stro sposition that 2 a/c at least were shot down by fighters and one by flak in the nz/Wiesbaden area. The late attempt to oppose the Ruhr raid seems to have ulted in some interception between 0630E and 0500E on the homeward journey, and bable casualties; and there was one loss to flak between Dusseldorf and Cologne.

Causes of loss therefore appear to be :-

	Fighters	Flak	Falling Bombs	Unknown.
Karlsruhe	7	1	1	2
Wanne Eickel	2	1	-	-
Wiesbaden	2	1	-	4
TOTAL	11	3	1	6

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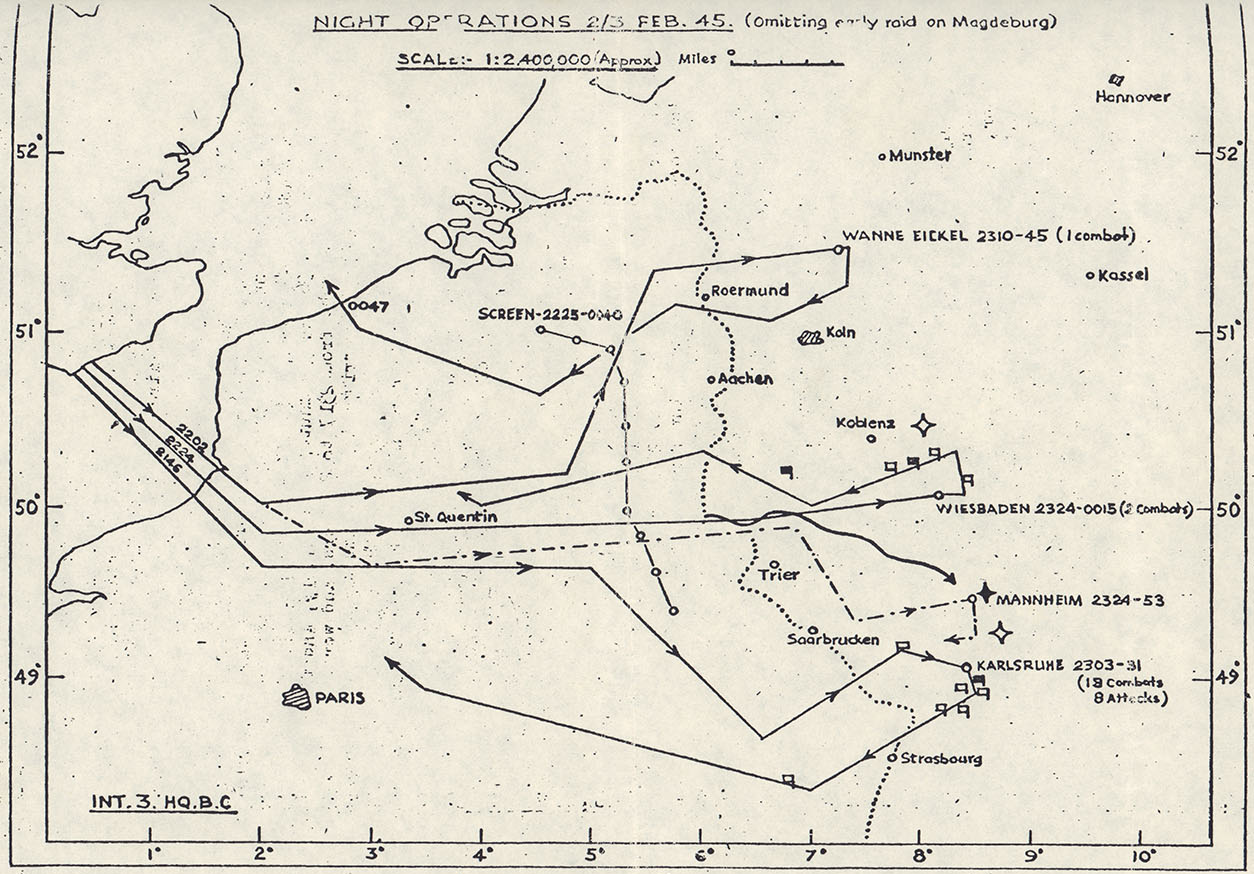

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