

AN EXTREMELY FINE WW2 IMMEDIATE AWARD D.F.M. GROUP TO A LANCASTER REAR GUNNER OF 44 AND 467 (ROYAL AUSTRALIAN AIR FORCE) SQUADRON WHO TOOK PART IN MANY HIGH VALUE RAIDS, INCLUDING 'OPERATION HYDRA', THE FIRST RAID ON THE GERMAN ROCKET RESEARCH FACILITY AT PEENEMUNDE. DURING THESE SORTIES HE SHOT DOWN, DAMAGED AND DROVE OUT OF CONTROL THREE GERMAN AIRCRAFT BEFORE BEING KILLED IN ACTION IN NOVEMBER 1943



DISTINGUISHED FLYING MEDAL GVMR '1245952 SGT. J.H. MALLIN. R.A.F.', 1939-45 STAR, AIR CREW EUROPE STAR, WAR MEDAL 1939-45. WITH ORIGINAL NAMED BOX OF ISSUE FOR CAMPAIGN MEDALS

D.F.M. *London Gazette* 19 October 1943. The original recommendation for an 'immediate' award states:

"Sergeant James Mallin has completed 21 successful sorties (operational) against the most heavily defended targets in Germany. On the night of 23rd/24th September 1943, Sergeant Mallin was the rear gunner of a Lancaster aircraft detailed to attack Mannheim. After leaving the target which was successfully bombed, the aircraft was attacked by a single-engined fighter, believed to be an ME-109. Sergeant Mallin drove off the attack but the enemy aircraft almost immediately returned to attack from astern and below.

The Lancaster was hit by cannon fire but Sergeant Mallin coolly reported to his Captain whilst engaging the enemy. This N.C.O.'s successful gunnery caused the aircraft to burst into flames and go down to the ground where it was seen to crash and explode. During his operational career Sergeant

Mallin's cool determination and skilful handling of his guns caused an ME-109 to disappear out of control into the clouds below on the night of 29th/30th July 1943, and previous to that, on the night of 5th/6th May 1943, his fire damaged a Ju.88.

By his coolness and courage under fire and his skilful gunnery, Sergeant Mallin has proved himself an outstanding and gallant member of aircrew whose latest success well merits the immediate award of the Distinguished Flying Medal."



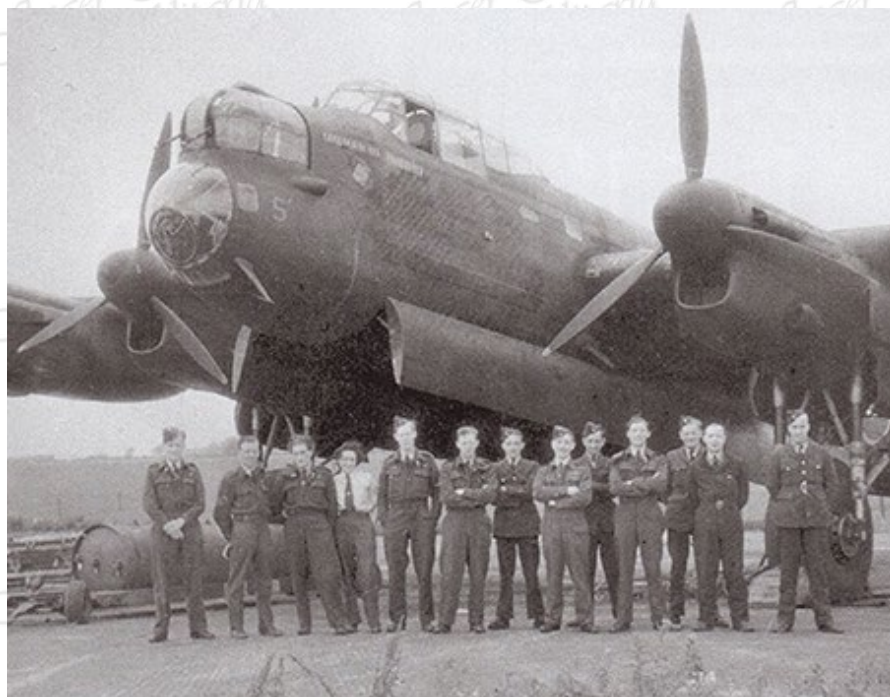
James Henry Mallin, a Carpenter by trade was born in Birmingham in 1911. Serving with the Birmingham Police as a Special Reservist from 30 August 1939 he resigned on 20 December 1940 in order to enlist with the Royal Air Force. Qualifying as a rear gunner with the rank of Sergeant, he was posted to 1660 Conversion unit, joining the crew of Flight Lieutenant (later Squadron Leader) William James Lewis, with whom he would fly all his operational sorties with.

The Lewis Crew, including Mallin, who would serve as a Rear Gunner, were posted to 44 Squadron on 21 April 1943, which operated Lancaster bombers. The crew took part in their first operational sortie on the night of 4/5 May 1943; a raid on Dortmund, during which Sergeant Mallin claimed a Ju88 nightfighter damaged. Over the next two months, the Mallin would take part in a further 10 sorties, which included raids to Duisberg, Pilsen, Essen, Wuppertal, Dusseldorf, Oberhausen, Friedrichshafen, Spezia, Gelsenkirchen and twice to Cologne.

On 21 July 1943, the Lewis Crew (Lewis now a Squadron Leader), including Mallin, were posted to 467 (Royal Australian Air Force) Squadron. The crews first operational sortie with 467 was on the night of 25/26 July 1943, a raid on Essen, followed by a raid on Hamburg on the night of 27-8 July. However for some reason these sorties cannot be Mallin's name cannot be located in the operational logs. On the night of 29/30 July, there was another raid on Hamburg, during which Mallin drove an ME109 down out of control. This was followed by sorties to Hamburg again, Nurnberg and Milan before taking part in 'Operation Hydra', the first raid on the German rocket research facility at Peenemunde on 17/18 August 1943:

[https://en.wikipedia.org/wiki/Operation_Hydra_\(1943\)](https://en.wikipedia.org/wiki/Operation_Hydra_(1943))

Sorties Munich and Mannheim followed, during the latter, Mallin claiming an ME109 shot down in flames. Following the Mannheim raid, the Lewis crew appear to have had a rest period from operational sorties of nearly 6 weeks but returned to action on the night of 3-4 November 1943. They did not return.



THE LEWIS CREW MALLIN 2ND LEFT

KILLED IN ACTION

Lancaster JB121 took off from RAF Bottesford at 1703 hours on the night of 3/4th November 1943 to bomb Dusseldorf, Germany. Nothing was heard from the aircraft after take-off and it did not return to base. Of the crew, two were taken prisoner, four were killed, including Mallin and two evaded capture.

It was later established that JB121 had been shot down by night fighter pilot Oberleutnant Werner Baake of the 3./NJG 1, flying a Bf 110G from Venlo airfield, the Netherlands.

The crew members of JB121 were:

Pilot : Squadron Leader William James Lewis DFC RAFVR 63071 [Killed]
2nd Pilot : Flight Sergeant John William Evans RAAF Aus/410152 [PoW]
Flight Engineer : Sergeant Charles Edward Stead RAF 941072 [PoW]
Navigator : Flight Sergeant K Garvey RAF 1075988 [Evaded]
Bomb Aimer : Pilot Officer Alan John Scott RAFVR 159896 [Killed]
Wireless Operator : Sergeant R C Morley RAF [Evaded]
Mid-Upper Gunner : Sergeant Gerald Percy Baylis RAF 613449 [Killed]
Rear Gunner : Flight Sergeant James Henry Mallin DFM RAFVR 1245952 [Killed]

On 5 Jan 1944 the Squadron received news that the Wireless Operator, Sergeant Morley was safe after a long walk to Gibraltar. In his subsequent report he gave details of the last minutes of the aircraft:

"In the area of Cheel, North Belgium, there was a violent explosion and a blinding flash, and the aircraft was violently lifted and rocked. A great many shell splinters came through the floor of the fuselage close to the Navigator's position. Pieces of red hot metal lodged on the Navigators desk, and he was badly burned on the neck and hands. I heard the Captain give the order to prepare to abandon. The Navigator reached for an extinguisher to put out a fire among his maps and charts. The Captain called out 'we are on fire get the extinguishers here.' A few seconds later he gave the order to bale out. The aircraft was losing height slowly and listing slightly as if the controls were not functioning properly. I had to wait for a short while until the Navigator donned his chute. I then followed the Navigator forward and saw the Pilot was still flying the aircraft which appeared under control but losing height. The Bomb aimer, Second Pilot and Flight Engineer had baled out of the front hatch. The Navigator then I followed. The guns were still firing at the aircraft and I could hear shells bursting round me. I was told that two Lancasters were found burnt in the district that night."

The above extracted from: <https://aviationmuseumwa.org.au/afcraaf-roll/467sqn-431103-jb121/>



At the time of his death, Flight Sergeant James Henry Mallin had taken part in 22 operational sorties as a Lancaster rear gunner. He had claimed on ME109 destroyed, damaged a JU88, driven a ME109 down out of control and awarded an immediate Distinguished Flying Medal. He is buried with Squadron Leader Lewis (DFC), Pilot Officer Scott and Sergeant Baylis, at Schoonselhof Cemetery, Antwerp, Belgium

During the war, both 44 and 467 Squadrons saw amongst the highest casualty rates of any Lancaster squadrons.



FLIGHT SERGEANT MALLIN'S KNOWN OPERATIONAL SORTIES

44 SQUADRON

4-5/5/43 – DORTMUND (P/O LEWIS) – MALLIN CLAIMED JU88 DAMAGED

Lancaster I. W.4961.S.	P.O. Lewis, W.J. Sgt. Stead, C.E. Sgt. Garvey, K. Sgt. Scott, A.J. Sgt. Morley, R.C. Sgt. Baylis, G.P. Sgt. Mallan, J.H.	Bombing.	21.39	03.22	DORTMUND attacked. 01.30hrs. 20,500ft. 175 (m) 170 I.A.S. Weather - clear. Timed run from Yellow T/I's to Red and Green T/I's. Centre of main concentration of Red T/I's in sight. Own results not observed. Terrific yellowish explosion at approx. 01.2hrs. Several large fires were burning in the area covered by T/I markers, but there was also some suggestion of fires becoming scattered N.W. of main fires. Gunners claim to have damaged a JU.88 during an encounter over the North Sea.
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12-13/5/43 – DUISBERG

Lancaster I. W.4961.S.	P/O. Lewis, W.J. Sgt. Stead, C.E. Sgt. Garvey, K. Sgt. Morley, R.C. Sgt. Baylis, G.P. Sgt. Scott, A.J. Sgt. Mallan, J.H.	Bombing.	00.21	04.26	DUISBERG attacked. 02.25 hours. 20,000ft. 222 (m) 150 I.A.S. Good visibility. No cloud - Smoke haze. By yellow red and green P.F. T/I markers. Cluster of T/I markers in bomb sights. Large masses of fires were burning in area marked by Red and Green T/I markers which were dropped in close proximity to each other. Fires were concentrated over a fairly wide area and there was no evidence of indiscriminate or scattered bombing. Large bright red explosion was seen about 02.21 hours.
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13-14/5/43 – PILSEN

Lancaster I. W.4961.S.	P/O. Lewis, W.J. Sgt. Stead, C.E. Sgt. Scott, A.J. Sgt. Garvey, K. Sgt. Morley, R.C. Sgt. Baylis, G.P. Sgt. Mallan, J.H.	Bombing.	21.47	04.50	PILSEN attacked. 01.28 hours. 8,500ft. 245 (m) 150 I.A.S. 200. Cloudless - Visibility good. P.F. T.I.s. Yellow and white were seen on track as expected P.F. T.I.s. red about 12 were seen and they were concentrated. Built-up area was identified visually. Concentration of 6 P.F. T.I.s. red seen in bomb sight. Explosion of own bomb seen to burst amongst red T.I.s. Explosion from bombs of other aircraft seen. Pilot's remarks: If P.F. markers were in the right place, it was a good prang. We arrived at 01.10 hours and we had to wait for P.F. actually to begin.
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27-8/543 – ESSEN

Lancaster. I. W.4961.S.	F/Lt. Lewis. Sgt. Stead. Sgt. Garvey. Sgt. Scott. Sgt. Morley. Sgt. Baylis. Sgt. Mallan.	Bombing.	22.13	03.08	ESSEN attacked 00.52 hours. 20,000ft. 205(m). 165 I.A.S. 8/10ths cloud, tops approx. 6/8,000ft. Flares at positions 'Y' and 'Z' and release point flares. Red with green stars release point flares in sight. Very large concentrated fire glow seen reflected through cloud in area of P.F.F. Release point flares.
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29-30/5/43 – WUPPERTAL

Lancaster. I. W.4961.S.	F/Lt. Lewis. Sgt. Stead. Sgt. Garvey. Sgt. Scott. Sgt. Morley. Sgt. Baylis. Sgt. Mallan.	Bombing.	22.59	02.07	WUPPERTAL not attacked. 1 x 4000lb. 96 x 30lb. Incendiaries 00.53 hours jettisoned 52.07N. 02.58E. 19,000ft. fused. Intercommunication unserviceable. Furthest position reached on track:- 51.40N. 03.10E.
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11-12/6/43 – DUSSELDORF

Lancaster. I. W.4961.S.	F/Lt. Lewis. W.J. Sgt. Stead. C.E. Sgt. Garvey. K. Sgt. Scott. A.J. Sgt. Morley. R.C. Sgt. Baylis. G.P. Sgt. Mallan. J.H.	Bombing.	23.28	04.27	DUSSELDORF attacked 0212 hours. 20,000ft. 026 degs. 155 I.A.S. Slight haze and cloud which was broken. Timed run made from Yellow T.I.s. Position A. Visual identification of target. Red T.I. and Green seen on run-up. All T.I.s burnt out on arrival. An extremely large volume of dense smoke was seen rising to approximately 25,000ft. The weather was very bad over England; this extended to approx. 3 degs. East. Lightning static. QnNi. up to 26,000ft. in isolated cases.
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14-15/6/43 – OBERHAUSEN

Lancaster. I. W.4961.S.	F/Lt. Lewis. W.J. Sgt. Stead. C.E. Sgt. Garvey. K. Sgt. Scott. A.J. Sgt. Morley. R.C. Sgt. Baylis. G.P. Sgt. Mallan. J.H.	Bombing.	22.19	07.11	OBERHAUSEN attacked 01.21 hours. 22,000ft. 028 degs. 155 I.A.S. Visibility good - bright moonlight. Cloud 10/10ths approx. 5,000-8,000ft. Target not seen in bomb sight, although bombs were seen to explode in target area. Flares burnt out as we approached to bomb. Big red fire started by own bombs; other bombs also starting fires. Pilot's remarks: P.F.F. Technique seemed good. Fairly heavy flak over quite a long period during run into target and run out. Flares coned and shot at.
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20-21/6/43 – FRIEDRICHSHAFEN

Lancaster. III. ED.433.V.	F/Lt. Lewis. W.J. Sgt. Stead. C.E. Sgt. Garvey. K. Sgt. Scott. A.J. Sgt. Morley. R.C. Sgt. Baylis. G.P. Sgt. Mallan. J.H.	Bombing.	21.56	07.50	FRIEDRICHSHAFEN attacked 02.53 hours. 10,500ft. 300 degs. 170 I.A.S. Perfect weather over target and clear over the Alps. Target identified by T.I's. and visually. Bombs straddles the Green T.I. and main hangar. Green marker was seen in bombsight. Marker was seen to Cascade. Several 4,000 H.C. seen to go off among buildings. Fires, including a green one, seen from over the Alps. Pilot's remarks: A very satisfactory operation.
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23-4/6/43 – SPEZIA

Lancaster. III. ED.433.V.	F/Lt. Lewis. W.J. Sgt. Stead. C.E. Sgt. Garvey. K. Sgt. Scott. A.J. Sgt. Morley. R.C. Sgt. Baylis. G.P. Sgt. Mallan. J.H.	Bombing.	19.29	04.46	SPEZIA attacked 23.45 hours. 10,500ft. 300 deg. mag. 170 I.A.S. Weather was pitch dark and hazy and no ground detail was visible. Target identified by reflection from searchlights by flak and later by flares. Bombs seem to go into water outside Leghorn Male. A big fire was seen in the dock area, exact position uncertain. Bombs were carried and this gave indications in target area. Pilot's remarks: Unable to hear briefing so got all information second hand, and after circling target for 20 minutes, decided to bomb as no flares were seen. Immediately after bombing, the attack started.
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25-6/6/43 – GELSENKIRCHEN

Lancaster. I.	F/Lt. Lewis. W.J.	Bombing.	22.55	04.07.	GEISENKRICHEN attacked 01.31 hours. 20,000ft. 200 deg. mag. 155 I.A.S. 10/10ths. cloud at 10,000ft. Target identified by Sky markers at position 'B' and over target. Sky markers (red with green stars) went out as we arrived. Concentration of fires was bombed. 1 x 4000lb. H.C. seem to explode in the centre of concentration of fires. Night bundles of nickels dropped. Pilot's remarks: P.F.F. Technique seemed to be astray at early stages. Success of mission difficult to assess owing to cloud cover. Several loads seemed to drop 10-20 miles North of target.
W.4961.S.	Sgt. Stead. C.E.				
	Sgt. Garvey. K.				
	Sgt. Scott. A.J.				
	Sgt. Morley. R.C.				
	Sgt. Baylis. G.P.				
	Sgt. Mallan. J.H.				
			2121665		

28-9/6/43 – COLOGNE

Lancaster. I.	F/Lt. Lewis. W.J.	Bombing.	22.57	03.43	COLOGNE attacked 01.51 hours. 20,500ft. 026 degs. 160 I.A.S. 10/10ths. cloud about 5,000ft. Horizontal visibility good. Target identified by 3 Green steadies at Position 'A' which were dropped together at 01.46 hours. Time and distance run made from then on heading as above. No ground detail or bombs were seen. Two Red with Green stars seen - one of these was in the bombsight. One Red T.I. was seen to cascade. A large glow of fires was seen through the cloud. Pilot's remarks: Flak persistent on the route out and in, with less than usual on the coast. P.F.F. technique was good but late, estimated 14 minutes. This was the cause of our bombing later than scheduled time. Defences at target as expected but inaccurate. Saw a good deal of fighter activity but we were not attacked.
W.4961.S.	Sgt. Stead. C.E.				
	Sgt. Garvey. K.				
	Sgt. Scott. A.J.				
	Sgt. Morley. R.C.				
	Sgt. Baylis. G.P.				
	Sgt. Mallan. J.H.				

3-4/7/43 – COLOGNE

Lancaster. I.	F/Lt. Lewis. W.J.	Bombing.	22.43	04.04	COLOGNE attacked 01.23 hours. 20,000ft. 007 degs. 165 I.A.S. 2-4/10ths. cloud, low over target. Somewhat hazy. Dark sky. Target identified by flares Red with green stars. White flares and T.I. Red and Green markers. One Red T.I. in bombsight and Green T.I. markers alongside. Marker seen to cascade. Incendiaries well concentrated around T.I.'s. Very large fires visible for 150 miles. 12 bundles of nickels dropped. Pilot's remarks: Appeared to be a well concentrated attack. Route home was exceptionally peaceful and noteworthy for the lack of fighters. Judging by the amount of slipstream, the concentration of aircraft must have been very good.
W.4961.S.	Sgt. Stead. C.E.				
	Sgt. Garvey. K.				
	Sgt. Scott. A.J.				
	Sgt. Morley. R.C.				
	Sgt. Baylis. G.P.				
	Sgt. Mallan. J.H.				

21/7/43 – CREW POSTED TO 467 SQUADRON

W. 1611232.	T/SGT.	G.D.	JONES.	AOH/AG.	" "
21.7.43. 1245952.	T/SGT.	J.	MALLAN.	AOH/AG.	Posted to No. 467 Squadron.
21.7.43. 1457194.	T/SGT.	O.	FISCHL.	NAV.	Posted to No. 101 Squadron.

21/7/43 - POSTED FROM 44 SQUADRON:

Bottesford	21.7.43	C/O 71 S/Lt. W.J. LEWIS Pilot, 941072 SGT JOHN C.E. P/Eng., 1072988 SGT GARVEY K. Inv., 1388833
		SGT SCOTT A.J. A/S, 1230169 SGT MORLEY R.C. Top/AG, 1245952 SGT MALLAN J. A/G, 613448 SGT
		BAYLIS G.P. A/G posted from No. 44 Squadron.



THE LEWIS CREW (LEWIS WEARING CAP) FAR MALLIN LEFT

467 (ROYAL AUSTRALIAN AIR FORCE) SQUADRON

25-6/7/43 – ESSEN – FIRST OP WITH 467 MALLIN NOT LISTED

Lancaster III ED.998	Pilot Gibson S/L Lewis W.J. Sgt Stand G.B. Sgt Scott A.J. Sgt Carver K. Sgt Morley R.C. Sgt Hayles G.P. P/O W.R. Kennedy P/O G.W. Martin	Capt. F. Engineer A/Bomber Navigator W/Operator N/A A/G Rear A/G 2nd Pilot	2146	0050	Bombing - ESSEN - sortie completed. 3/10th cloud, tops about 5000ft. Bombed on red VI from 20500 at 0037h (1 x 4000lb HD, 3 x 500lb HD, 1 x 500lb HD 37 HD, 600 x 4lb and 96 x 32lb inc.) Bombing appeared concentrated, flames holding when leaving target, smoke rising above cloud. Route appeared quite good. Although in first wave effect of bombing seemed quite nicely concentrated around well-concentrated TEs. 277 late in starting.
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27-8/7/43 – HAMBURG – MALLIN NOT LISTED

Lancaster III ED.998 947	S/L W.J. Lewis Sgt Stand G.B. Sgt Scott A.J. Sgt Carver K. Sgt Morley R.C. Sgt Hayles G.P. P/O W.R. Kennedy	Captain P/Engineer A/Bomber Navigator W/Operator N/A A/G Rear A/G	2211	0129	Bombing - HAMBURG - sortie completed. 3/10th cloud, tops 5000ft, clear vis. Bombed yellow VI from 19300 at 0102 (1 x 4000lb HD, 1 x 500lb HD, 1 x 500 37 HD, 96 x 32lb and 600 x 4lb inc.) Numerous heavy bursts. 277 technique good and well concentrated. Yellow TEs very well backed up by concentrated ground. Good concentration of red fires around TEs. Portion of river and small area of built-up area seen in flames. Defences quite heavy but mostly barrage.
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29-30/7/43 – HAMBURG – MALLIN DROVE ME109 OUT OF CONTROL

29/30 July Lancaster III ED.998	S/L W.J. Lewis Sgt Stand G.B. Sgt Scott A.J. Sgt Carver K. Sgt Morley R.C. Sgt Hayles G.P. Sgt Mallan J. P/Sgt Messenger	Captain P/Engineer A/Bomber Navigator W/Operator N/A A/G Rear A/G 2nd Pilot	2226	0343	Bombing - HAMBURG - sortie completed. Good weather, no cloud. Bombed yellow VI over cascade at 0047, from 19000 at 0214 (1 x 4000lb HD, 20 x 32lb and 1200 x 4lb inc.) No results observed. Owing to very heavy fires and explosions with much smoke seen. Fires of dull red fairly widespread seen burning before time for start of bombing, presumed from previous attack on this target. Heavy rain throughout overland route. Yellow TEs and flames food. One red just N of target, presumably enemy decoy by appearance.
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2-3/8/43 – HAMBURG

Lancaster III ED.998	S/L W.J. Lewis Sgt Stand G.B. Sgt Scott A.J. Sgt Carver K. Sgt Morley R.C. Sgt Hayles G.P. Sgt Mallan J. Sgt Merton	Captain P/Engineer A/Bomber Navigator W/Operator N/A A/G Rear A/G 2nd Pilot	2356	0445	Bombing - HAMBURG - sortie completed. 5/6/10th cloud - tops 8000ft. Bombed from 19100 at 0214 (1 x 4000lb HD, 72 x 30lb and 1360 x 4lb inc.) No results observed. Owing to very severe weather conditions, i.e. Gullim up to a height greater than I could climb, severe electrical storms and icing, after several attempts I found it impossible to penetrate or circumnavigate the weather. Dropped bombs at approx. 53.56N, 09.04E among very many incendiary fires. Green TEs and red flames with green stars dropped in this area also. At least four green TEs seen. No. of loads dropped in this area approx. 150. We saw 20 bombs jettisoned into the sea all the way across.
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10-11/8/43 – NURNBERG

Lancaster III ED.998	S/L W.J.Lewis Sgt Stead C.E. Sgt Scott A.J. Sgt Garvey K. Sgt Morley R.C. Sgt Bayliss G.P. Sgt Mallan J. P/O W.A. Fidler	Captain P/Engineer A/Bomber Navigator W/Operator M/U A/G Rear A/G 2nd Navigator	2156	0451	Bombing - NURNBERG - sortie completed. 8/10ths cloud not above 10000ft. St. Cu. only thin layer. Did not obscure PFF markers. Bombed centre of three green TIs from 18500 at 0106 (1 x 4000lb HE, 80 x 30lb and 900 x 4lb inc.) Bombed early - some bombs had fallen short at this time but fires eventually seen when 160 miles from target. Route in and out good. Opposition only at obvious places. PFF technique good. Opposition at target negligible. Appeared to be good prang in early stages.
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12-13/8/43 - MILAN

Lancaster III ED.998	S/L W.J.Lewis Sgt Stead C.E. Sgt Scott A.J. Sgt Garvey K. Sgt Morley R.C. Sgt Bayliss G.P. Sgt Mallan J. P/O P.G. Fidler	Captain P/Engineer A/Bomber Navigator W/Operator M/U A/G Rear A/G 2nd Navigator	2130	0544	Bombing - MILAN - sortie completed. Many and broken st.cu. Built up area seen through gap. Bombed two green TIs close together from 15000 at 0122 (4 x 1000lb GP .025, 32 x 30lb 450 x 4lb inc.) Concentration seemed good. Buildings seen in light of fires. In early stages promised a good prang. PFF good. M.C. technique working well. Opposition at target negligible.
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17-18/8/43 – PEENEMUNDE – ‘OPERATION HYDRA’ 1ST RAID ON PEENEMUNDE

Lancaster III LM.338	S/L W.J.Lewis Sgt Stead C.E. Sgt Scott A.J. Sgt Garvey K. Sgt Morley R.C. Sgt Bayliss G.P. Sgt Mallan J.H. P/Sgt Dunn D.C.	Captain P/Engineer A/Bomber Navigator W/Operator M/U A/G Rear A/G 2nd Pilot	2147	0445	Bombing - PEENEMUNDE - sortie completed. 5/10ths cloud and good breaks. Tops 4/6000ft. Good vis. Target bombed on time and distance run from 6000 at 0056 (8 x 1000lb GP, 5 x 500lb MC - including 1 x 500lb fused Mk 37 Mk 43 pistol. Green TIs seen but owing to smoke over target area was impossible to identify exact location. Bombs seen to explode on buildings. Buildings identified due to flash, also buildings at B and F were burning fiercely and buildings at R appeared completely gutted. Appeared to be a very successful raid. Very good co-operation between navigator and bomb-aimer produced fine results. Good bombing results observed by five members of crew. M.C. not heard.
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6-7/9/43 – MUNICH

Lancaster III JB.121	S/L W.J.Lewis Sgt Stead C.E. Sgt Scott A.J. P/Sgt Garvey K. Sgt Morley R.C. Sgt Bayliss G.P. Sgt Mallan J.	Captain P/Engineer A/Bomber Navigator W/Operator M/U A/G Rear A/G	1952 1950	0432	Bombing - MUNICH - sortie completed. 7/10ths cloud layer, tops about 16000ft. Bombed on single green TI from 20000 at 2340 (1 x 4000lb HE, 52 x 30lb and 600 x 4lb inc.) Wide-spread fires over fairly large area, probably owing to cloudy conditions over target area. Many loads dropped short just S. of AUGSBURG. Much jettisoning of incendiaries along route. PFF fairly scattered. Not a very satisfactory attack.
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23-4/9/43 – MANNHEIM – MALLIN SHOT DOWN ME109 IN FLAMES

Lancaster III JB.121	S/L W.J.Lewis Sgt Stead C.E. Sgt Scott A.J. P/Sgt Garvey K. Sgt Morley R.C. Sgt Bayliss G.P. Sgt Mallan J.	Captain P/Engineer A/Bomber Navigator W/Operator M/U A/G Rear A/G	1842	0121	Bombing - MANNHEIM - sortie completed. No cloud. Good vis. Bombed concentration of green TIs from 18000 at 2156 (1 x 4000lb HE, 76 x 30lb and 1080 x 4lb inc.) Own bombs believed in right place, bang on green TIs. Other results appeared highly concentrated. Fires going well. Good route in and out. PFF technique on route and at target good, well concentrated and in right place as we could identify target visually by river in reflection of S/Ls. Plenty of fighter opposition. R/G did very well, shooting enemy a/c down in flames, confirmed by other members of crew, seen to hit ground and explode. Very good prang all round. Petrol left 300 gallons.
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3-4/11/44 – DUSSELDORF - MISSING

Lancaster III JB.121	S/L W.J.Lewis Sgt Stead C.E. Sgt Scott A.J. P/Sgt Garvey K. Sgt Morley R.C. Sgt Bayliss G.P. P/Sgt Mallan J.H. P/Sgt Evans J.W.	Bombing - DUSSELDORF.	1703		Aircraft missing. No news received.
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At it at last and DUSSELDORF was the place. 18 went forth, the captains being AUS416634 P/O R.M.STANFORD, AUS414343 P/O I.G.DURSTON (AUS415276 P/O C.I.REYNOLDS 2nd), AUS415204 P/SGT WARREN H.C. (AUS420771 P/SGT MACKAY/2nd), AUS415192 P/O D.C.HARVEY, AUS414734 P/SGT SMITH M.P., AUS413762 P/SGT COULSON H.W., AUS381 S/L R.KINGSPORD-SMITH, AUS414153 P/O N.M.McCLELLAND (AUS413798 SGT SCHOMBERG C.C. 2nd), AUS414407 P/O B.R.JONES, AUS33446 P/O F.MORRIS, AUS401146 P/O L.B.PATRIN, AUS407853 P/O J.H.WHITING, 63071 S/L W.J.LEWIS (AUS410152 P/SGT EVANS J.W. 2nd), AUS411652 P/O G.L.MESSENGER, AUS413219 P/O C.J.MARTIN, AUS412959 P/O A.E.KELL, AUS416418 P/O D.C.DUNN and AUS412936 P/O E.A.PAYLE.

All got away O.K. but not before exceptionally good work had been done by the ground staff. P/O DURSTON's aircraft was u/s but he was able to get away eventually being 34 minutes late in taking off. It was a terrific race against time and everyone pulled their weight. It was a short trip and an early take off and the time of return was well before 2200 hours.

A big blow for one of our Flight Commanders S/L LEWIS failed to return and he had a new pilot P/SGT EVANS who was on his first trip. In S/L LEWIS we have lost one of the very best types who really kept the Officers' Mess going. In his Flight he was very popular and the Squadron will miss his fiery moustache and humour.

Condition GVF. DFM ribbon, which is original, has been removed and sewn back in place as a single longer length. The likely to be washed as the dye from the purple has mixed with the white thread slightly. Complete with its original clip which is filled upside down, this award was clearly worn by a member of the diseased family. Sold with digital copies of original DFM recommendation, Operational logs for both Squadrons and transcripts of all Mallin's sorties extracted from the latter.



An extremely fine group to a Lancaster Rear Gunner who shot down or damaged three German aircraft