

# Flight Lieutenant K.G.Robertson

PILOT



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References: 97 Squadron Operational Record Books 1939-1943

*Achieve Your Aim by Kevin Bending*

Mark Howard

2021

Approved  
George R.I.



J.D. Astor-Amstrong  
Chester Herald  
and Inspector of Royal  
Air Force Badges

College of Arms,  
January, 1939.

**Commanding Officers:**

Wg Cdr D.F.Balsdon

Wg Cdr J.H.Kynoch

Wg Cdr J.H.H.Collier DSO DFC

Wg Cdr G.D.Jones DSO DFC

Gp Capt N.H.Fresson DFC

Wg Cdr E.J.Carter DFC\*

Wg Cdr A.W.Heward DFC\* AFC

Gp Capt P.W.Johnson DSO DFC AFC

(\* denotes Bar)

Early in 1941, a large donation was made to the British Government by the Malay Straits Settlements for the purchase of some Avro Manchester bomber aircraft. In appreciation of this, 97 Squadron was authorized to assume the title of "97 (Straits Settlements) Squadron", and it was reformed in February 1941, at Waddington.

25th February 1941 97 Squadron was scheduled to operate from RAF Coningsby as part of 5 Group. The Squadron began to convert to using Lancasters in January 1942 and, in March of that year, 97 Squadron re-located to Woodhall Spa.

re-formed 25.2.41 as No.97 (B) Sqdn from nucleus provided by No.207 (B) Sqdn at: Waddington Feb 1941-Mar 1941

Coningsby : Mar 1941-Mar 1942

Woodhall Spa : Mar 1942-Apr 1943

Bourn : Apr 1943-Apr 1944

"A", "B" & "C" Flts detached to Gransden Lodge, Graveley & Oakington, respectively during Aug/Sep 1943.

Coningsby : Apr 1944 onwards

#### Aircraft flown by 97 Squadron

Avro Manchester : Feb 1941-Feb 1942

Avro Lancaster B.I and B.III : Jan 1942 onwards



## List of Operations

- Robertson, K.G. (Pilot)
- F/O 1. 19/20 Oct 44 Nuremburg,
  2. 6 Nov 44 Gravenhorst,
  3. 11 Nov 44 Harburg,
  4. 22/23 Nov 44 Trondheim,
  5. 26/27 Nov 44 Munich,
  6. 4 Dec 44 Heilbronn,
  7. 6 Dec 44 Giesson,
  8. 4/5 Jan 45 Royan,
  9. 7/8 Jan 45 Munich,
  10. 13/14 Jan 45 Politz,
  11. 14/15 Jan 44 Merseburg,
  - 16/17 Jan 45 Brux ret early,
  12. 1 Feb 45 Siegen,
  13. 2/3 Feb 45 Karlsruhe,
  14. 7/8 Feb 45 Dortmund Ems Canal,
  15. 8/9 Feb 45 Politz,
  16. 13/14 Feb 45 Dresden,
  17. 19/20 Feb 45 Bohlen,
  18. 21/22 Feb 45 Gravenhorst – Dortmund Ems Canal,
  19. 24 Feb 45 Ladbergen,
  20. 14/15<sup>th</sup> Mar Lutzkendorf
  21. 16/17<sup>th</sup> Mar Wurtzburg



STUDIO PORTRAIT OF FLIGHT LIEUTENANT (FLT LT) 423408 KENNETH GORDON ROBERTSON,  
RAAF AND NO 97 SQUADRON, RAF.

FLT LT ROBERTSON IS WEARING HIS RAF DRESS UNIFORM WITH HIS WINGS AND THE RAF PATH  
FINDER FORCE BADGE BELOW ON HIS RIGHT HAND SIDE OF HIS JACKET.

THE AWARD OF THE PATH FINDER FORCE BADGE WAS FORMALLY AWARDED TO FLT LT  
ROBERTSON ON 22 MAY 1945 BY THE AIR OFFICER COMMANDING THE PATH FINDER FORCE.

PLACE MADE: UNITED KINGDOM: ENGLAND, GREATER LONDON, LONDON

DATE MADE: 1945

CONFLICT : SECOND WORLD WAR, 1939-1945

~FROM THE AUSTRALIAN WAR MEMORIAL ~

KENNETH GORDON ROBERTSON WAS BORN AT MERUNGLE HILL, YANCO, NSW IN FEBRUARY 1921, SON OF AN AUSTRALIAN ARMY NURSING SISTER (WW1) AND A SOLDIER OF THE 1ST AIF, WHO HAD BECOME SOLDIER SETTLERS IN THE AREA.

AFTER EDUCATION AT YANCO AGRICULTURAL HIGH SCHOOL, HE WAS EMPLOYED BY THE RURAL BANK AND ALSO SERVED PART-TIME WITH 56 (MILITIA) BATTALION AT LEETON, NSW.

AGED 18, WHEN THE SECOND WORLD WAR COMMENCED IN 1939, ROBERTSON REMAINED IN MILITIA SERVICE UNTIL 1942 AT WHICH TIME HE VOLUNTEERED FOR AIRCREW TRAINING IN THE RAAF.

SELECTED TO BECOME A PILOT, WITH THE SERVICE NUMBER 423408, HE COMPLETED HIS INITIAL FLYING TRAINING AT TEMORA, NSW, BEFORE SAILING TO CANADA TO CONTINUE HIS INSTRUCTION AS PART OF THE EMPIRE AIR TRAINING SCHEME (EATS) WITH 7 SERVICE FLYING TRAINING SCHOOL (SFTS) NEAR LETHBRIDGE, ALBERTA.

AFTER GRADUATION AS A PILOT IN JULY 1943, ROBERTSON WAS SELECTED FOR FURTHER TRAINING IN THE UNITED KINGDOM TO BECOME A MEMBER OF THE RAF'S ELITE 'PATHFINDER FORCE', BOMBER COMMAND.

AFTER THIS TRAINING, HE WAS POSTED TO 97 (PATHFINDER) SQUADRON, RAF, BASED AT CONINGSBY, IN LINCOLNSHIRE, AS A LANCASTER PILOT AND COMPLETED A TOUR OF OPERATIONS WITH THIS UNIT.

RETURNING TO AUSTRALIA WITH THE RANK OF FLIGHT LIEUTENANT (CAPTAIN), HE WAS DISCHARGED IN SEPTEMBER 1945.

KEN ROBERTSON RETURNED TO MERUNGLE HILL, WHERE, AS A SUCCESSFUL CITRUS GROWER AND TURKEY FARMER, HE BECAME INVOLVED IN MANY LOCAL COMMUNITY ASSOCIATIONS AND CHARITIES.

HE DIED IN APRIL 2001.



This Irvin jacket was worn by Robertson during his tour of operations.

It has an unusual yellow painted integral fold up hood of the type normally associated with Coastal Command or Fleet Air Arm aircrew.

Jacket custodian: Australian War Memorial

It was not unusual for crews in the RAF to "Supplement" their standard kit. If they had better or personal equipment, they could wear it. Many families would send extra layers of clothing like cotton or silk under gloves or better goggles. This can be seen in the famous photo of Wing Commander Guy Gibson VC, DSO, & Bar, DFC & Bar, he is seen wearing a German Luftwaffe "Mae West" life vest taken from a downed German airman he downed whilst on night fighters.





Informal group portrait of 414138 Sergeant (Sgt) Vivian Arthur Howard, instructor and trainee pilots, standing in front of a Tiger Moth (DH 82A) aircraft, during their course of instruction at No 10 Elementary Flying Training School (10EFTS) Temora, NSW.

Identified, left to right:

423408 Leading Aircraftman (LAC) Kenneth Gordon Robertson; LAC Kennedy; Sgt Vivian Howard; LAC Simmonds.

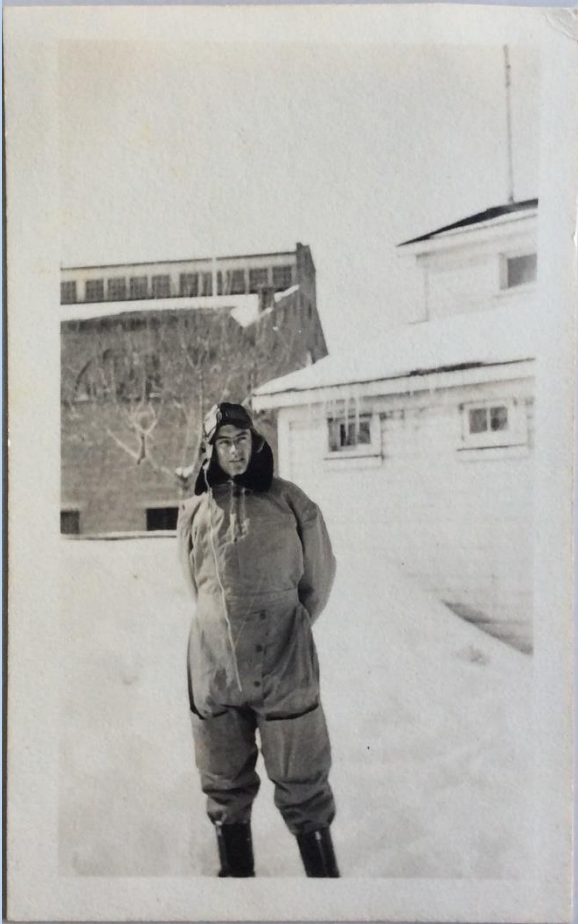
Sgt Vivian Howard of Mackay, Qld, enlisted with the RAAF on 16 August 1941 and served as an instructor and later pilot officer at 10EFTS in Temora, NSW.

He was accidentally killed at the flying school at Temora, NSW, on 29 October 1943 aged 27 years.

Place made      Australia: New South Wales, Temora

Date made      1942

Conflict        Second World War, 1939-1945





Group portrait of Flight Lieutenant (Flt Lt ) 423408 Kenneth Gordon Robertson (back row, fifth from left) and his crew grouped in front of the RAF Lancaster III aircraft, number, ME623G codenamed G for George they flew as one of the crews of the RAF's elite No 97 (Pathfinder) Squadron, known as the 'Path Finder Force'. This aircraft was not the usual one they would fly in fact they only flew it once, the normal aircraft was PB706G codenamed D for Dog.

The airmen in the back row are Robertson's aircrew and the airmen in the front row could be his ground crew.

Identified aircrew, but exact places unknown are:

NZ 4421984 Warrant Officer R Morgan, of Auckland, New Zealand; Flight Sergeant (Flt Sgt) Norman Charles Scullard, of Surrey, England; Flt Sgt Dennis Soar, navigator, of Nottinghamshire, England; Sgt Reg C Saxby, flight engineer, of Fulham, London, England; Sgt J L Heron, rear gunner, of Essex, England; Sgt I M Wintle, mid gunner, of Pontypridd, Wales.

Place made: United Kingdom: England, Lincolnshire

Date made: 1945

Conflict: Second World War, 1939-1945

## DETAILS FROM OPERATIONAL RECORD BOOK

### 19/20 October 1944 - Nuremburg

12 aircraft were detailed this evening to attack Nuremburg, as flare force, both blind and visual, supporters, Primary Blind Marker, and Visual Backer-up. Of these all 12 took off and reached the target area, but two of these did not attack for technical reasons and must therefore be considered abortive. They were:- O – Captain F/O Scholefield (Aus) and “Q” – F/O Coulter. The primary attack plan had involved visual identification of the target. But when the Controller and Marker Leader arrived over the target, they found that although the target itself was clear, the surrounding areas were covered by stratus with base at 4000', and therefore decided on blind marking for general identification. In accordance with instructions, therefore, the first blind TI went down at 2045 (H-10). H was followed by flares, but the illuminating power of the flares was minimised by low banks of cloud (stratus) by now surrounding the target. The first green was backed up by reds, since accurate identification of the aiming point was impossible, and at 2054, the main force aircraft were called in to bomb the red and green markers direct. Although it is feared that the concentration of markers, visual markers, and bombs was well below the usual average, it is believed that a good deal of damage was done to this highly difficult target. At the moment, however, the presence of cloud and the inconclusive nature of the flare force's reports make assessment of results a matter of conjecture. The flak was, generally speaking, more intense than was expected, and the light flak was very accurate. There were no searchlights. All aircraft despatched from this Squadron returned safely to their base.

**PB588E** F/O K.G.Robertson, Sgts R.C.Saxby, D.Soar, F/Sgt N.C.Scullard, F/Sgt R.Morgan, Sgts J.L.Heron, I.M.Wintle. Up 1745 Down 0020. 9 x 7" clusters, 2 x TI green No 16, 3 flares red/green star. 10/10ths cloud 8000' with break. Target identified on H2S and visually by green TIs. Dropped flares as ordered by Controller.

### 6 November 1944 – Gravenhorst (Ems-Weser Canal)

Further news today has been received of a member of the same crew, Aus F/O K.H.Frost. His body was recovered from the sea near Snettisham, Norfolk. Quite an amount of training this morning consisting of Y runs, bombing, GPI runs, Loran cross countries and air sea firing. 15 Lancasters have been detailed for an operation this evening. 9 aircraft to attack the Ems-Weser Canal at Gravenhorst, and the other 6 to attack Rheine. The operation on the canal was carried out from 15000 ft in clear weather and good vis. Slight light flak and fighter activity on last leg in to target and over target. Controller believed he identified Canal 4 miles SE of target & reported flares to be widely scattered with centre 10 miles NE of this point. However, several aircraft reported the two green TIs as close either side of the Canal embankment. Blind flares reported to have been dropped over the green TI but drifted eastwards in a stronger wind than forecast. At H-4 target had not been marked and Controller ordered more flares to east. One marker went in at H-2 but before red TI could be assessed it went out. The Main Force were required to orbit but at H+8½ in the absence of red marking Controller abandon mission was ordered. The operation against Rheine by 6 Supporters was carried out in much the same weather and defence. Bombs were dropped on instruments as briefed & no results observed. All aircraft were diverted on return owing to weather at base. F/O Greening crash landed at Knettishall but the crew were fortunately uninjured.

**PB473F** F/O K.J.Robertson, Sgt R.C.Saxby, F/Sgt D.Soar, F/Sgt N.C.Scullard, F/Sgt R.Morgan, Sgts J.L.Heron, I.M.Wintle. Up 1638 Down 2156. 12 x 7" clusters, 2 reco flares. Clear, no haze. Target located visually on green TIs (H2S inadequate). We arrived two minutes ahead of time and as H2X was u/s we did a left hand orbit during which the green TIs went down about 2 miles apart in a line east to west. As the western one was nearer the waterway (visible), we dropped our flares on that. At 1923.5

hrs Controller called for more flares to east. Immediately after this another voice called for flares to the west.

### **11 November 1944 – Harburg**

10 Lancasters have been detailed for operations against a target at Harburg. Thin stratus at 12,500 ft. Some e/a activity on last leg in to target, accurate predicted H/F, moderate barrage later. The primary blind markers and flare forces dropped their flares from approx 17,500 ft. Controller ordered Main Force to bomb centre cluster of red TI. Good bombing resulted on or near M/P with incendiaries, later covering town. Red TI attracted some bombing but main weight of attack believed to have fallen as required. Large explosion seen. All aircraft returned safely to base.

**PB473F** F/O K.G.Robertson, Sgt R.C.Saxby, F/Sgt D.Soar, F/Sgt N.C.Scullard, F/Sgt R.Morgan, Sgts I.M.Wintle, J.L.Heron. Up 1637 Down 2126. 12 x 7" clusters, 1 x TI red B22, 1 x TI red No 16. No cloud, haze. Located target on H2X as ordered. At 1913 hrs there were two red TIs to north and south of river and greens between these. Controller called for more flares at 1914 hrs and at 1916 hrs for Main Force to bomb.

### **22/23 November 1944 – Trondheim**

18 aircraft have been detailed for operations, 2 of these being cancelled after briefing. Trondheim was the primary target. The Squadron attacked with 4 Primary Blind Markers, the remainder in three Flare Forces, in clear weather over the target, with very light & ineffective H/F and L/F & no fighter opposition. Flares were dropped as briefed. The Mosquito aircraft failed to locate & mark the target and Main Force brought their bombs back. The Squadron took off from base late in the afternoon, the trip being a very long one averaging about 10 hours. All crews returned to base, F/L Gee landing with only 3 engines, the port outer having failed on the return journey.

**PB706D** F/O K.G.Robertson, Sgt R.C.Saxby, F/Sgt D.Soar, F/Sgt N.C.Scullard, F/Sgt R.Morgan, Sgts I.M.Wintle, J.L.Heron. Up 1556 Down 0145. 14 CP No 3 Mk II, 2 rec flares. No cloud, good visibility. Target located on H2S and by existing flares. First flares down when we arrived. One green TI was seen to west of town and another to east of dock area. Two sticks of flares were seen laid across each of those TIs. Our bomb sight was u/s for visual bombing so we dropped on H2S. No red TIs seen. Controller's remarks could not be heard. No reception on VHF as one aircraft had set on transmit.

### **26/27 November 1944 – Munich**

High level bombing, Y runs and cross countries carried out. 16 aircraft have been detailed to attack Munich. The Squadron force consists of 2 primary blind markers, 2 u/t PBM, 8 Flare Force in 4 waves and 2 Supporters, who were routed via Italy and Mont Blanc to attack the target from an easterly direction. On arrival the weather was clear with slight industrial haze and the river, streets and houses could clearly be seen. Defences were caught napping, very slight H/F at start followed by light but very accurate predicted flak giving way to a weak barrage. The Controller arrived late, so Marker I assumed control on Controller's instructions pending his arrival. Flares were placed accurately and illumination was good. Marker I tally-ho at H-7. He assessed himself as almost on A/P & ordered fellow markers to back up. Controller had by then arrived and confirmed accuracy of markers. Backing up was finally completed by H-1, producing a very bright patch of red. Main Force were called in to bomb approx H hour, & were warned against spoofs west of town and against undershooting. Reports show that the whole of the planned sector was well ablaze. A very successful attack is anticipated. Good photographs were obtained. After a long journey lasting approx 9 hours all aircraft and crews landed safely at base.

**PB706D** F/O K.G.Robertson, Sgt R.C.Saxby, F/Sgt D.Soar, F/Sgt N.C.Scullard, F/Sgt R.Morgan, Sgts I.M.Wintle, J.L.Heron. Up 2339 Down 0821. 12 x 7" clusters, 4 x TI green No 2, 2 rec flares. Clear. Identified target on H2S. Satisfied with H2S run; clear picture.

#### **4 December 1944 - Heilbronn**

Improved weather - eight aircraft were airborne first thing in the morning for training. 16 aircraft took off soon after 1600hrs to attack Heilbronn, two primary blind markers, flare forces in 3 waves & two supporters. Weather was clear over target except for some thin stratus at 7,500ft. Flak negligible, some predicted heavy flak south of Mannheim, little fighter activity. The attack was punctual with PBM, two of whose load fell in the centre of the town. A profusion of flares followed, producing intense illumination of the whole town and adjoining countryside. Flares were very accurate. F/O Yaxley had icing troubles leaving target, and turned back eventually, breaking cloud 8 miles east of Karlsruhe. He reported this town well ablaze, but fires at Heilbronn even better. All crews returned safely to base.

**PB706D** - F/O K.G.Robertson, Sgt R.C.Saxby, F/S D.Soar, F/S N.C.Scullard, F/S R.Morgan, Sgt J.L.Heron, Sgt I.M.Wintle. Up 1610 Down 2258. \$ x TI green B22, 1 x TI green No16, 12 x CP No1. Clear sky. Target located on H2S. Dropped green TIs as briefed. First red TI assessed as 200 yards out. Flares were very good. At 1924, Backers up called in, no more illumination required. Icing encountered Heilbronn area.

#### **6 December 1944 - Glesson**

Again, 13 aircraft detailed for operations, the raid schedule reading the same except for one crew, S/Ldr Parker replacing F/L Shorter, the latter now having completed 45 sorties & has one more to do to finish his crew with the same number. All 13 aircraft took off at dusk, consisting of 2 PBM, 3 waves of flare force & 2 supporters. The weather was clear over the target. Defences were slight, flak being negligible, but considerable fighter activity over target, Glesson. Only one PBM released; the other either not satisfied with Box, or instruments u/s. The green cascaded at H-11 & was followed by 1st flares which, although rather short, illuminated the A/P. Illumination was sufficient for the target to be marked at H-8, assessed as slightly wset & almost on railway line. Backing up produced a close concentration. Controller called in Main Force to bomb at H-3 1/2, which was accurate, producing two large, believed petrol explosions. The 3rd wave of flares was not required. F/O Yaxley was again unfortunate, his aircraft being shot up & his mid upper gunner being wounded; others have very close shaves. Sgt Wilkinson (MU/G) is now in Station Sick Quarters and progressing favourably. Numerous combat reports were reported & F/O Yaxley claims a JU88 probably destroyed, his aircraft being damaged by a ME410, which also took part in the encounter, the port outer being put entirely out of action. The raid was considered highly successful, and all aircraft and crews returned safely to base.

#### **4/5 January 1945 - Royan**

Some H.L.B & Y runs carried out. 10 a/c are required for operations. The 9 a/c detailed, Blind Markers & Flare Force, took off late at night to attack German Army concentration at ROYAN. Visibility was moderate & flak negligible at flare force height. Target was finally marked accurately by Red T.I.s at H -0½ & Main Force was called in to bomb at H hour. A concentrated & believed accurate attack covering the whole town resulted. All crews returned safely to base.

**PB706D** F/O K.G.Robertson, Sgt R.C.Saxby, F/Sgt D.Soar, F/Sgt N.C.Scullard, W/O R.Morgan, Sgts J.L.Heron, I.M.Wintle. Up 0040 Down 0650. 14 CP No 3. Thin layer of cloud at 15,000' otherwise clear. Target located on H2X with GPI check from southern tip of Isle of Oleron. On our run 2 green TI were down and a third followed while we were dropping flares. Own flares run was very satisfactory.

Other flares seemed scattered and illumination was insufficient. 1 red TI was accurate, another too far south. Controller instructed that that southern one was to be ignored. On leaving target at about H+1 we saw bombing concentrated on west of town.

### **7/8 January 1945 – Munich**

**PB706D** F/O K.G.Robertson, Sgt R.C.Saxby, F/Sgt D.Soar, F/Sgt N.C.Scullard, W/O R.Morgan, Sgts I.M.Wintle, J.L.Heron. Up 1715 Down 0057. 6 x 250lb TI green. Clear. Target identified visually. Controller assessed red TIs as being north and south of the M/P. At 0205 hrs Controller told the PBM not to drop any more TIs. Emergency wave not needed, so dropped our bombs. Large fires seen in target area on way home.

### **13/14 January 1945 – Politz**

**PB706D** F/O K.G.Robertson, Sgt R.C.Saxby, F/Sgt D.Soar, F/Sgt N.C.Scullard, W/O R.Morgan, Sgts I.M.Wintle, J.L.Heron. Up 1635 Down 0228. 2 x 1000lb TI green, 3 x 250lb TI green, 6 x 1000lb MC (delay). Clear. Target identification by H2S. Run up satisfactory. Representation on H2S not good enough for blind TIs, so dropped the bombs only. Very large explosion in target area about 2246 hrs.

### **14/15 January 1945 – Merseburg (Leuna Oil Plant)**

**PB706D** F/O K.G.Robertson, Sgt R.C.Saxby, F/Sgt D.Soar, F/Sgt N.C.Scullard, W/O R.Morgan, Sgts I.M.Wintle, J.L.Heron. Up 1623 Down 0131 (at Breighton). 3 x 250lb TI red, 2 x 1000lb TI red, 9 x 500lb MC (delay). Thin cloud, hazy. Target located on H2S. As our H2S definition was not satisfactory it was not possible to act as PBM. We therefore dropped our bombs visually. 3 TIs were together with 1 red TI well to SW of it. Haze prevented further assessment.

### **16/17 January 1945 – Brux**

Well, in spite of what was regarded as unfavourable weather, operations were laid on. The target, for the third time in succession, was an oil plant, but with the unusual feature of being at BRUX in (Czecho)\_Slovakia. Once before, this target had been attacked, but by the Americans flying from Italy. Surprisingly enough, we were able to provide Mosquitoes with the marking force, in spite of the target range. Take off time was put back one hour, & the reason for this was soon clear. A squadron of Fortresses had been diverted to this station from the East Anglian area. It was a pretty sight for our crews to watch the silver "Forts" touching down in such rapid order. Our fifteen crews had taken to the air by 1800 hrs, and all but one, who turned back at Karlsruhe for intercom, trouble, arrived at the target on time. Unfortunately, the target was obscured by a layer of strato cu. Base of about 1500 ft. despite the high ground in the vicinity, one Mosquito went down through the cloud and marked the target. Main Force were called in to bomb the glow of these markers, & were aided in their bombing by high bursting T.I.s dropped over the target by our crews on their second run. Because of the cloud bombing results could not be observed, but several of our bombing photos showed columns of smoke rising through & above the cloud. The attack proved to be most amazing, for not one a/c in the whole of the group was missing. Meanwhile, at base the Americans had made themselves at home, & were sleeping in the beds of the members of the squadron. Anglo-American relations were strengthened by this intimacy.

**PB410J** F/O K.G.Robertson, Sgt R.C.Saxby, F/Sgt D.Soar, F/L J.Would, W/O R.Morgan, Sgts I.M.Wintle, J.L.Heron. Up 1807 Down 0020. 11 CP No 1, 3 x 250lb TI green. Mission abandoned at 4910N 0916E at 2130 hrs; load brought back. H2S was u/s just after take off, although satisfactory ½ an hour before on the ground. After about ¾ of an hour we got it serviceable but it went wrong again

later. Just after Karlsruhe the intercom went u/s and after ½ hour trying to get it right and finding the emergency intercom was no good, we abandoned mission.

### **1 February 1945 – Siegen**

**PB706D** F/O K.G.Robertson, Sgt R.C.Saxby, F/Sgt D.Soar, F/Sgt N.C.Scullard, W/O R.Morgan, S/L C.C.Sherring, Sgt J.L.Heron. Up 1559 Down 2201. 2 x 250lb TI green, 2 x 1000lb TI green. 10/10ths cloud. Target located by red and green glow. As H2S failed we were unable to drop our TIs. At 1911 hrs Controller ordered “Stand by for sky”. Orbiting target and prepared for sky marking; on our run up Controller called in Main Force to bomb on red glow direct. At 1920 hrs someone called Controller and asked if sky marking was required and he replied “No”.

### **2/3 February 1945 – Karlsruhe**

**PB706D** F/O K.G.Robertson, Sgt R.C.Saxby, F/Sgt D.Soar, F/Sgt N.C.Scullard, W/O R.Morgan, F/Sgt J.Walsh, Sgt J.L.Heron. Up 2030 Down 0251. 3 x 250lb TI green, 8 x 1000lb MC (delay). 10/10ths cloud tops approx 17,000'. Target located by H2S. Controller ordered “Sky” at 2312 hrs. Winds differed from Met forecast. 1 x 250lb TI green hung up; jettisoned at 5025N 0040E at 0140 hrs at 14,000'

### **7/8 February 1945 – Dortmund-Ems Canal**

**PB706D** F/O K.G.Robertson, Sgt R.C.Saxby, F/Sgt D.Soar, F/Sgt N.C.Scullard, W/O R.Morgan, F/Sgt A.Rainsford, Sgt J.L.Heron. Up 2103 Down 0245. 14 CP No 1. 10/10ths cloud thin layer, medium, very small breaks. Target (Ladbergen) identified on H2S. Flares did not seem as concentrated as usual. Red and green TI occasionally seen through small breaks in cloud.

### **8/9 February 1945 – Politz**

**ME623G** F/O K.G.Robertson, Sgt R.C.Saxby, F/Sgt D.Soar, F/Sgt N.C.Scullard, W/O R.Morgan, F/Sgt I.M.Wintle, Sgt J.L.Heron. Up 1701 Down 0144. 2 x 250lb TI green, 6 x 1000lb MC (delay). Clear. Target located on H2S. One red TI assessed as 200 yards south. Considerable glare from flares. Main Force called in just before H-hour. Explosion seen on way back from target.

### 13/14 February 1945 – Dresden

**PB706D** F/O K.G.Robertson, Sgt R.C.Saxby, F/Sgt D.Soar, F/Sgt N.C.Scullard, W/O R.Morgan, F/Sgt J.Walsh, Sgt J.L.Heron. Up 1830 down 0303. 5 RP flares green/red, 6 x 1000lb MC (delay) 1 x 500lb MC (delay). 9-10/10ths thin cloud. Target located on H2S. Dropped bombs blind as briefed. Markers seemed very concentrated and could be seen quite plainly through the cloud.

### 19/20 February 1945 – Bohlen

**PB408O** \*F/O K.G.Robertson, Sgt R.C.Saxby, F/Sgt D.Soar, F/Sgt N.C.Scullard, W/O R.Morgan, W/O G.A.Lennon, Sgt J.L.Heron. Up 0004 Down 0704. 2 x 1000lb TI green, 5 x 1000lb MC (delay), 5 RP flares green/red. 10/10ths cloud tops 10-12,000'. Target identified on H2S. No results visible. Cloud prevented greens being seen. Controller heard only by Main Force and not by Marker Leader who took over Control.

### 21/22 February 1945 – Gravenhorst (Dortmund-Ems Canal)

**PB905K** F/O K.G.Robertson, Sgt R.C.Saxby, F/Sgt D.Soar, F/Sgt N.C.Scullard, W/O R.Morgan, F/Sgt A.Rainsford, Sgt J.L.Heron. Up 1700 Down 2246. 14 CP No 3. Clear. Target located visually by flares and green and red TIs; check on H2S. Flares went down before green which appeared to be east of canal. One red TI appeared accurate. Controller ordered the most northerly TI to be bombed. Our flares were not required. VHF was noisy and had to be turned off. Load brought back.

### 24 February 1945 – Ladbergen

**PB706D** F/O K.G.Robertson, Sgt R.C.Saxby, F/Sgt D.Soar, F/Sgt N.C.Scullard, F/L F.H.Harrison, W/O R.Morgan, S/L C.C.Sherring, Sgt J.L.Heron. Up 1410 *no down time shown*. 2 x TI red, 2 x TI green, 2 x TI yellow (B25s). 10/10ths cloud base 3000', tops 8000'. We set course on time, but at 4 degrees E we were 2 minutes late, and at target 3-4 minutes late – after crossing the Zuider Zee the Controller and Deputy discussed advisability of pressing on and decided to do so. 617 and 9 Squadrons were behind at 4E but took the lead after. We were too far ahead of Main Force at this point, so throttled back 2125 hrs to enable them to catch up. There was 10/10ths cloud over target and order to abandon mission was given at 1632 hrs. The escort was very good and there were no enemy fighters.

### 14/15<sup>th</sup> March 1945 - Lutzkendorf

Fourteen aircraft detailed for operations, target – LUTZKENDORF. "H" hour 22.00 hours. Aircraft "P" returned early – H2S unserviceable – Captain F/Lt. TAYLOR. Heavy flack encountered over target, weather clear except for ground haze and smoke. Concentration of bombing north of target.

**PB706 D** F/L K.G.Robertson, Sgt R.C.Saxby, F/Sgt D.Soar, F/Sgt N.C.Scullard, W/O R.Morgan, W/O J.K.Russell, Sgt J.L.Heron. UP 1702 DOWN 0211. 12 x C.P.No.1, 2 x R/P Flares G/R, Clear; haxy. Target located on H2S. Nothing down when we dropped but flare were just going down 3/5 miles to the East. Later a concentration was buit up. Nothing else seen. D/R compass unserviceable. Diverted to and landed at Wing.

### 16/17<sup>th</sup> March 1945 – Wurtzburg

Thirteen aircraft detailed for operations, target WURTZBURG. H-hour was 21.35 hours. Aircraft took off 17.30 hours. Marking was very accurate in time and position. Bombing generally believed to be effective. Weather over target – no cloud but slight ground haze. All our aircraft returned safely to base.

**PA973 C** F/L K.G.Robertson, Sgt R.C.Saxby, F/Sgt D.Soar, F/Sgt N.C.Scullard, W/O R.Morgan, F/O F.A.Tuck, Sgt J.L.Heron. UP 1743 DOWN 0128. 2 x 250-lb T.I. Green, 7 x 1000 MC (Delay). Clear; no cloud. Target located no H2S. Green T.I.'s appeared fairly scattered and a good concentration of Red on Western bank of river. Illumination was good. Our two T.I.'s were not required.

Last Operation with 97 (Straits Settlements) Squadron.



**WWII - R.A.F. PATHFINDER FORCE BADGE.**  
(Air Ministry Order No. A. 1244/42).  
Worn on left hand pocket flap underneath Pilot's Wing or  
Aircrew Brevet. This coveted wing was permitted to be  
worn only by personnel holding the Pathfinder Certificate.