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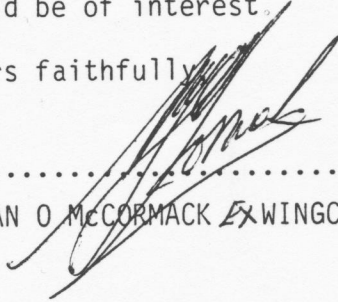
I note in the translation of your chapter in "Tasinge Arborg 1992" you state that the crew surrendered themselves to the Police.

This is not so!

It is obvious, reading our different statements that our whereabouts was reported to the Police by the people, who we had accidentally contacted, who in turn handed us over to the Germans. Fear of reprisals is understandable and with the viciousness of the Occupying Powers, only natural. But to keep the record straight, it was only a few hours after baling out that we were reported on, arrested and handed over. Personally, I had not really started to get moving and was extremely annoyed.

After reading the crews' individual statements and from perusing books on the Hercules engine, together with a fading memory, I think we suffered from frozen carburettors. That is why I would like to locate our Flight Engineer, who was responsible for fuel cocks and fuel changeover and transfers. His comments would be of interest.

Yours faithfully


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ALAN O MCCORMACK EX WINGCOMMANDER A.F.C.

SHORT HISTORY

As you can see from the copy of my Log Book (attached) I did not stay very long with 466 Squadron. I was not decorated during the war, other than campaign medals, but received an Airforce Cross for other flying action about 1955.

I enclose a photograph taken in 1943. I have another taken in 1989, if it would be of interest.

I was born in Melbourne, Victoria, Australia on March 19th 1919. My parents were third generation Australians, their parents arriving in Australia 1851 and 1852 from Scotland and Ireland.

I was educated at Melbourne schools up to the necessary standard of the day for entry to University - which I did not attend.

Over a 20 year span I held various appointments in the RAAF and saw service in Japan, Indonesia, Malaysia as well as all states of Australia, Headquarters Staff positions, Long Range Weapons Establishment, Atomic Bomb Trials etc.

I resigned my commission in 1957 and have been farming in Queensland for the last thirty years.

I have a current unrestricted private pilot's license and fly whenever I can find time (about once a month). I will continue to do this until I cannot pass a medical fitness examination and my license is not renewed.