

AWM 65

[395]

BOYLSO, WILLIAM WRIXON

404623

AUSTRALIAN ARCHIVES
ACCESS STATUS

OPEN

The following biographical details are required for use at RAHQ
Overseas Headquarters, LONDON. AM 560 DEC 1954

AW 960. DFC

A.W. 367^A/47^A (D.F.C.)
(BAR)

missing 24 16-65
P.D. 14-5-45
404623

SURNAME Boylson NUMBER 404623

CHRISTIAN NAMES WILLIAM WAIXON

AIR FORCE RANK AND MUSTERING..... *FLT* *PILOT*

DEGREES, DECORATIONS ETC. DFC (10.2.43)

PRESENT APPOINTMENT AND LOCATION..... 7 SQUADRON OAKINGTON

DATE OF BIRTH.....6/10/18.....PLACE.....IWAGGA WAGGA

EDUCATED..... WOLAHOI COLLEGE ORANGE, N.S.W.

DATE OF ENTERING SERVICE: 11/10/40

PLACES OF TRAINING... BRADFELD, NARROMINE, CALGARY/ALBERTA

CIVILIAN CAREER AND ACTIVITIES..... *BANK CLERK*

SPORT (TEAMS REPRESENTED), RECREATIONS, CLUBS ETC... *Surf Life Saving*

Clubs — Rowing - Football

NORTH COAST SRAFBOAT CHAMPIONSHIP.

FATHER, JOSEPH PATRICK BOYLSON

WIFE. Mrs. Joyce Boylson Guildford Sumner

HOME ADDRESS: No. 2 FLAT, CONRAGO, LODGE ST

SIGNATURE W. W. Boylston

DATE 24/7/82

DATE EMBARKED.....19/3/41.....

DESTINATION: CANADA

SECRET & CONFIDENTIAL

The following biographical details are required for use at R.A.A.F.

Overseas Headquarters. These forms are to be filled in and handed to the Adjutant of your unit immediately.

NAME Boyleson, William Waixen NUMBER Bus. 404623
(In full)

RANK AND MUSTERING. E/O PHOT DECORATIONS DFC & BAR

NUMBER I.T.S. COURSE.....7.....

X DATE LEFT AUSTRALIA
CANADA
S. AFRICA

DATE OF ARRIVAL UNITED KINGDOM..... 30/8/41.....

O.T.U. - A.F.U. etc. 22 OTU Wellesbourne

PRESENT UNIT 1st Lt. Sader Willing AIRCRAFT FLOWN 100

PREVIOUS UNITS (with dates) AND AIRCRAFT FLOWN..... *AGS, Lintrey, (Blanching 1st IV)*

22 OTU well-known, (Wellington I.C.) / Squadsman Calkinon (Sung 103)
 6018 W. 1000 A. O. 1000 M. 1000 L. 1000 B. 1000 M. 1000 T. 1000

que 2, V, IX, Mustang 1A, Bonicane 110, PHOENIX, JU 88, M.E 110,

DETAILS OF OPERATIONS (details of operations with dates to be given as fully as possible under the appropriate headings as shown)

- (a) Number Operational Hours (b) Number Operational Sorties, day-night
(c) Target bombed
(d) Attacks on enemy surface vessels - type size etc.
(e) Attacks on enemy submarines (f) Combats with enemy aircraft
(g) Other attacks and incidents. (h) Other Australians in crew.

(a) 268 Hours (%) 51 night series

(c) Cologne, Essen, Emden, St. Nazaire, Bremen.

Wilhelmshaven, Bunsing, Hamburg, Sachsenhausen,

Russelhof, Ossnablich, Hemsburg, Hantsburg

Y-101: Gussel Stuttgart Berlin

Kiel

(d) $\frac{1}{\sqrt{2}}$ (e) $\frac{1}{\sqrt{2}}$ (f) contacts

Murumburg 21/8/42, Duisburg 13/7/42

Cologne 2/2/43, Bremen 2/1/43, Stuttgart:

11/3/43
 2. 1st bird in field 201142 after having cancer

19. cash income from foreign banking use other side if necessary.

DNF

8

Personal file:
F/O. W. W. Boylson

Daughter for Missing Mosquito Pilot

The wife of Flight Lieutenant W. W. Boylson, R.A.F., who has been missing since June, has given birth to a daughter at Guildford, Surrey.

Flight Lieutenant Boylson had begun his fourth tour of operations, flying with Mosquito night bombers, when he was reported missing.

He won the D.F.C. in February 1943, and a Bar later in the year.

Mrs. Boylson was formerly Section Officer Joyce M. Fawcett, W.A.A.F., younger daughter of Lieut.-colonel and Mrs. C. E. Fawcett, of Guildford.

Flight Lieutenant Boylson comes from Wagga Wagga, New South Wales.

Evening Standard.
5-12-44

Missing Pilot's Daughter

The wife of FL-Lieut. W. W. Boylson, R.A.F., who has been missing since June, has given birth to a daughter at Guildford, Surrey. FL-Lieut. Boylson had begun his fourth tour of operations, flying with Mosquito night bombers, when he was reported missing. He won the DFC in February, 1943, and a bar later in the year.

The Star
5-12-44

9/8/44. No. 51.

AIR MINISTRY NEWS SERVICE.

AIR MINISTRY BULLETIN NO. 15070.

U-BOAT BASE BOILED.

Lancasters of R.A.F. Bomber Command made another long flight in daylight to-day to bomb the U-boat base at La Pallice, some 240 miles down the coast from Brest. Some of the Lancasters, carrying 12,000-pounders, bombed the U-boat pens and others the oil tanks from which the submarines draw their fuel.

The Lancasters set off a little before 10 o'clock in the morning, and it was not until four in the afternoon that they reached their bases again. They had fighter cover all the way there and back, and although the Luftwaffe made no attempt to interfere, the enemy put up an intense barrage. "The sky was absolutely full of flak," one of the pilots said, "but although shells burst fairly near my Lancaster we were not hit as we went in to drop our bombs. The sky was clear, but there was some haze, and this made it rather difficult to observe results. All the same I saw two 12,000-pounders go right down in to the target area."

Meanwhile some other Lancasters were bombing the fuel tanks. There was some haze there, too, but one pilot described how he saw four sticks of bombs fall right on the aiming point. "Smoke came pouring up and as we turned away, fires were starting up. You could see the flames darting through the thick, oily smoke."

Now that Brest, Lorient and St. Nazaire are all threatened by the advancing American troops, the U-boat bases farther south have become additionally important to the enemy. The first U-boat pens were built there in June, 1942, and the following month the enemy began excavations in order to extend the existing shelters. Since then submarines have used La Pallice to attack our Atlantic convoys.

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Personal file.

Daughter for Missing Airman

Mrs. Joyce Boylson, wife of Flight Lieutenant W. W. Boylson, D.F.C. and Bar, R.A.A.F., has given birth to a daughter at Guildford, Surrey, it is announced to-day.

Flight Lieutenant Boylson has been missing since June, when he was on his fourth tour of operations, flying Mosquito night bombers.

In 1942 Flight Lieutenant Boylson completed 51 sorties without a break, and was injured when escaping from a blazing Stirling after a raid on Nuremberg.

Mrs. Boylson was formerly Section Officer Joyce Fawcett, W.A.A.F., younger daughter of Lieut.-colonel and Mrs. C. E. Fawcett, of Guildford.

Evening Standard
2-12-44

Father Is Missing

Mrs. Joyce Boylson, wife of Flight-Lieut. W. W. Boylson, R.A.A.F. has given birth to a daughter at Guildford, Surrey. Flight-Lieut. Boylson has been missing since June.

The Star
2-12-44.

AMW/VR 100

8/8/44 No. 9

MOSQUITO NIGHT FIGHTERS DESTROY FOUR MORE.

At H.V., Tuesday

Four enemy aircraft were destroyed over France during the night by AMW

Mosquitos.

Thirty rounds of cannon fire from a Mosquito patrolling near Melun early this morning spelt destruction for a prowling Ju.88. The Mosquito which made its kill without a shot being fired in return was flown by a Naval pilot with an RAF navigator.

Spittfires, out "Looking for trouble" over Normandy yesterday evening, destroyed three Ju.190s without loss - after being led to their victims by two other German

fighters.

W/Odr. P.M. Brothers, DFC and Bar, of Westerham, Kent, a Battle of Britain ace, was leading the County of Kent Spitfire squadron when he sighted two Ju.190s north of Alencon, 10,000 feet above the Allied tank spear head, racing towards Le Mans. After a 20 mile chase the Spitfires saw a pack of 15 Ju.190s below them everything long range fuel tanks.

"As we dived to attack they dropped their tanks and bolted in every direction," said W/Odr. Brothers. "I picked one and aimed at the cockpit; it went straight down and exploded as it hit the ground." S/Ldr. R.W. Sampson, DFC, of Oham, Surrey, who had taken the day off from staff duties at a Group Headquarters to fly with the squadron, got another of the 190s.

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SOPR. Auth.
Mrs. Coates.

Personal file - F/Lt. W. W. Boylson

25.10.44. No.27.

NOT FOR PUBLICATION, BROADCAST IN OVERSEAS BULLETINS OR USE ON CLUB
TAPES BEFORE 2330 B.S.T. ON 25.10.44. (i.e. FOR THURSDAY MORNING
PAPERS). NOT TO BE BROADCAST IN THE MIDNIGHT NEWS OF OCTOBER 25/26.
THIS MESSAGE SHOULD BE RESPECTED OVERSEAS BY PREFACING ANY MESSAGES
FILED WITH THE MESSAGE.

R.A.A.F. Release No.791.

Australian agencies please note: This is a basic services release

AUSTRALIAN BOMBER ACE MISSING

404623

139 58

One of Australia's finest pilots in Britain, Flight Lieutenant W.W. Boylson,
D.F.C. and Bar, of Balgowlah, New South Wales, has been reported missing. He
was on his fourth tour of operations.

This twenty-six year old veteran of the air war over Europe began operations
in 1942, and completed 51 sorties without a break. These included the three
1000-bomber raids in the summer of 1942.

Throughout the year he was off duty for one brief spell only because
of an injury suffered in escaping from a blazing Stirling after a raid on
Nuremberg. The aircraft had been badly shot up over the French coast, but
although two petrol tanks were holed and the Stirling was gradually losing
height, Boylson went on and bombed. Fuel gave out as the bomber reached the
English coast on return, and Boylson had to crash-land in a field. The Stirling
caught fire, but the crew escaped with minor injuries.

After a brief spell, Boylson began his third tour, this time flying
Mosquito intruders. Last May he began his fourth tour, this time flying
Mosquito night-bombers with a Royal Air Force squadron.

He won the D.F.C. in February, 1943, and a Bar later in the year. The
D.F.C. citation describes him as "a most successful captain of aircraft who
has set a standard of courage and devotion to duty that is outstanding."

Flight Lieutenant Boylson married an English girl, and his wife lives in
Guildford, Surrey. Before the war he was widely known on the Australian North
Coast as a surf boat champion.

+ + + + +

Boyleston.

2033

ROYAL AUSTRALIAN AIR FORCE OVERSEAS HEADQUARTERS

R.A.A.F. Bulletin No. 346

March 4, 1944

FOUR AUSTRALIANS WITH EIGHT DECORATIONS

AGE BOMBER MEN AT THE PALACE

Four of the R.A.A.F.'s most outstanding bomber men - all twice decorated for gallantry on air operations - will attend the next investiture at Buckingham Palace.

They are Flight Lieutenant H.J.A. Wright, D.F.C., D.F.M., of Brisbane who will receive both decorations at once; Squadron Leader E.H. O'Neill, D.F.C., of Melbourne who will be invested with the D.S.O; Flight Lieutenant W.W. Boyleston D.F.C. of Belgovlah, New South Wales who will receive the bar to the D.F.C. and Flight Lieutenant F.M. Griggs, D.F.M., of Nyah, Victoria who will be invested with the D.F.C. All four have completed two tours of bombing operations with R.A.F. squadrons. Flight Lieutenant Wright, the only navigator among them won the D.F.C. and D.F.M. within three months last year. The citations to his awards refer to his fine technical knowledge, his keenness, courage and devotion to duty. The citation to his D.F.C. states "One night in September this officer was navigator of an aircraft detailed for an operation against Modane. In spite of adverse weather Pilot Officer Wright unerringly guided his pilot to the precise target as planned. His skilful and commendable effort contributed materially to the success of the operation". Flight Lieutenant Wright is 24. He was a draughtsman before joining the R.A.A.F.

Squadron Leader O'Neill was one of the first group of Australian Empire Air trainees to arrive in this country. He landed in England on Christmas Day 1940 and in the three years since has flown Wellingtons, Lancasters and Mosquitos over Europe. He has bombed the heavily defended Ruhr valley thirty times and most other important targets several times.

One of the first targets he bombed was Brest and he was on a high-level daylight sortie over the docks in July, 1941, when a direct hit was scored on the battleship Gneisenau. This raid is mentioned in the citation of his D.F.C., awarded in November of that year, which states: "In July, 1941, this officer was captain of an aircraft which participated in an attack on the Gneisenau at Brest. Throughout the operation, despite the most intense anti-aircraft fire, he displayed splendid airmanship and was of great support to his leader."

The citation goes on to refer to another occasion when going out to bomb Bremen, Squadron Leader O'Neill's aircraft was attacked over the North Sea. The enemy fighter, a Ju.88, made seven attacks on the Wellington and was evidently shot down by the R.A.F. gunners. Although the instrument panel was put out of action, the elevator and fin shot away, the fuselage split open on the starboard side, one tyre burst and about a hundred and fifty holes shot all over the machine, Squadron Leader O'Neill reached base where he landed safely.

The citation to his D.S.O. states "Since being awarded the D.F.C. Squadron Leader O'Neill has completed many operational sorties against some of Germany's most heavily defended targets. The great success he has achieved despite many difficulties has been due to courage, determination and skill". Squadron Leader O'Neill is thirty. He was a motor car salesman before the war.

Flight Lieutenant Boylson is now on his third operational tour - this time as a Mosquito night fighter pilot. The citation to his D.F.C. refers to his high standard of efficiency and courage. It states "He is an excellent operational pilot who has repeatedly accomplished his mission successfully pressing home his attacks on targets in Germany and Italy in the face of heavy opposition. His personal example has been responsible for the high efficiency maintained by his crew".

The citation to the Bar states "This officer has a consistent record of successfully completed operations over a long period. He is a most successful captain of aircraft who has set a standard of courage and devotion to duty that is outstanding. Since being awarded the D.F.C. Flight Lieutenant Boylson has completed numerous operational sorties". Flight Lieutenant Boylson is 25. He was a bank clerk before enlisting in the R.A.A.F.

Flight Lieutenant F.M.Griggs is a veteran of nearly seventy bombing operations. He has flown Stirlings and Mosquitos over Germany and with Squadron Leader O'Neill was one of the first pilots to fly the latter aircraft as night bombers. The citation to his D.F.C. refers to his skill, fortitude and devotion to duty over a long tour of operations.

Flight Lieutenant Griggs won the D.F.M. in June, 1942 when the Stirling he captained was attacked returning from a raid on Bremen by five enemy fighters. In the now famous fight which followed 3 of these were shot down by his crew.

The first attack was by two twin-engined fighters. As the Stirling reached the Dutch frontier, one was driven away by fire from the mid-upper and front gunners; the other was raked from tail to nose by fire from the mid-upper turret. Its tail broke off, and it dived and was seen to crash on the ground.

During this fight, the starboard inner engine of the Stirling was put out of action. A hole was made in the port wing, all the wireless and electrical equipment was destroyed, the rear gunner was killed and the wireless operator was wounded in the arm, but Griggs kept on course.

As they neared the Dutch Coast, the navigator saw two Me.109s. diving down on him. The front gunner was giving first-aid to the wireless operator at the time, so the navigator hurried to him - the inter-com. was useless.

The front gunner dashed to his turret and while still only half in, and with the doors of his turret unclosed, he opened fire. The navigator held his legs ^{to} steady him.

The first Messerschmitt flew into the cone of fire and dived steeply down out of control. The whole crew saw it go into the sea. The second Messerschmitt then came in from astern, and the mid-upper gunner gave it a long burst from 200 yards range.

The Messerschmitt dived and exploded with three dull red flashes just before it hit the sea. Griggs had lost height while manoeuvring, and was now flying at only 8,000 feet.

During their fight the Stirling had come so low that it was being hit by machine-gun bullets from flek ships on the sea.

When he had time to do so, the mid-upper gunner fired several bursts at the flashes from the ships' guns.

Once again the pilot flew on, and once again the Stirling was attacked.

Another Me.109 dived down on their stern. The mid-upper gunner was again ready. He gave a long burst, and the Me. sheered off out of range and disappeared.

But the Stirling had lost more height and was now temporarily out of control. While the pilot was pulling out of the dive, the tail hit the sea.

The Stirling eventually reached base - on three engines, but as it was circling before landing another engine, the starboard outer caught fire.

The flames were extinguished, but the engine was no longer running. The landing was difficult but Griggs made it.

Flight Lieutenant Griggs is 22. He also was a bank clerk before enlisting.

26/7/43.

F/Lt. W.W. Boylson, D.F.C. and Bar of Balgowlah, N.S.W.

He was awarded a bar to the D.F.C. on 11.6.43. The citation reads:- This officer has a consistent record of successfully completed operations over a long period. He is a most determined captain of aircraft who has set a standard of courage and devotion to duty that is outstanding. Since being awarded the D.F.C. F/L. Boylson has participated in numerous operational sorties.

He was awarded the D.F.C. on 10.2.43. The citation reads:- This officer has completed a large number of operational sorties in heavy bomber aircraft and throughout has displayed a high standard of efficiency and courage. He is an excellent operational pilot who has repeatedly accomplished his mission successfully, pressing home his attacks on targets in Germany and Italy in the face of heavy opposition. His personal example has been responsible for the high efficiency maintained by his crew.

F/L. Boylson is probably the most experienced Stirling pilot in the RAAF. He has been flying these aircraft on operations since May, 1942, and has taken part in almost all the major operations since. ~~He was one of the first Australian pilots to wear the badge of the Pathfinder Force.~~

He took part in all three 1000 Bomber raids last Summer and was on eight Italian raids in the Autumn.

He has only been off flying for one short period owing to an injury sustained escaping from a blazing aircraft. This occurred after a raid on Nuremburg when the Stirling had been badly shot up over the French coast on the way out. Despite the fact that two petrol tanks were holed, and the aircraft was gradually losing height, F/L. Boylson went on and bombed the target. The fuel finally gave out as the English coast was reached on return, and he crash landed in a field. The Stirling burst into flames immediately but all the crew escaped.

(SECRET)

OVERSEAS HEADQUARTERS, R.A.A.F.

PRESS

LONDON

Bulletin No. 90

2/3/43 (11 a.m.)

"STIRLINGS ARE TOPS"

Probably the most experienced Stirling pilot in the R.A.A.F., Flight Lieutenant W.W. BOYLSON, D.F.C., 24 year old bank clerk from Balgowlah, N.S.W., has completed many operational sorties on these aircraft and "will back them against anything that flies."

That his faith is justified was proved on ~~unsuccessful~~^a raid on Bremen, when his Stirling, coming first over the target, was hit by flak and returned to base on two sound engines.

"It was absolutely quiet when we arrived" Flight Lieutenant Boylson said. "There was nothing doing at all till we were over the middle of the target area. Then suddenly up it came. We were just about to drop our flares when we were hit. I was throwing the aircraft round in evasive action and she was banked up on one wing."

The shell exploded underneath and the splinters went up through the side and wounded the navigator who was in his cabin. Red hot splinters short circuited the cables which caught fire and ignited the oil on the floor of the cockpit.

"The fire was under my seat", F/L Boylson said. "It was getting a bit hot." The bomb aimer, F/O J.A. Emery, D.F.C., R.C.A.F., beat out the flames with his gloves. The crew dropped their flares and made for base. First aid was given to the navigator.

"One engine was completely U/S and the other damaged" F/L Boylson said. "To make things worse when we approached base we found cloud down to 300 feet and visibility about 1200 yards. I was glad when we got in."

F/L Boylson has bombed Italy eight times, as well as Munich, Kassel, Dusseldorf, Duisburg, Bremen (1000 bomber raid), Kiel, Hamburg, Essen (1000 bomber raid), Cologne, (1000 bomber raid), Wilhelmshaven, Nuremberg and Flensburg.

In the same squadron, F/O L.G. GOSPER, of Lower Portland, N.S.W., wireless air gunner has also taken part in many raids. He flies with a D.S.O. pilot and the crew have shot down two enemy aircraft and probably destroyed a third.

NOTE. THIS HAS BEEN PASSED BY A.I.6.

-5-

960
D.F.C. 10/2/43 960

Pilot Officer William Wrixon BOYLSON, R.A.A.F., No. 7 Squadron. This officer has completed a large number of operational sorties in heavy bomber aircraft and throughout has displayed a high standard of efficiency and courage. He is an excellent operational pilot who has repeatedly accomplished his mission successfully, pressing home his attacks on targets in Germany and Italy in the face of heavy opposition. His personal example has been responsible for the high efficiency maintained by his crew.

BAR & DFC

11/6/43.

3679.

22. Acting Flight Lieutenant William Wrixon BOYLSON, D.F.C., Royal Australian Air Force No. 7 Squadron. This officer has a consistent record of successfully completed operations over a long period. He is a most determined captain of aircraft who has set a standard of courage and devotion to duty that is outstanding. Since being awarded the Distinguished Flying Cross, Flight Lieutenant Boylson has participated in numerous operational sorties.

PRESS

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Bulletin No. 90

2/3/43 (11 a.m.)

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PRESS

LONDON

Bulletin No. 90

2/3/43 (11 a.m.)

474

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NOTE. THIS HAS BEEN PASSED BY A.I.6.

Aug. 404623 F/Lt. W.W. Boylson, D.F.C., pilot of Balgowlah.

He was on No. 7 I.T.S. course at Brafield and Narromine. He left Australia on 19.3.41 on the 'Aorangi' for Canada where he trained at Calgary, Alberta.

He arrived in the U.K. on 30.8.41 and from Bournemouth was posted to Pembrey to instruct on Blenheims. From there he went to No. 22 O.T.U. at Wellesbourne, Mountford, and in May, 1942 to No. 7 Stirling Squadron at Oakington.

P/O. L.G. Gosper who had been crewed up with F/Lt. Boylson at O.T.U. went to the squadron at the same time, but they were never crewed up together on operations.

F/Lt. Boylson has done 44 operations with 7 Squadron and hopes to do 50. He did five operations as second pilot before becoming captain.

When No. 7 Squadron became a Path Finder Squadron in August, 1942, F/Lt. Boylson was one of the first four pilots to try out the scheme. Since then he has done 23 P.F.F. operations.

The initial P.F.F. raid was on Osnabruck on 17th August. Then followed Flensburg (18) Kassel (27), Nuremburg (28). F/Lt. Boylson and crew crashed on landing on return from Nuremburg, and he was off flying till the end of October.

"We got shot up over the French coast going out" he said. "Two of our tanks were holed. We went on and bombed the target, gradually losing height. Our fuel gave out as we reached England and we crash landed in a field". The Stirling burst into flames, and in getting out F/Lt. Boylson tore the ligament in his leg.

He did his first operation on return on 6th November, on Genoa. He has since done 7 more Italian raids.

Targets he has bombed include Turin, Genoa, Munich, Osnabruck, Kassel, Dusseldorf, Duisburg, Bremen (1,000 bomber), Cologne (1,000 bomber), Essen (1,000 bomber), Kiel, Wilhelmshaven, Hamburg, Nuremburg, Flensburg.

F/Lt. Boylson and his crew are on leave following the raid on Bremen on Sunday, 21 February, when the navigator was wounded by flak.

"We were first on the target" F/Lt. Boylson said. "There was nothing doing, it was absolutely quiet. Then suddenly up it came. They wait till you're right over the top of them and then let go. We were just about to drop our flares when we were hit. I was throwing the aircraft round in evasive action, and she was right up on one wing". The shell exploded underneath and the splinters went up through the side and wounded the navigator who was in his cabin. Other red hot splinters short circuited the outside cables which caught fire, setting fire to some oil on the floor of the cockpit.

"It was right under my seat" F/Lt. Boylson said. "It was getting a bit hot. Luckily the bomb aimer was able to beat out the flames with his gloves". The crew dropped their flares and made for base. One engine was out of action, and a second damaged.

"When we got back cloud base was down to 300 feet and visibility was 1200 yards" F/Lt. Boylson said. "I was glad to get in".

The crew have had only one fight with an enemy a/c when the rear gunner shot down an Me.110 over Duisburg.

F/Lt. Boylson relates that F/Sgt. Middleton, V.C. was posted to No. 7 Squadron with his crew in August. They were to become a P.F.F. crew. But the same night that F/Lt. Boylson crashed on return from Nuremberg, F/Sgt. Middleton crashed on return at Manston.

"I think they got lost coming back" F/Lt. Boylson said. "Anyway they were out of petrol and came into Manston just after a Spitfire had caught fire on the drome. I believe Middleton thought it was the flare path because he touched down and ran into a hangar".

After this trip F/Sgt. Middleton was told he could continue as a Pathfinder, but that his navigator was considered not up to standard and, with the crew, would be posted back to the old squadron. Middleton refused to be parted from his crew and returned with them.

CROSS
INDEX
TO
MIDDLETON

+ Bomber
Pathfinders (2)
COPY OF ENCLOSURE 368

File Miscellaneous 111

CABLE TO MELBOURNE HERALD SUN SYDNEY ADELAIDE ADVERTISER;
COURIER MAIL BRISBANE DAILY NEWS PERTH

~~FIRST PATHFINDERS~~ *are among the members of the Pathfinder* ~~track~~ *squadrons* ~~australian pilots navigators &~~
~~air gunners now belong bomber commands super squadrons, each~~
~~the pathfinders~~ *the Royal Australian Air Force men* ~~whose insignia is a small albatross worn~~
~~on breastpocket~~ *Among handful of fliers flying with these elite* ~~Pathfinders~~
~~squadrons are~~ *Pathfinders* ~~victorian pilot officer jack marchant drc~~
~~exwarrnambool south~~ *a New South Wales man,* ~~australian pilot officer observer robert rees,~~
~~exkapunda wagga wagga~~ *and a Victorian* ~~pilot officer w w boylson, melbourneite~~
~~flight sergeant wireless operator air gunner g g galvin, exglennirie~~
~~& a new south wales sergeant wireless operator air gunner lee gosper~~
~~exlower portland~~ *These men know germany like backs their hands*
~~FARMER~~

~~SECOND PATHFINDERS~~ *have been* ~~they all veterans~~ *of* ~~manyest~~ *bravery repeatedly proved* ~~raids whose skill~~
~~They must volunteers and undaunted~~
~~courage physical fitness they must possess judgable exact they~~
~~must participate about forty five raids breaklessly which means~~
~~about three hundred hours operationally without rest period~~
~~Pathfinders are bomber commands decorated best squadrons whereas~~
~~wing commanders leads ordinary bombing squadron pathfinder squadrons~~
~~commanded by group captains fullstop wing commanders are flight~~
~~leaders Pathfinders been trained equipped prosingle purpose namely~~
~~paving way promain attack They must find indicate objectives and~~

Franklin Pathfinders
COPY OF ENCLOSURE NO. 468. (Misc. IV)

Early March, 1943.

FIRST ALL-AUSTRALIAN PATHFINDER CREW

The following personnel operating a Lancaster in No. 156 Squadron ^{Path. These men} comprise the first all-Australian crew to work as "Pathfinders".

- Aus. 481068. Act. F/Lt. P. S. Isaacson, D.F.C., D.F.M., of Melbourne, ^{Victoria,} pilot;
Aus. 411092. Act. F/Lt. R. S. Neilson, D.F.M. of Wollongong, ^{New South Wales,} navigator.
Aus. 403378. Act. F/Lt. A. V. Ritchie, D.F.M., of Lindfield, ^{N.S.W.} (bomb aimer);
Aus. 406434. F/Sgt. E. M. Copley, D.F.M., of Perth, ^{W.A.} wireless operator/
(air gunner);
Aus. 416117. F/Sgt. J. Grose, of Leabrook, ^{S.} Australia. mid-upper gunner;
Aus. 15450. Sgt. D. Delaney, of Sydney, ^{N.S.W.} Flight Engineer;
Aus. 408164. Act. F/Sgt. A. F. Page, of Hobart, Tasmania, rear gunner.

Long has done more than 40
The crew ~~has done eight operations as Pathfinders.~~
oper including ... said on
These were: Hamburg, Cologne, Turin, Wilhelmshaven, Lorient,
Milan, Wilhelmshaven, Bremen, *Berlin* (3).

12/4/43. 15 Pathfinder "Ops" (3 over Berlin)

total 44 "Ops".

(8)

[I hope the Pathfinders' work
helps those who follow is well
shown in this comment from ^{two} ~~a~~
~~Australian~~
~~well-known~~ sergeant. in after
~~the~~ ^{new} ~~and~~ recent raids on
Germany :-

~~Pathfinders~~

⑥ ~~Account supplied by Melbourne,~~

~~Sgt. McDonald speaks highly of the work of the P.F.F. on the raid on~~
~~Kiel in October. ^{The raid on Kiel} ~~It~~ ^{Pathfinder Force} was the best P.F.F. effort I've ever seen. They~~
~~were right ahead of us, One minute ahead to be exact, We could see the~~
~~flares going down, From near the coast, straight into the town, there were~~
~~lines of flares. It was like going down a one way street,~~

[Large handwritten signature]

~~on fires they start often depends success operation.~~
~~BARNER, THIRD LAST PATHFINDERS melbourneite sergeant~~
~~postscript said ^{on} ^{he} immediately following path~~
~~finders flares and final stages trip like downgoing oneway~~
~~street where all lights blazing " anquote twenty nine year~~

u ————— cr

~~EXTRACT FROM ENCLOSURE NO. 440.~~

~~F/Lt. W.W. Boylsen, D.F.O. pilot of Balgowlah,~~

~~Nor South Wales, a ~~South Wales~~ ~~RAF~~ ~~Squadron~~~~

~~was a member of the first crew over the target in~~

~~P/Lt. Boylsen and his crew are on leave following the~~

~~the raid on Bremen on Sunday, ^{night,} 21/1943, February, when the navigator was~~
~~wounded by flak.~~

~~"We were first on the target" P/Lt. Boylsen said. "There~~
~~was ^{no sign of ground defenses, until, just as,} nothing doing, it was absolutely quiet. Then suddenly up it~~
~~came. They wait till you're right over the top of them and then let~~
~~go. We were ^{the aircraft was} just about to drop ^{its} flares when we were ^{it was} hit. ~~It~~ was~~
~~throwing the aircraft round in evasive action, and she was right~~
~~up on one wing." ~~She~~ ^{while} the shell exploded underneath ^{it} and the splinters~~
~~went up through the side and wounded the navigator, who was in~~
~~his cabin. Other red hot splinters short-circuited the outside~~
~~cables, which caught fire, setting ^{ablaze} fire to some oil on the floor~~
~~of the cockpit under Boylsen's~~

~~"It was right under my seat" P/Lt. Boylsen said.~~

~~"It was getting a bit hot. Luckily the bomb aimer was able to beat~~
~~out the flames with his gloves. The crew dropped their flares~~
~~and made for base. One engine was out of action, and a second damaged.~~

~~"When we got back cloud base was down to 300 feet and~~
~~visibility was 1200 yards" P/Lt. Boylsen said. "I was glad to get in."~~

16
(M)

~~SECRET~~

~~F/Lt. W. V. Boylson, D.F.C. and Bar of Balgownie, N.S.W.~~

~~He was awarded a bar to the D.F.C. on 11.6.45. The citation reads:- This officer has a consistent record of successfully completed operations over a long period. He is a most determined captain of aircraft who has set a standard of courage and devotion to duty that is outstanding. Since being awarded the D.F.C. F/L. Boylson has participated in numerous operational sorties.~~

February 10, 1943.

~~He was awarded the D.F.C. on 10.6.45. The citation reads:- "This officer has completed a large number of operational sorties in heavy bomber aircraft and throughout has displayed a high standard of efficiency and courage. He is an excellent operational pilot who has repeatedly accomplished his mission successfully, pressing home his attacks on targets in Germany and Italy in the face of heavy opposition. His personal example has been responsible for the high efficiency maintained by his crew."~~

15

F/L. Boylson ~~is~~ probably the most experienced Stirling pilot in the RAAF. He has been flying these aircraft on operations since May, 1942, and has taken part in almost all the major operations since. He was one of the first Australian pilots to wear the badge of the Path Finder Force.

[He later received a Bar to his DFC.]

Pathfinders BOYLSON W.W.

[Among the newest developments of the bombing offensive is the formation of Pathfinder squadrons, whose men are trained for the single purpose of paving the way for the main attack. Pathfinders must find & indicate the objectives and on the fires they start much may depend the success of a ~~whole~~ raid. Pathfinders are Bomber Command's most decorated squadrons, ~~whose~~ & while wing commanders lead ordinary bombing squadrons, wing commanders are flight leaders ^(under ~~group~~ group captains) for pathfinder operations.