

Second World War – Donald Maclean, Missing report

The following is from the National Archives: Air 81/3568

~~AIR~~ MINISTRY.

TRY.
AIR 281/3568

[illegible]

PRE "D" DAY

B.D.A. Serial No. 4992

File Ref. 4 MREU/ 906 / 110 / /P. 4

Checked Akkunt 16/11/50

Date: 2nd November 1949

Case Ref.: 4 MREU/906/110

Pre — D Day

No 4992

BURIAL DETAIL ACCEPTANCE

B.D.A. 3730 raised on the 6. Jan. 1949 refers to the multiple registration of graves 1-9, Row F, Plot

..... has given acceptance for the identities shown below

1. Air Ministry letter reference P.355474/AO/S.14 CAS.A.6 dated 12 Sept 1949 has given acceptance for the identities shown below.
2. It is requested that marking and any necessary movement of bodies be effected.
3. If the required marking or movement cannot be carried out as shown below please note this fact with details in para. 6 below and amend the burial figures in column 10 in red ink.
4. This B.D.A. is submitted to your Headquarters in duplicate. It is requested that one copy be returned to H.Q. No. 4 MREU as quickly as possible with the endorsement in para. 6 completed. This unit will then raise final registration report forms for general distribution.
- | | (8) | (9) | (10) |
|--|-----|-----|------|
| | | | |

Checked Alt Hunt 1/28/11-49

Abbreviations and Symbols used:

MBK — Missing believed killed	⊗ — Collective or multiple
K/A — Killed in action	= — Individual burial
D/W — Died of wounds	
MPD — Missing presumed dead	
M — Missing	

REMARKS:

P/O Maclean to be included in the collective registration of graves
1 to 9, Row F, Plot 30 Reichswald For est B.M.C.

Signed:

G.S. ~~INDEX~~ R.A.F. F/Lt

5. Action by G.C.U.: The action as indicated on this form has been taken. The following remarks are made:
Records amended. Concentration Report 390CU/C(G)/Pre-D/A/587 dt. 21.10.47.

b6a.

Extract from :- Entry 21 in Vol. 2 of "Crashed P.O.W"
Original filed in German Records in Basement (Custody B.5.) German Recs.

Name

See Original extracts filed on
P. 355176.140.

2 Vickers - Wellingtons & 1 WHITLEY V.
shot down by night - fighters on night
of 30th Sept - 1st Oct. 1940 in the area
between QUAKENBÜCK & BRAMSCHÉ.

P. 355174. 1 WELLINGTON. Sgt. Lipping,
Sgt. HAMILTON, Sgt. WILLIAMS, Sgt. RAMMEN
(All P.O.W's) P/O. MACKEN & P/O. MATTHESEN
both missing.

for full information see original
extract.

Filed by: OsPeene MR3. 13/6/46.

A.9774

(Hatched)

[Signature]

(Dashed)

Major v. KORN

G. Zipping,
25, Mythop Avenue
Lytham St. Annes.
Lancs.

22 / Jan / 46.

Ref/100PDC/CDO/1/Zipping

Dear Sir,

In order to simplify this statement,
I will tabulate my facts, placing my sources
of information in parenthesis after each fact.

① Our machine, containing P/O Maclean,
crashed and exploded somewhere along a
position line joining Ormalthuck and Diepholz.
(Before we were attacked we had just visually
checked our position by the Dummet Zee,
placing us a few miles N.E of Ormalthuck
and S.W of the Dummet Zee.)

(2)

② After capture I was taken to Diepholz aerodrome and there, met the Hun who had shot me down. His name was STREIB and he received the Iron Cross for his achievement of shooting down four British machines in quick succession on the same night - 30/9/40. He informed me that he had been interviewed by the German papers. At Dulag Luft, I saw verification of this in a German paper dated 2/Oct/40. The report of the ^{aircraft} ~~aircraft~~ was also illustrated by photos of the debris of our machines, giving place names where they were shot down.

In 1943 and early '44. I read an article in "Der Adler" tracing Streib's Luftwaffe career. He was then an Oberst Leutnant and in command of a night fighter group. I have this article in my possession and, if it will be of any value to you, I can forward it on request. (all this is first

(3)

hand information)

(3) Before my capture I spent some time floundering around in a marsh, this is clearly shown on German maps near the Dummet Zee, and the wreckage of our machine was blazing about five miles away.

(4) Although I enquired if there was a funeral taking place at Diepholz, the Germans refused to inform me.

The above is a complete summary of any information I possess which might assist in the investigations concerning P/O. D. Maclean.

Yours Faithfully
Gerald Lippert

QUESTIONNAIRE for completion by repatriated personnel

NOTE We want you to give us any information you can about your air crew (or the officers and airmen captured with you) and what became of them after capture or casualty.

TYPE OF AIRCRAFT AND LETTER . . . WELLINGTON. MARK IC. . P. .
SQUADRON . . . 38 SQDN. BOMBER COMMAND

CREW.

Position.	Name	Initials	Rank	R.C.A.F. R.A.A.F. R.N.Z.A.F.
1st Pilot	MACLEAN	S.	WO	} RAF
2nd Pilot	WILLIAMS	q	SGT	
Navigator	TIPPING	VF.	SGT MYKLE	
P/Engineer	CANNON		WO	
W/Operator	MATHIESON	J	SGT.	
Mid Upper				
Tail				
Front Gunner	HAMILTON			
Additional Crew.				

QUESTION 1A Did you bale out, crash, force land, ditch or get blown out? If so, state:- **BALED OUT**

(a) Names of members of the crew who baled out before you:-
WILLIAMS, HAMILTON, TIPPING.

(b) Names of those who were in the a/c when you left:-
MACLEAN

QUESTION 1B Approximately where did the aircraft crash?
NR. OSNABRUCK.

QUESTION 1C Tell us all you know about your aircrew - what happened were they killed or injured - taken prisoner with you - or did the Germans give you any details. Where did you hear of them last - what prison camps where they at - do you know their home town - next of kin or county?

**P/O MACLEAN WAS STILL IN THE A/C WHEN I LEFT AND WAS KILLED WHEN IT CRASHED & THE A/C EXPLODED SHORTLY
P/O MATHIESON'S LEG WAS SHOT OFF BELOW THE KNEE BY CANNON FIRE. HE BALED OUT AND WAS REPATRIATED WITH WOUNDED PRISONERS.**

SGTS. WILLIAMS, TIPPING AND HAMILTON WERE TAKEN PRISONER AT APPROXIMATELY THE SAME TIME AS MYSELF. ALL WERE IN THE SAME CAMPS AS MYSELF AND ALL HAVE BEEN REPATRIATED

NOTE 1. We want you to give us any information you can about your air-crow (or the officers and airman captured with you) and what became of them after capture or casualty. If you are not sure of names, a prisoner-of-war list can be obtained on application to the Orderly Room in order to refresh your memory as to the individual details. When you have answered the questions, please give this sheet to the Orderly Room.

NOTE 2. Information given in this report will be passed on to the next-of-kin only at the Air Ministry's discretion. Nevertheless details of a very secret nature such as identity or exact location of airders are not required, but only such general remarks which may enable the Air Ministry Casualty Branch to assess the probable fate of the other occupants.

NOTE 3. In every case be sure to state if the information you give has been learnt, not by your observation, but through any other person, e.g. the crew or local inhabitants etc.

TYPE OF AIRCRAFT..... WELLINGTON
SQUADRON..... 38

Position.	Name.	CREW. Initials.	Rank.	Number.
1st Pilot.	<u>MACLEAH</u>	-	<u>P/O</u>	
2nd Pilot.	<u>WILLIAMS</u>	<u>S.A.</u>	<u>Sgt.</u>	<u>748233</u>
Navigator.	<u>TIPPING</u>	<u>G.</u>	"	<u>580...</u>
P/Engineer.	<u>GAMMON</u>	<u>V.</u>	"	-
W/Operator.	<u>HAMILTON</u>	<u>J.</u>	"	-
Med Upper. tail.	<u>MATHIESON</u>	-	<u>P/O</u>	-

QUESTION 1A. Did you bail out, and, if so, separately, Mitchell? If so state:-

(a) Names of members of the crew who baled out before you.

Sgt. Hamilton

(b) Names of those who were in the A/C when you left.

Sgt. Tipping & Gammon P/O Macleah, P/O Mathieson

QUESTION 1B. Approximately where did the A/C crash? Conesbrook

QUESTION 1C. Give us very particulars as you possibly can regarding the fate, or probable fate, of the other members of your air-crow or air force personnel who were captured with you. State their names, and, if possible their service number, next of kin, address, home town or county.

P/O Macleah was killed He had no time to bale out.

P/O Mathieson was repatriated owing to injuries received.

Sgt. Tipping
Hamilton
Gammon } All P.O.W. & have been repatriated.

Q6411 355174

QUESTION 2. Have you any information of any Royal Air Force, Dominion, Colonial or Allied air force personnel other than those already mentioned? Give, if possible, the particulars called for in 1C.

No.

NOTE.4. The Air Ministry Casualty Branch is anxious to get to know details of any prisoners-of-war who have not come back. Please write down as many names as you can remember of those who have tried to escape or have died since the camps were evacuated, or whether shot or accidentally killed. Any information of this nature which you can supply will help to piece together details and eventually report to the next-of-kin of those who have not come back.

NOTE.5. A little later on you may be asked to attend for interview to amplify the information you have given above.

Name and Initials..... WILLIAMS S. A.

Rank..... W/O.

Service No..... 748233.

Unit at time of Capture..... No 38 Sqdn.

Date of Capture..... 30/9/40.

P.355174/40/P4/B4

8th October, 1945.

The Officer in Charge,
Missing Research & Enquiry Service,
Royal Air Force, Search Bureau
P/W and D.P. Divn.,
Allied Control Commission for Germany,
BUNDE, B.A.O.R. (British Element)

Casualty Enquiry 6110

Wellington aircraft R.3219 was reported missing on 1-10-40 as a result of an operational flight against an unknown target.

2. Crew:

79167	P/O	Maclean D.	Capt.	N.B.K.	
748233	W/O (ex Sgt)	Williams S.A.	2nd Pilot		P.O.W.
580815	W/O (ex Sgt)	Tipping G.	Nav		P.O.W.
640131	W/O (ex Sgt)	Gannon V.F.	WOP		P.O.W.
40389	W/O (ex Sgt)	Hamilton J.	Pr/Gnr		P.O.W.
43949	P/Lt (ex P/O)	Mathieson W.R.	P/O.		P.O.W.

3. A Whitley aircraft reported that at 2140 hours on 1-10-40 an aircraft whose position corresponds with Wellington R.3219 was seen caught in searchlight beams, followed by direct hits by tracer bullets. The aircraft was seen to fall in flames and explode after 3 or 4 parachutes had descended.

W/Os Tipping, Gannon, Hamilton, Williams and P/Lt. Mathieson were reported prisoners by I.R.O.C.

Statements made by W/O Tipping and W/O Hamilton say that P/O Maclean was still in the aircraft when the last man (W/O

/ Gannon

They were all unwounded. P/O Mathieson was repatriated in 1943. I was informed by the that P/O Maclean was killed. His home town

INTERVIEW for completion by repatriated personnel

NOTE: We want to give us any information you can about your air crew (the officers and airman captured with you) and what became of them after capture or casualty.

TYPE OF AIRCRAFT AND LETTER W44-10470N Q
SQUADRON 387th 348th

Position	Name	Initials	Rank	<u>R.O.C.A.F.</u> <u>R.A.A.F.</u> <u>R.N.A.S.A.F.</u>
1st Pilot		MULLIKEN	A/C	
2nd Pilot	S.A.	WILLIAMS	SAT	
Navigator	A	TIPPING	SAT	
Engineer		GAMMON	SAT	
Operator	V.P.			
Mail Typist		MATHISON	P/O	
Tail		HAMILTON	SAT	
Front Gunner	W.			
Additional Crew				

QUESTION 1A Did you bale out, crash, parachute, ditch or get blown out? If so state:- BALD OUT

(a) Names of members of the crew who baled out before you:-

FIRST OUT

(b) Names of those who were in the a/c when you left:-

- P/O MULLIKEN SAT WILLIAMS
- " MATHISON TIPPING
- " GAMMON

QUESTION 1B Approximately where did the a/c crash?

N of OSNABRUCK

QUESTION 1C Tell us all you know about your aircrew - what happened were they killed or injured - taken prisoner with you - or did the Germans give you any details. Where did you hear of them last - what prison camps where they at - do you know their home town - next of kin or country?

Sgt Williams Tipping & Gammon baled out safely. Taken prisoner with me. P/O Mulliken injured, arrived later at P.O.W CAMP STALAG 357. He was transferred to Luft 8 camp there where I moved. There heard he got home on repatriation. P/O MATHISON still in a/c when SAT GAMMON who was the last of the crew safe went. a/c then hit & second bailed in the air. No information from Germans. SATS WILLIAMS TIPPING & GAMMON with me in all camps. Stalag Luft 1. Stalag Luft 3. Stalag Luft 6. Stalag 357 (Thorn). Stalag 357 (Fallenbuschel) Sgt Gammon Williams last seen, here. Was told Sgt Tipping was home.

- P/O Mulliken Abington Oxfordshire
- P/O MATHISON Norwich Norfolk
- Sgt Tipping Lancs.
- " WILLIAMS Walsby Essex
- " GAMMON Chadwell Heath Essex

Amendment issued 20.12.45

(QJ)

2/ November, 1940.

P.355174/40/P.4. Cas.

Madam,

I am directed to refer to a letter from this Department dated the 4th October, 1940, and to inform you that it is regretted that no further news has been received of your son, Pilot Officer Donald Maclean, since he was reported missing on the 1st October, 1940.

The aircraft took off on an operational flight at approximately 7.p.m. on the 1st October, 1940, and failed to return to the base. Information has been received from the International Red Cross, Geneva, transmitting official German information, that the other members of the crew are prisoners of war in Germany, but nothing has so far been heard of your son.

I am to add an expression of the Department's sincere sympathy with you in your great anxiety, and to assure you that should any further news be received it will be immediately communicated to you.

I am, Madam,

Your obedient Servant.

C. G. CATLEY

Mrs. Maclean,

The Spinney,

Kingston Bagpuize,

for Director of Personal Services.

External circulation copies
despatched by 15/11/40.

15 Stamford Avenue,
ROYSTON
Herts.

54.
CONFIDENTIAL

From: Officer Commanding,
No. 38 Squadron.
To: Officer Commanding,
R.A.F. Station, Marham.
Date: 2nd October, 1940.
Ref: 38S/C.904/70/P.1.

Missing Aircraft - Wellington R.3219.

Further to this unit signal F.B.A.93 dated 1st October, 1940, Wellington aircraft 1C No.R.3219, Pilot Officer D. MacLean, Captain set off with full war crew, a petrol load of 750 gallons and a bomb load of nine 250 lb. N.D.T., one Small Bomb Container with sixty 4 lb. incendiary bombs and one 5.5 flare. They left base at 1904 hours for target A.77 and since that time nothing definite has been heard of them.

2. A Whitley aircraft reported that at 2140 hours 52° 55' N. 7° 50' E. an unidentified aircraft was caught in searchlight beams, followed by direct hits from tracer bullets. The aircraft was seen to fall in flames and explode and it is believed that 3 or 4 parachutes descended. The position of the aircraft, it is thought, would correspond with that of R.3219.

(Sgd) W.P.J. THOMSON,

Wing Commander, Commanding,
No. 38 Squadron, R.A.F.

P.T.O. *7 10 46*

P.M.
**CASUALTY
SECTION.**

Station, Hertfordshire.

Originator to insert "NOT" if message is not to go by W/T over any part of the route.		System out		Time out		Reader		Sender		System out		Time out		Reader		Sender	

Signal Department is responsible that these details are transposed to the appropriate portion of the message form and that signals, etc., by omitting to remove their signification from the address, etc., is avoided.

Wt. 24605 247. 147.230 page 1. W. & S. 1940

VN

8834

Received A.M.C.S. 1205 hours 1/10/40.

Telegram en clair to A.M. C.I.A., P.4. Cas. and Z.A. Officer
i/c Records H.Q. 43 Group H.Q. No. 3 Group R.A.F. Marham
H.Q. B.C. from 38 Sqdn.

FB A.93 1/10. (A) Wellington 1C R3219 (B) 38 Sqdn (C) Not
known (D) P/O Maclean (Capt.) 748233 Sgt. Williams S.A. 2nd
Pilot 580815 Sgt. Tipping G Nav. 640131 Sgt. Gammon V.F.
W/T "40389 Sgt. Hamilton J front gun 43949 P/O W.T. Mathieson
all missing
rear gun/(E) Not known (F) S.A.A. and I.F.F. (G) Not known N.A.
(H) Not known Cat. three. (J) N.A.

Time of Origin: 1000

Advance copies sent to P.S. to Farly U.S. of S. P.4. Cas. and
D.R.M.

CRASH CIRC.

RECEIVED

CASUALTY
SECTION.

...ton, Hertfordshire.

and may be sent by W/T.

Signature

Time in Reader System out Time out Reader Sender System out Time out Reader Sender

TIME OF ORIGIN

T.O.R.

T.H.I.

Signal Department is responsible that these details are transposed to the appropriate portion of the message form and that all possibility of compromising
by omitting to remove their signification from the address, etc., is avoided. Before delivery of the message these details are to be re-inserted in full.

Wt. 24608 2471. 147,230 pds. 1 39. W & S L.I. 31 2900.

No. of
Groups
GR

Office Date Stamp

BAGGAGE		No. ABINGDON.	
Original No.	Date	Your/My	Number and Date
2-10			

Report to inform you that your son Pilot
John Dennis MacLEAN is reported missing
in the south of an operation on Oct. 12th 1950.
The fact is by data information received
and is immediately communicated to you.
Please act if in need you from any
last place where his apartment. His
last he has interest.

This message was by radio: <input type="checkbox"/> BY WIRE This message was by radio: <input type="checkbox"/> BY WIRE This message was by radio: <input type="checkbox"/> BY WIRE		Originator's Instructions* Degree of Priority* IMMED AFE		TIME OF ORIGIN 24
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...portion of the message form and that all possibility of compromising ...
...Before delivery of the message first details are to be re-insured in the

Form 96A.
(aval).

MESSAGE FORM

Office Serial No.

IN

No. of
Groups

Office Date Stamp

GR

OUT

TO*

MR. K. MACLEAN.

(Above this line is for Signals use only).

REDBROOK ADLINGTON MR. MACLEODFIELD CHESHIRE.

FROM*

A. M.

Originator's Number

Date

In reply to Number and Date

P.

105

2-10

(Write horizontally)

Request to inform you that your brother Pilot
Officer DONALD MACLEAN is reported missing
as the result of an operation on Oct. 12/40.
Any further information received will be
immediately communicated to you & I shall
keep you up to date on any news.
Please inform his apartment & his mother
has been informed @

DESPATCHED
EN CLAIR

This message must be sent AS WRITTEN
and may be sent by W.T.

Signature

Redbrook

This message must be sent IN CYPHER
and may be sent by W.T.

Signature

Originator's Instructions* Degree of Priority*

IMMEDIATE

(Below this line is for Signals use only)

TIME OF

ORIGIN

T.O.R.

T.H.L.

System	Time	Reader	Sender	System	Time	Reader	Sender	System	Time	Reader	Sender
In	In			Out	Out			Out	Out		

* The Signal Department is responsible that these details are transposed to the appropriate portion of the message form, and that all possibility of compression, distinguishing signals, etc., by cutting to remove their significance from the address, etc., is avoided. Before delivery of the message these details are to be re-checked in it.
210026 W. Wt. 34624/2471. 147,250 pairs. 1/39. W. & S. Ld. 91-2940.

VS

ACTION COPY

8834

Received A.M.C.S. 1805 hours 1/10/40.

Telegram en clair to A.M. C.I.A., P.4. Cas. and E.A. Officer
1/c Records H.Q. 43 Group H.Q. No. 3 Group R.A.F. Warham
S.G. S.C. from 38 Sqdn.

PS A.93 1/10. (A) Wellington 10 B5219 (B) 38 Sqdn (C) Not
known (D) P.O Maclean (Capt.) 748933 Sgt. Williams S.A. 2nd
Pilot 580615 Sgt. Tipping 8 Rev. 640131 Sgt. Gannon V.F.
W/T 40589 Sgt. Hamilton J front gun 43949 P.O W.T. Mathieson
all missing
rear gun (E) Not known (F) S.A.A. and I.P.F. (G) Not known N.A.
(H) Not known Det. three, (J) N.A.

Time of Origin: 1000

Advance copies sent to P.S. to Early U.S. of S. P.4. Cas. and
D.R.N.

CRASH CIRC.

RECEIVED

CASUALTY
SECTION

