

# **Durrington**

## **Roll of Honour**



*Lest we Forget*

### **World War II**



**1379715 SERGEANT – AIR GUNNER**

**C. J. SCOTT**

**ROYAL AIR FORCE VOLUNTEER RESERVE**

**30TH APRIL, 1942**

## **Cecil John SCOTT**

A birth for a Cecil J. Scott was registered in the March quarter, 1921 in the district of Amesbury. Cecil John Scott was baptised on 6<sup>th</sup> July, 1924, aged 3 years, at Orcheston, Wiltshire. His date of birth was listed as 11<sup>th</sup> December, 1920. Cecil John Scott's parents were listed as William Frank Scott & Elsie Kate Scott. William F. Scott had married Elsie K. Snook at Amesbury Register Office in 1910 & their marriage was registered in the September quarter, 1910.

Cecil John Scott signed up with the Royal Air Force Volunteer Reserve. He was given the service number of 1379715.

On 29<sup>th</sup> April, 1942 an Avro Manchester Mk IA, L7516 from 50 Squadron R.A.F. departed from R.A.F. Skellingthorpe airport, Lincoln, Lincolnshire, England at around 21.50 hrs. Seven crew were listed for the mine laying operation in Kiel Bay (Canal). Avro L7516 was shot down by a night-fighter 11./NJG3 & force landed on tidal mudflats. During the brief exchange of fire that preceded the crash, the night fighter's gunner was killed. Two of the crew from Avro L7516 were killed, the five that survived were taken prisoners.

Air Gunner Sergeant Cecil John Scott was killed by enemy action on 30<sup>th</sup> April, 1942. He was aged 21 years.

Sergeant Cecil John Scott was buried in Kiel War Cemetery, Germany – Grave reference – 3. B. 13. His death is acknowledged by the Commonwealth War Graves Commission. The CWGC lists Sergeant Cecil John, 1379715, Air Gunner, of 50 Squadron, Royal Air Force Volunteer Reserve. No other family details are recorded.

### **Kiel War Cemetery, Germany**

Kiel is a city in the north of Germany approximately 100kms north of Hamburg.

Most of those buried in Kiel War Cemetery were airmen lost in bombing raids over northern Europe, whose graves were brought in from cemeteries and churchyards throughout Schleswig-Holstein, the Frisian Islands and other parts of north-western Germany.

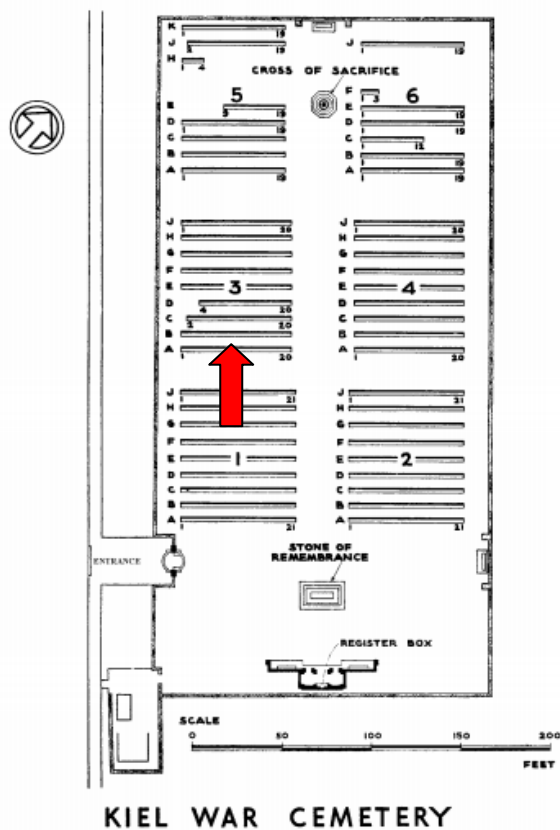
The cemetery contains 983 Commonwealth burials of the Second World War, 96 of them unidentified. There are also nine Polish war graves.



**Kiel War Cemetery** (Photo & information from CWGC)



(Photo courtesy of David Milborrow)



## **Avro L7516**

### Avro L7516 Crew:

Flt/Sgt 748783 S. Willett, DFM RAF - PoW No.279.

Flt/Sgt S. E. Packard - PoW confined in hospital due injuries.

P/O 113993 N. Hannah, RAF - PoW No.198.

Flt/Sgt H. S. McDonald - PoW confined in hospital due injuries. One hand severely injured, believed to have been repatriated.

Sgt 406602 C. A. Miners, RAAF - PoW No.257.

Sgt 403206 David Alexander Williams, 21 RAAF - killed.

AG:Sgt 1379715 Cecil John Scott, RAFVR - killed.

## ***A Night to Remember by H. J. Macdonald (WOP/AG – Wireless Operator/Air Gunner)***

### **THE MANCHESTER THAT HIT BACK**

*On the 29th April, 1942, Manchester VN-N, L7516 of 50 Squadron took off from Skellingthorpe on a mine laying operation in Kiel Bay.*

*I was the WOP/AG.*

*All went well until we turned for home when it was discovered we had a hang-up with one mine. Simultaneously we were attacked by a night fighter. Our three gunners, front, rear and mid-upper returned the fire but we were severely damaged with the port engine ablaze and the landing lights full on, obviously a "short" as a result of the fighters fire. We were at about 10,000ft but the skipper, the late Flt. Sgt. Tim Willet, D.F.M. skilfully nursed the aircraft down and we stood by for ditching. Unlike the ditching we expected, we came to a sudden stop. We had hit a sandbank.*

*The rear and front gunners had been killed. The rest of us in various states of damage scrambled out and expected to see the dinghy but it did not appear - another casualty. The Manchester was well ablaze by now, the ammo was popping off and oxygen bottles exploding so we decided to get away relying on the Mae Wests. We knew we were not far from a coast as the horizontal beams of searchlights picked us out and after about two hours a motorised rubber boat appeared, hauled us aboard and back to shore which turned out to be Syllt.*

*The second pilot and myself were taken to the Luftwaffe hospital at Westerland, eating en route the unappetising colours of the day.*

*After being operated upon, we were told by the German staff that the aircraft that had attacked us was an ME 110 and that the rear gunner had been so severely wounded that he had died in the same hospital.*

*We also had a visit from the pilot of the ME 110 and although we were at a disadvantage language-wise he was very friendly. He was accompanied by another pilot who had himself been shot down by a Wellington a few weeks earlier.*

*After spending fifteen months in various POW hospitals, I eventually met up with the remainder of the crew in Stalag Luft 6 and from them I learned of the events after I left them in Syllt.*

*As the Manchester was only partly submerged, up to the underside of the wings, a salvage party had been sent out and they discovered the hung up mine. This was one of the anti-sweep type and in attempting to recover it, it blew up and killed all those present.*

*The other facts about VN-N came to light many years later when I had a visit from a Dr R. Kirby who was researching the much abhorred Manchesters. When I related to him how we went down he said he had a contact in Denmark who could perhaps throw some more light on the events of that night. So it turned out and included in the information he gave me was the name of the German gunner who died. He was a Corporal Schubert.*

*It often passed through my mind as to who the pilot was and what became of him. Did he survive the war?*

*When I saw a request in the "Help" column of "Air Mail" from a Herr Peter Menges who was trying to trace the crew of a Halifax that had crashed near his home town in 1944 I wrote to him explaining that although I could not help him perhaps he could help me in finding out what had become of the pilot of the ME 110. Herr Menges entered enthusiastically into the search. He soon located the name of the pilot, one Flg. Off. Koeberich. The reason the Danish contact could not name him was because his name had not appeared on the casualty list. Over the next few weeks letters arrived, via Herr Menges, from German ex-aircrew who had known Flg. Off. Koeberich.*

*The most informative was from one of his crew, Walter Heidenreich who replaced Cpl. Schubert on his death. He said that in the engagement Cpl. Schubert was shot on the abdomen and the ME 110*

*was so badly shot up that it made a crash landing which aggravated the corporal's wounds to a fatal degree. It then became clear that not only had we been shot down but we had returned the compliment.*

*Flg. Off. Koeberich continued to increase his score until Easter Sunday in 1944 when around lunchtime, the RAF came over Quakenbruch where he was stationed and carpet bombed it. Lunch was actually being served at the time and everyone went into the cellar. The ceiling collapsed just above where Flg. Off. Koeberich was standing and his was the only death in the cellar. My quest for information on this man was over.*

*Reading through the mass of correspondence I received from the German ex night fighter crews following my enquiry, it became clear that their night fighter forces suffered very severe casualties from the guns of our bombers, a fact which I do not think is generally recognised. One of these correspondents was shot down by a Beaufighter over Boston on the 8th May, 1941 by a Wg. Cdr. L.D. Britain. As a result of his wounds he, like myself, was repatriated in October, 1943 on the same exchange in Gothenburg. As we were transferred from our respective ships, we must have passed each other on the quay. The long arm of coincidence!*

*H.J. Macdonald*



**Avro Manchester L7515**

C. J. Scott is remembered on the Durrington War Memorial, Wiltshire.



**Durrington War Memorial** (Photo courtesy of Ian King 2010)