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MC LEAN, WILLIAM JOHN

AUSTRALIAN ARCHIVES
ACCESS STATUS

OPEN

ROYAL AUSTRALIAN AIR FORCE

The following biographical details are required for use at R.A.A.F. Overseas Headquarters, London.

✓ "Jocks"
SURNAME McLEAN NUMBER

CHRISTIAN NAMES ~~W~~ William ~~F~~ John

AIR FORCE RANK AND MUSTERING ✓ 92

DECREES ETC.

DATE OF BIRTH PLACE

EDUCATED

DATE OF ENTERING SERVICE

PREVIOUS SERVICE EXPERIENCE

PLACES OF TRAINING

CIVILIAN CAREER AND ACTIVITIES

.....

SPORT (TEAMS REPRESENTED) CLUBS ETC.

.....

FATHER

WIFE

HOME ADDRESS Groenanger w/ Aust.

SIGNATURE

DATE

DATE OF EMBARKATION

HEADQUARTERS USE ONLY - DO NOT FILL IN

AWARDS D.F.C. A.F.C.

CATEGORY INTERVIEWS.....

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RADIO OTHER REFERENCES

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Personal

W/C J. A. L. Leary.

Eggs dropped by air to jungle troops

Aircrews flying over forward troops on the Burma front are pushing thousands of eggs out of their Dakota transports for the men in the jungle.

Secret of successful dropping is the packing of eggs in "ata," a type of Indian burl. Even if the egg cracks, they remain sealed in the flour and losses are negligible.

Another luxury dropped occasionally is live poultry.

Air transport has been a big factor behind the rapid advance of the Fourteenth Army on the Mandalay front. Medical stores, food, ammunition, vehicles and even marine craft have been taken forward by air. Thousands of fresh combat troops have been flown into the battle areas, and wounded have been evacuated to base hospitals.

Weights and hours flown by the "flying grocers" are prodigious. One squadron in a recent month flew more than 8,000,000 lb. as well as 2131 passengers and 536 casualties. Another squadron commanded by Wing Commander J. A. McLean, D.F.C., A.F.C., of Gnowan-gerup, Western Australia, in nine months carried 13,000 tons of freight and 21,000 passengers and casualties despite the monsoon and enemy fighter activity.

These R.A.F. transport squadrons are all part of Combat Cargo Task Force, a joint Anglo-American formation whose name aptly tells how air transport has become a part of modern warfare, particularly on the Burma front, where distance and difficult country would make rapid progress impossible for an army of any size.

} presumably W/Cdr.
W. J. McLean, DSO, DFC, AFC,
is meant here.
— R.

Evening Standard.
6-4-45.

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0830 B.S.T. (i.e. FOR EVENING PAPERS) ON THURSDAY, JAN. 4, 1945
THIS EMBARGO SHOULD BE RESPECTED OVERSEAS BY PREFACING ANY
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AIR MINISTRY NEWS SERVICE

Air Ministry Bulletin No. 16868.

W.A.A.F. AIDS AIRCRAFT IN DISTRESS

Sitting in the control tower on the edge of a Fighter Command airfield somewhere near the coast, with a pair of radio-telephones clamped over her ears and a telephone mouthpiece at her side, Aircraftwoman Friscilla ("Paddy") Barnes, of the W.A.A.F., keeps a listening-watch for aircraft in distress.

She is one of the many W.A.A.F. radio-telephone operators who, night after night, are on duty at R.A.F. airfields waiting to assist Fighter Command night fighter and intruder pilots who may have lost their way, have been shot up over enemy territory or who must make emergency landings for other reasons.

She listens also for returning bombers which may need assistance.

"Paddy" Barnes is 24 years of age, and lives at St. Peter's Street, Canterbury, Kent. She joined the W.A.A.F. in 1942, and after a short period of training in the operations room at a fighter sector, was selected for duty in the control tower.

The airfield at which she is stationed is one of the busiest in Fighter Command: day and night fighters operate from it and, being near the coast, it is frequently used by bombers returning from raids over Germany if they are unable to reach their own bases.

It is on the alertness and efficiency of airwomen like her that the lives of pilots and crews and the safety of their aircraft depend. She must instantly recognise distress calls, reply to them, and report to the flying control officer so that he can give her instructions to pass on to the pilot. Speed in replying to a call for assistance is an essential, for seconds may mean the difference between life and death.

"More often than not it turns out that calls for help come from bomber pilots coming back from a raid," said A.C.W. Barnes. "When they land they always come up to the control room to thank us for helping them."

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