

AWM 65

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MC LAUGHLAN, DAVID FRANCIS  
409573

AUSTRALIAN ARCHIVES  
ACCESS STATUS

OPEN

## ROYAL AUSTRALIAN AIR FORCE.

## OFFICERS AND AIRCREW.

The following Biographical details are requested for use at R.A.A.F. Overseas Headquarters, LONDON:-

Surname..... McCauchlan ..... 409573.  
 Christian Names..... David Francis .....  
 Air Force Rank and Mustering..... P/O G.D. .....  
 Degrees, Decorations, etc..... Flying Badge (Pilot) D.F.C. .....  
 Present Appointment and Location..... D.F.C. 3. P.R.C. .....  
 Date of Birth..... 27/10/13 ..... Place..... Perth W. Australia .....  
 Educated..... PERTH. (LEAVING W.AUS) MELBOURNE (1ST YEAR  
ENGINEERING - UNIVERSITY) VICTORIA. .....  
 Date of Entering Service..... 18/9/41 .....  
 Previous Service Experience..... 4 years. Citizen Forces  
Victoria .....  
 Places of Training..... ① Victor Harbour S. Aust. ② Parafield  
S. Australia. ③ Pt Cook Victoria .....  
 Civilian Career and Activities..... Poultry Farmer - then  
Planning Assistant Production Dept. Beauport  
Project .....  
 Clubs, Recreations, etc..... Richmond + Camberwell Cricket  
Clubs. Tennis, golf, swimming, cricket. .....  
 Father..... Charles David McCauchlan .....  
 Wife..... Elaine Mary McCauchlan .....  
 Children..... .....  
 Home Address..... 35 Parkside Ave. Box Hill. E. 11. Victoria  
Australia .....  
 Signature..... D. F. McCauchlan .....  
 Date..... 19/11/42 .....  
 Date Embarked..... 24/8/42 .....  
 Destination..... U.K. .....

*RFA*

TRAINING, NON-OPERATIONAL AND OPERATIONAL DETAILS

TO BE COMPLETED BY PILOTS ONLY.

No. 42573 Mark <sup>(1)</sup> FLY <sup>(2)</sup> FLY Name MAUCHLAN D.F. Decorations D.F.C.  
 Must. Pilot Date of Birth 27.10.13 Marital State N Left Aust. 24.8.42  
 Medical Category A,B

TRAINING DETAILS

	Unit No. 1	Aircraft Type	Location (A.M.S. or ENG. (Victoria))	Aircraft Types Oxford	Hours 125
Elementary flying training					185
Service flying training					240

ADVANCED TRAINING DETAILS

	Unit No. 3	Aircraft Type	Location (A.M.S. or ENG. (Victoria))	Aircraft Types Oxford, Wellington, Spanglo, Lancaster	Hours 60, 180, 44, 16
Advanced flying Unit					60
Operational training unit					180
Heavy conversion unit					44
Leicester finishing school					16
Tactical exercise unit					16
Any other training details (not included above)					100
Sub. total					416

SPECIAL COURSES

Type of Course	Unit	Location	Aircraft flown	Hours
92 HOUR INS. COURSE	No 17 OTU	ENG.	WELLINGTON Tm	29
P.F.S.	No 3 F.F.S.	ENG.	Oxford	39
Sub. total				68 hrs.

NON-OPERATIONAL FLYING DETAILS (i.e. INSTRUCTIONAL)

1st. TOUR Unit and location	Aircraft	Hours		Total Hours
		1st Pilot	2nd Pilot	
120 T.U. ENG.	WELLINGTON	108	10	118
Commenced 4/10/44	Finished 20/5/45			118 hrs
2nd TOUR				
Commenced / /	Finished / /			Sub. total..... hrs

OPERATIONAL FLYING DETAILS

1st. TOUR: Squadron(s) & Location	Role of squadron (Bomber coastal etc)	Types of Sorties Aircraft	Hours		Total Hours.
			1st Pilot	2nd Pilot	
447 RAAF (ENGLAND)	BOMBER	BOMBING & SUPPORT BOMBING - LANCASTER OTHER TYPES -	181	8	189
Commenced 23/5/44	Finished 3/10/44				228
2nd. TOUR:					Sub. total..... hrs
Commenced / /	Finished / /				Sub. total..... hrs
Total No. of Sorties					Total Hours (Opl)..... hrs
+ Acting					Present Unit..... hrs
+ Temporary					Grand total..... hrs

ACT. 875

RTH

PRO. FORM.  
I/R. 5.

ROYAL AUSTRALIAN AIR FORCE.

Overseas Headquarters,  
Kodak House,  
KINGSWAY, W.C.2.

SECRET & CONFIDENTIAL.

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

Historical Records, Overseas Headquarters. These forms are to be filled in and returned to the Officer Commanding Repatriation Disposal Section, No.11 (R.A.A.F.) P.D.R.

NAME (in full)..... MCMAUCHLAN DAVID FRANCIS NUMBER..... 409573.

RANK AND MUSTERING..... T/FLY PILOT DECORATIONS..... DFC.

NUMBER I.T.C. COURSE..... 20..... C.T.U. - A.F.U. etc.....

DATE LEFT AUSTRALIA } 24.8.42.....  
CANADA }  
S.W. AFRICA } DATE OF ARRIVAL U.K.....

SQUADRONS..... 467 (RAAF UK.)

AIRCRAFT FLOWN..... LANCASTER.

COMMAND & TYPES OF ACTIVITY..... BOMBER.

OPERATIONS OR TRAINING WITH AMERICAN PERSONNEL, SQUADRONS, OR AIRCRAFT.....

DETAILS OF OPERATIONS - with dates: to be given as fully as possible under the following applicable headings:-

- (a) Number Operational Hours
- (b) Number Operational Sorties, Day-night
- (c) Targets attacked
- (d) Attacks on enemy surface vessels - type, size, etc.
- (e) Attacks on enemy submarines
- (e) Outstanding sorties or incidents
- (f) Combats with enemy aircraft
- (i) Personnel in Photographic Reconnaissance Unit, Transport Command, etc., should give a brief report of their work.
- (h) Other Australians in crews

a. 190 HRS. b. 85-<sup>25</sup>/<sub>10</sub>

c. <sup>2 1/2</sup>/<sub>10</sub> LU EMOHOVEN <sup>3 1/2</sup>/<sub>10</sub> NANTES. <sup>3 1/2</sup>/<sub>10</sub> CHERBOURG <sup>3 1/2</sup>/<sub>10</sub> SAJAVUR <sup>3 1/2</sup>/<sub>10</sub> FERNÉ D'URVILLE <sup>3 1/2</sup>/<sub>10</sub> ST PIERRE DU PANT

<sup>1 1/2</sup>/<sub>10</sub> ARGENTAN <sup>1 1/2</sup>/<sub>10</sub> RENNES <sup>1 1/2</sup>/<sub>10</sub> NATEM <sup>1 1/2</sup>/<sub>10</sub> GELSENKIRCHEN. <sup>2 1/2</sup>/<sub>10</sub> LIMOGES <sup>1 1/2</sup>/<sub>10</sub> PROUVILLE <sup>1 1/2</sup>/<sub>10</sub> VITRY LE FRANCOIS

<sup>2 1/2</sup>/<sub>10</sub> BEAUVOR <sup>2 1/2</sup>/<sub>10</sub> ST LEU D'ESSERANT <sup>1 1/2</sup>/<sub>10</sub> VILLENEUVE ST GEORGES <sup>1 1/2</sup>/<sub>10</sub> NEVERS <sup>1 1/2</sup>/<sub>10</sub> CHEN <sup>1 1/2</sup>/<sub>10</sub> THIVERCAEN

<sup>2 1/2</sup>/<sub>10</sub> STUTTGART <sup>2 1/2</sup>/<sub>10</sub> ST CYR <sup>2 1/2</sup>/<sub>10</sub> FORÊT DE CHATELLERAULT <sup>1 1/2</sup>/<sub>10</sub> Gisors. <sup>1 1/2</sup>/<sub>10</sub> BREST <sup>1 1/2</sup>/<sub>10</sub> STETIN

<sup>1 1/2</sup>/<sub>10</sub> ISLE D'ADAM <sup>2 1/2</sup>/<sub>10</sub> DARMSTADT <sup>2 1/2</sup>/<sub>10</sub> KEMESBERG. <sup>3 1/2</sup>/<sub>10</sub> ROLLENCOURT. <sup>1 1/2</sup>/<sub>10</sub> BREST <sup>1 1/2</sup>/<sub>10</sub> LE HANRE

<sup>1 1/2</sup>/<sub>10</sub> LE HANRE <sup>1 1/2</sup>/<sub>10</sub> DARMSTADT. <sup>1 1/2</sup>/<sub>10</sub> BOULOGNE <sup>1 1/2</sup>/<sub>10</sub> BREMERHAVEN <sup>1 1/2</sup>/<sub>10</sub> RHEYDT.

d. TANKER - SUNK e. N.I.L. f. THREE COMBATS, g. NO MORE THAN USUAL. (TYPE BREST ON T.O.)

h. FO CRAIGEN BA. Ffg. KLUMER, M.J.G. i. \_\_\_\_\_

DATE..... 21.5.45. SIGNATURE..... D.Y. Catmarchan

(Use other side, or attach extra sheets, if necessary).

CITATION FOR DISTINGUISHED FLYING CROSS 16.1.48.

F/Lt. David Francis MCLAUCHLAN(409573) 467 Sqdn  
This officer has completed numerous operations  
against the enemy in the course of which he has  
invariably displayed the utmost fortitude, courage  
and devotion to duty.

*Personal file: - F/O D.F. McLauchlan*

15.8.44.

AIR MINISTRY NEWS SERVICE

Air Ministry Bulletin No. 15154.

FOR AUSTRALIAN PAPERS.

BOMBARDIER CARRIES ON THOUGH BADLY WOUNDED

With blood coming from two flak wounds in his leg a young bomb-aimer from Melbourne, Australia, carried on, and dropped his bombs over Brest harbour yesterday evening.

Lancasters from the Australian bomber squadrons attacked shipping in Brest harbour in daylight in the face of fierce flak from the German defences. The main target for the Australians was an oil tanker.

Flying-Officer A. Tottenham, a pilot, of Hamilton, Victoria, had his aircraft holed three times on the run up to the target. The bomb-aimer's compartment, the mid-upper and rear-gunner turrets and two engines were damaged by flak. His bomb-aimer, hit twice, carried on until he had called out "Bombs gone". Then he almost lost consciousness. The flight engineer gave first aid and the bombardier was taken to hospital as soon as the aircraft landed.

"The bombardier put up a great show," Flying-Officer Tottenham said. "He not only stayed at his post, but put his bombs down in the target area."

Pilot-Officer N.J. Bowman, of Mooloo Ponds, Victoria, who was the rear-gunner, said "The side of my turret was smashed in and one piece of flak passed behind my head and another in front. But our mid-upper gunner was luckier still when a large piece of flak lodged in his gun-stop."

Flight-Sergeant A.G. Stutter, of Earlwood, N.S.W., who flew in another Lancaster, brought his aircraft back on two engines. One failed over the target and the other on the way home.

Flying-Officer D.F. McLauchlan, another Australian pilot, who comes from Box Hill, Victoria, is keeping, as a souvenir, a piece of flak which came through his windscreen.

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