

AWM 65

[3315]

MC CARTHY, THOMAS VYNER

412816

AUSTRALIAN ARCHIVES
ACCESS STATUS

OPEN

Flying Officer C.H. Tindale, D.F.M., wireless operator air gunner, of Cronorne, N.S.W. was born on March 24, 1925. He was educated at North Sydney High School, and served 14 months in the Garrison Artillery, 114th Heavy Battery. He joined the R.A.A.F. in August, 1941, trained in Australia, and reached Britain in February, 1943. In civil life, he was an official in the Rural Bank of New South Wales. He was awarded the D.F.M. in June, 1944, when he was a flight sergeant.

The citation refers to his many sorties against dangerous and difficult targets deep in enemy territory and mentions raids on Berlin, Kassel, and Frankfurt. It refers to a flight to Berlin when the intercommunication system failed, but, with typical initiative, Tindale effected repairs which enabled the sortie to be completed successfully. "He has done outstanding work in other spheres of a wireless operator's tasks, and his outstanding ability has been a constant source of confidence to his captain and his crew", the citation ends. P/O. Tindale has more than 190 operational hours.

Flying Officer G.E. Young, D.F.M., air gunner, of Matraville, N.S.W., was born on May 24, 1919, in Sydney. He was educated at Cranville Technical School, N.S.W., and became a window dresser and sign writer. He enlisted in August, 1941, trained in Australia, and reached Britain in August, 1942. He was awarded the D.F.M. in July, 1943, when he was a sergeant, for the part played in his first operational flight -- an attack on the Ruhr. Wounded in the face from ack-ack splinters, he became unconscious. Recovering, he found the oxygen bottle was on fire. He beat out the flames and the pilot flew the aircraft back to base.

In an attack on Nuremberg, Young shot down a Dornier 217. Waiting till the Dornier closed to 100 yards, Young opened fire. The fighter went down in flames. It was Young who suggested that the bombers raiding Cannes on Armistice Day, 1943, should drop poppies over France. He flew in one of the Halifaxes. P/O. Young has more than 190 operational hours.

Flight Sergeant Harry Tickle, (Mentioned in Despatches), fitter II E, of Adelaide, South Australia, was born at Walsall, England, on September 9, 1911. He was educated at Lockleys Public and Thebarton Technical Schools, South Australia. He served for a time in the military forces, and had 14 years' experience in the motor trade, being supervisor of a garage before joining the R.A.A.F. in February, 1940. From the time that "G-George" began operations in December, 1942, Tickle was in charge of the maintenance flight that looked after the aircraft's repairs -- a task that became a personal interest. He kept a log book recording details of each of "George's" 90 trips.

Sergeant M.A. Ower, fitter 2A, of Telamon, N.S.W. reached Britain in August, 1941. After service with a R.A.A.F. Coastal Command squadron, he was posted to a R.A.A.F. Lancaster squadron. His record of good service as a member of the ground staff performing the vital work of keeping the bombers flying expresses in some measure the debt readily acknowledged by the aircrew who are so dependent on undramatic, conscientious toil.

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OFFICERS AND AIRCRAF.

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

Surname McLARTHY Number 412816
 Christian Names Thomas Vyner
 Air Force Rank and Mustering Sergeant Observer. P/a. comm. 23/7/43
 Degrees, Decorations, etc. A.L.B. B.O.D.F.C.
 Present Appointment and Location 3 PRC. BOURNEMOUTH.
 Date of Birth 14th Oct 1911 Place MOSS VALE N.S.W. AUST.
 Educated The Kings School. PARARAMATTA. UNIVERSITY.
IF SYDNEY
 Date of Entering Service 20th July 1941.
 Previous Service Experience Nil.

 Civilian Career and Activities Solicitor.

 Clubs, Recreations, etc. ROYAL SYDNEY GOLF CLUB. UNIVERSITY CLUB. MOSS VALE GOLF CLUB. — — GOLF. TENNIS. SURFING.
 Father deceased.
 Wife single.
 Children Nil.
 Home Address MOSS VALE. N.S.W. AUSTRALIA

 Signature Thomas Vyner
 Date 31st July 1943.
TRAINED
 Date embarked (Australia) 13/11/1941.
 Destination CANADA.

R.T.A.

ROYAL AUSTRALIAN AIR FORCE

FED. FORM
F/R 5.

Overseas Headquarters,
Kodak House,
KINGSWAY, N.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.) F.R.R.C.

NAME (in full) THOMAS VYNER MCCARTHY NUMBER 412816

RANK AND BRANCH F/O NAVY/R DECORATIONS DEC. & BOR

NUMBER I.A.F.S. COURSE 17 O.T.U. - A.F.U. etc. 17. CO. O.T.U.

DATE LEFT AUSTRALIA } 12/1/1941
CANADA } 20/2/1943 DATE OF ARRIVAL U.K. 18 August 1942
S. & N. AMERICA }

SQUADRON 156

AIRCRAFT FLOW LANCASTER

COMMAND & TYPE OF ACTIVITY BOMBER PATFINDER FORCE

OPERATIONS OR TRAINING WITH ALLIED PERSONNEL, SQUADRONS, OR AIRCRAFT
Nil

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
- (f) Combats with enemy aircraft
- (g) Outstanding sorties or incidents
- (h) Other Australians in crews
- (i) Personnel in Photographic Reconnaissance Unit, Transport Command, etc., should give a brief report of their work.

(a) 290.35 (b) 45 NIGHT (c) ESSEN (2) DUISBURG (3)
STUTTGART. SPEZIA. STETTIN (2) PILSEN.
DORTMUND. DUSSELDORF. MUNSTER. BOCHUM (2)
TURIN. HAMBURG (3) TURIN + GENOA. MANNHEIM (2)
BERLIN (13) MODANE. KASSEL. FRANKFURT (2)
BREMEN. LUDWIGSHAFEN. BRAUNSWIGK. MAEDDEBURG.
LEIPZIG. SCHWEINFURT. (d) Nil (e) Nil (f) 1 (g) Nil
(h) F/Lt W.S. WALKER (W/O) (i) F/Lt W.J. LOVE (A/C)
(i) Nil

DATE 19/6/44 SIGNATURE T. V. McCarthy
(Use other side, or attach extra sheets, if necessary)

Abs. 411247 P/O. W.J. LOVE, D.F.C. OF SYDNEY - Reargunner

2. 3. 44

Love was on 14 I.T.S. course at Somers and trained in Australia at Evans Head and then for four months with No. 9 Squadron at Rathmines where air gunners for No. 10 R.A.A.F. Squadron were under training. After the outbreak of the Japanese war, however, the Squadron moved north and Love was posted overseas. He arrived in the U.K. in April, 42 and from Bournemouth was posted to 7 A.G.S. at Castle Kennedy. From there he went to 27 O.T.U. at Lichfield, then to 1656 Heavy Conversion Unit at Lindholme. On the 20th March, 1943, he was posted to 156 FFF Squadron in 8 Group.

Love has completed 45 operational sorties. He has flown throughout his tour with an Australian wireless operator 411571 P/Lt. W.S. Walker, and an Australian bomb aimer 412816 P/Lt. T.V. McCarthy. The targets they have bombed include Berlin (thirteen times), Frankfurt, Mannheim Munich, Hamburg, Peenemunde, Milan, Essen, Duisburg and all the Ruhr targets. He finished with the thirteenth trip to Berlin which, in spite of superstitious forebodings, went very quietly. In fact, Love thinks the hazards of raiding Berlin are overrated. "I've never been worried about the Berlin trips. The only thing I objected to was the monotony of the long journey" he said. "It was uninteresting too, as we always bombed Berlin in 10/10 cloud which made it hard to see any results." He considers Frankfurt is by far the most dangerous target particularly so as the R.A.F. usually go there on clear nights. "I reckon they've got the best gunners in Germany in Frankfurt" he said. "We've been shot up everytime we attacked it."

After a raid on Frankfurt on December 20/21, 1943, Love claimed a Ju.88 destroyed. On this night the Lancaster was coned then attacked in the cone. "We were caught just after we started our bombing run by what seemed like all the searchlights in Frankfurt" he said. "We were held for about six minutes and I was blinded by the flare."

The Ju. came in from the starboard quarter, and it wasn't till it opened fire that Love was aware of its presence. By then it had closed to two hundred yards. "As soon as the fighter got within range he fired the coloured recognition cartridge and the lights went off and the flak stopped" Love said. "We were flying straight and level in to the target but even so his fire missed us and we could see the tracer going underneath."

"I opened up immediately I saw the flash of his guns and the midupper did too, I think. He broke away to the port and we kept on firing till he dropped down out of sight. I could see our tracer going right into him and I am pretty sure we got him". The Lancaster sent on and bombed and returned safely to base. This is the only combat Love has had.

Aus. 411571 F/L. W.S. Walker, D.F.C. of Parramatta W/Ag.

He was on No. 15 I.T.S. course at Bradfield and left Australia in August 41 on the Awatea for Canada where he trained at 4 W.T.S. Guelph, Ontario. He arrived in the U.K. in May 42. From Bournemouth he went to A.F.U. Wigton, then to 27 O.T.U. Lichfield, then to 1656 Conversion Unit at Lindholme. On March 23, 1943, he was posted to 156 P.F.F. Squadron at Warboys.

At O.T.U. Walker had been crewed up with F/O. Karl Girbach as pilot but soon after the crew joined the squadron Girbach went missing on a second pilot trip and the crew were taken over by S/L. (now W/Cdr) H. Grant, D.S.O., D.F.C. R.A.F. The crew included two other Australians, F/O. T.V. McCarthy (now D.F.C. and Bar) bomb aimer and F/L. W.J.H. Love, (now D.F.C) rear gunner, (see interviews McCarthy and Love).

The crew did around twenty operations with W/C. Grant then when he finished were taken over by W/C. Deane, R.A.F. who captained them on seven raids. The rest of their trips they completed with W/C. Walburn, R.A.F.

Walker has completed fortysix trips in all. These include 14 on Berlin, 3 or 4 on Hamburg, as well as raids on Dusseldorf, Dortmund, Frankfurt, Mannheim, Stettin, Kassel, Brunswick, Bremen, Duisberg (two or three) for details/^{raids}see interviews crew).

Walker was screened at the end of March, 1944 and at the time of interview had been signals leader on the squadron for six months.

Spare

1101/8/P.1.
17A.

R.A.A.F. H.Q.

plain language.

IMPORTANT PL. 592 P 31 MAY

RESTRICTED (.) THIS SIGNAL IS MY PL. 592 P DATED 31 MAY AND INCLUDES

NON-IMMEDIATE AWARDS FOUR BARS TO D.F.C. (.) FOLLOWING AWARDS WILL BE GAZETTED
6 JUNE (.)

(SGD) H.W.HALE S/LDR.
FOR AIR VICE MARSHAL,
AND OFFICER COMMANDING.

ACTING FLIGHT LIEUTENANT THOMAS VIDER McGAREHY, D.F.C. (412816)
NO. 156 SQUADRON (.) McGAREHY HAS DISPLAYED GREAT COOLNESS AND DISCRIMINATION AS
BOMB AIMER (.) HAS OPERATED IN THIS CAPACITY OVER MOST OF HEAVILY DEFENDED
OBJECTIVES IN ENEMY TERRITORY (.) UNDER VERY TRYING CIRCUMSTANCES AND IN FACE
OF HEAVY OPPOSITION HAS INVARIABLY DISPLAYED COURAGE OF HIGH ORDER AND UNFAILING
ACCURACY (.)

Copy of Citation of Award of Bar to D.F.C.

Acting Flight Lieutenant Thomas Vyner McCARTHY, D.F.C. (Aus. 412816) R. A. A. F.
No. 156 Squadron.

Flight Lieutenant McCarthy has displayed great coolness and determination as a bomb aimer. He has operated in this capacity over most of the heavily defended objectives in enemy territory. Under very trying circumstances and in the face of heavy opposition, he has invariably displayed courage of a high order and unfailing accuracy.

Sitation of D.F.C. - Gazetted 10/12/43

Non-Immediate Award

Pilot Officer Thomas Vyner McCARTHY, Royal
Austral ian Air Force, No. 156 Squadron.

This officer has participated in many operations against heavily defended targets. On one occasion in September, 1943, he was bomb simer in an aircraft detailed for an attack on Mannheim. He reached the target early and, despite heavy anti-aircraft fire and illumination by searchlights, guided his pilot in and around the defences until able to complete his mission successfully. At all times Pilot Officer McCarthy has set a splendid example by his courage and determination to complete his allotted task.

BIOGRAPHICAL NOTES OF CREW OF VETERAN LANCASTER
G-GEORGE

Squadron Leader E.A. Hudson, D.F.C. and Bar, pilot, of Rockhampton, Queensland, was born on April 17, 1921. He joined the R.A.A.F. in 1940, arrived in Britain in July, 1941, and was commissioned in April, 1942. An experienced Lancaster captain, he has taken part in attacks on some of the most heavily defended targets, including Hamburg, Kiel, Cologne, Duisberg, Bochum, and Rostock. He was awarded the D.F.C. in August, 1942, and the Bar to the D.F.C. in August, 1943. He has also been mentioned in despatches.

The citation to his award of the Bar to the D.F.C. states, "He has at all times displayed great gallantry and devotion to duty, even in the face of the most formidable of the enemy's anti-aircraft defences. His attacks have invariably been pressed home with the utmost vigour at a low height. His tremendous enthusiasm for operational flying, combined with his ability as a pilot and captain have welded his crew into one of the most effective. Only once has a sortie been abandoned and this only in the face of greatest difficulties." S/L Hudson has completed two tours of bombing operations, the first with an R.A.F. squadron, the second with the original Australian Lancaster squadron. He was pilot of the aircraft in which W/Odr. (now Group Captain) T.W. White, Member of the Australian House of Representatives, flew to the Ruhr -- a sortie which he described vividly in a broadcast to Australia. S/Ldr. Hudson has more than 320 operational hours.

Flight Lieutenant F.F. Smith, D.F.C. 2nd pilot, of Newcastle, N.S.W. was born on November 4, 1915, and educated at Newcastle High School. In civil life he was a lorry driver. Enlisting in August, 1941, he trained in Australia and reached Britain in August, 1942. He completed his first tour of operations with an R.A.F. Lancaster squadron, and was awarded the D.F.C. in October, 1943. He was commissioned in June, 1943.

The citation to his award refers to his high standard of courage and devotion to duty shown throughout his first tour. "He has displayed a fine fighting spirit in action which has inspired his crew with firm confidence in him" it says. "His courage and skill had their reward in many fine photographs, particularly one secured at Turin in July, 1943. His sustained gallantry and devotion to duty have been a valuable asset to the squadron". F/Lt. Smith joined the all Australian squadron for his second tour. He has more than 160 operational hours.

Flying Officer W.C. Gordon, D.F.C. navigator, of Ralsigh, N.S.W., was born at Corra's Harbour, N.S.W. on October 13, 1915. In civil life he was an accountant. He joined the R.A.A.F. in October, 1941, trained in Australia and Canada, and reached Britain in September, 1942. He was commissioned in August, 1943, and awarded the D.F.C. in the following December.

The citation described how, in an attack on Hamburg, the aircraft ran into bad weather, and the compasses, airspeed indicator, and wireless apparatus became unserviceable. In spite of this, he navigated the aircraft successfully to the target and back to base. F/O Gordon has more than 160 operational hours.

Flying Officer F.V. McCarthy, D.F.C. and Bar, air bomber, of Moss Vale, N.S.W. was born on October 14, 1911. He was educated at the King's School, Parramatta, and the University of Sydney, and became a solicitor, holding the L.L.B. degree. Enlisting in July, 1941, he trained in Australia and Canada, and reached Britain in July, 1942. He was commissioned in July, 1943. He was awarded the D.F.C. in December, 1943, and the Bar in June, 1944.

He is one of the most experienced bomb aimers in the R.A.A.F., having completed two tours on Lancasters, the second of which included 13 trips to Berlin. He is stated in the citation of the award of a Bar to his D.F.C. to have displayed great coolness and courage as a bomb aimer. "He has operated from this country over most of the heavily defended objectives in enemy territory" it states. "Under very trying circumstances and in the face of heavy opposition he has invariably displayed courage of a high order and an unflinching accuracy". F/O McCarthy has more than 290 operational hours.