

AWM 65

[3519]

MARSHALL, C.

420227

ACCESS STATUS

OPEN

ROYAL AUSTRALIAN AIR FORCE

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

SURNAME MARSHALL NUMBER 420227
CHRISTIAN NAMES C
AIR FORCE RANK AND MUSTERING F/AT
DEGREES 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
SIGNATURE
DATE
DATE OF EMBARKATION

HEADQUARTERS USE ONLY - DO NOT FILL IN

AWARDS
CATEGORY INTERVIEWS
.....
RADIO OTHER REFERENCES
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FRG. FORMA.
P/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.C.

NAME (in full) MARSHALL C.W. NUMBER NS 420227
 RANK AND MUSTERING F/O Nav B DECORATIONS _____
 NUMBER I.T.S. COURSE 21 O.T.U. - A.F.U. etc. 8th. No 4 Course, Nassau.
 DATE LEFT AUSTRALIA April 42
 CANADA July 43 DATE OF ARRIVAL U.K. July 43
 SQUADRONS 354 Sqdn. INDIA.
 AIRCRAFT FLOWN LIBERATOR
 COMMAND & TYPES OF ACTIVITY Coastal B.R.
 OPERATIONS OR TRAINING WITH AMERICAN PERSONNEL, SQUADRONS, OR AIRCRAFT
Training on Mitchell's LIBERATORS.

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) 400 (b) 30 day 10 night
 (c) _____ (d) Light vap surface craft. Sompans-hauschag.
 (e) Nil. (f) Nil.
 (g) _____ (h) 11700 f/o MUNDAY
42117 f/o Wolstenholme 421057 f/o Tout
421102 f/o Thomas 429366 f/sgt Schell
410207 f/o BATEY
In Convoy Escort, Anti-sub sweeps. Low level reconnaissance Burma

DATE 18.11.44 SIGNATURE Charles V. Marfaca
 (Use other side, or attach extra sheets, if necessary)

Acc. Misplaces. Personal File — F/H.C. Marshall (now)
11 P.D.R.C. 420227 * No Recs.
R.A.A.F. Release No. 860 Pending Report: November 25, 1944

Australian News Agencies: This is an EVENING paper release.

CREW'S 50,000 MILES JOURNEYS IN 18 MONTHS

To have travelled 50,000 miles by air, rail and sea in the past 18 months has been the experience of two Anzac Liberator crews, who have just returned to Britain after completing an operational tour in India.

The 50,000 miles did not include their operational tour, which comprised long "rides" under Coastal Command from bases as far apart as Ceylon, the east coast of India and Italian Somaliland. Nor did it include their voyage from Australia to Canada three years ago.

Before going to India both crews had flown in Canada, the Bahamas, the United Kingdom and the Middle East. And they had ferried aircraft over the north Atlantic route.

The two crews made many trips over the ferry routes in India flying reinforcement aircraft to operational squadrons.

Then they began their tour. Operations took them far south and east of Ceylon, over the Arakan coast of Burma and the mouth of the Irrawaddy river, where they attacked Japanese coastal craft. Both crews helped give air cover to the great Allied Fleet, which attacked Sabang in north-western Sumatra.

Another important part of their operational flying was of an anti-submarine nature in the Bay of Bengal. On many of these trips they "stooged" for hours over the convoys bringing urgently-needed supplies for the Burma war.

MONSOONAL STORMS

Much of their flying was done in monsoonal weather under hazardous conditions. The crews were part of a newly-formed Coastal Command squadron in India.

Like so many other R.A.A.F. and R.A.F. personnel, the crews have nothing but praise for the Liberator -- "a real old faithful; rarely lets you down" was the general opinion. One crew had only two engine failures in nearly 1,000 hours' flying.

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Crew's 50,000 Miles - 2

Their tours completed the two crews left Bombay in a troopship, "bound for old Blighty shore".

Under their captains, Flight Lieutenant O.J. Skinner, formerly a cattle-buyer at Lismore, New South Wales, and Flying Officer G.J. Munday, who attended Adelaide University before enlisting, the two crews have been together for nearly two years.

Now the Australian members, with one or two exceptions, are going home. This will add another 13,000 to their 50,000 miles.

Their four New Zealand crew-mates are sorry to be left behind. They will do non-operational duties in the United Kingdom. But they would prefer to go to Australia and do another tour in the south-west Pacific, if that is what is in store for the others.

CREW CO-OPERATION

All members of the crews attached great importance to their long association together. They said it was of great value to their work in the air. Their "flips" generally ranged between 11 and 13 hours, they said. Crew co-operation was essential.

New South Wales is the home state of the majority. Flight Lieutenant C. Marshall, of Bondi, formerly a high school teacher of English and History, and Flying Officer J.H. Flower, of Gordon, who was a journalist in Sydney before enlisting, were the navigators.

.....COO.....