

AWM 65

[3733]

MORROW, NORMAN OLIVER  
402977

AUSTRALIAN ARCHIVES  
ACCESS STATUS

OPEN

OFFICERS AND AIR CREWS

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

SURNAME.....MORROW.....NUMBER.....402977.....  
 CHRISTIAN NAMES.....Norman Oliver.....  
 AIR FORCE RANK AND MUSTERING.....Sgt.....WOP/AG.....  
 DEGREES, DECORATIONS ETC.....48 Sqdn WICK.....  
 PRESENT APPOINTMENT AND LOCATION.....7th Sept 1919.....PLACE.....Liamore N.S.W......  
 DATE OF BIRTH.....Liamore High School -.....  
 EDUCATED.....Hamidale Teachers' College.....  
 DATE OF ENTERING SERVICE.....11th Nov. 1940.....  
 PREVIOUS SERVICE EXPERIENCE.....  
 PLACES OF TRAINING.....172 Lindfield #1 Wireless School Montreal #1 Bore Jamun  
 CIVILIAN CAREER AND ACTIVITIES.....# Signals Convent #1 C.V. & Drill #1 School Teacher  
 SPORT (TEAMS REPRESENTED), RECREATIONS, CLUBS ETC.....Football L.A.S. & A.C.  
Bowling Swimming Cricket Tennis  
 FATHER.....William Henry Morrow  
 WIFE.....  
 CHILDREN.....  
 HOME ADDRESS.....Peaces Creek Via Liamore N.S.W.  
 SIGNATURE.....Norman Morrow  
 DATE.....19th August 1941  
 DATE EMBARKED.....20th Dec 1940  
 DESTINATION.....Canada

(These forms are to be filled in and handed to the Adjutant of the Unit immediately after receipt).

SECRET

228  
48 sqn  
18/8/42

AUS402977 SERGEANT N.O.MORROW. WIRELESS OPERATOR/AIR GUNNER

Sergeant Morrow left Australia on December 29, 1940 on the "Empress of Russia" bound for Canada. He was in No. 8 I.T.S. course and the fifth Canadian draft. He trained at No. 1 Wireless School, Montreal and No. 1 Bombing and Gunnery School, Jarvis. He sailed on August 15, on the "California", a naval escort ship, for Iceland where he spent a fortnight waiting for transport to England. He arrived at Greenock on September 15.

He was posted to No. 1 Signals School, Cranwell, where he spent three months "kicking his heels". He was then posted to No. 1 (c) O.T.U. at Silloth on December 23, 1941.

From Cranwell, 20 Australian gunners went to Silloth. Ten Australian pilots and three Australian observers were on the same course. The original idea was to form a second Australian Hudson squadron but there was a shortage of observers so eight crews were made up and posted to No. 459 Squadron. The remaining few went to R.A.F. units.

Sergeant Morrow crewed up with AUS F/O R.H.Hornby, of Sydney, Sergeant Jack M.Day, of Adelaide (Wireless Operator/Air Gunner) and an English Observer. On March 22 they were posted to No. 48 Hudson Squadron at Wick. They have done 140 operational hours on trips varying from three to eight hours in length. Operations included shipping strikes, Norwegian patrols, convoy escorts and shipping reconnaissance.

Sergeant Morrow and crew did eight trips over Norway, mainly in their first six weeks. The rest of their hours have been put up mainly on anti-submarine patrols. At first their work was all low level, they rarely flew above 50 feet.

Sergeant Morrow's crew have never unloaded their bombs and never seen an enemy submarine, and for the main part their work is tedious and tiring.

Once over Norway they were attacked by enemy aircraft. "We were stooging round over Bergen," said Sergeant Morrow. "We got stuck in round the islands when we went to investigate some shore lights. They started tossing up a lot of flak and tracer and two JU88s came up after us. They were evidently being directed on to us by the

tracer because one came head on and passed our starboard within 100 yards. He thought he saw us because he switched on his landing lights. We were right down on the deck but the cloud was pretty thick."

Other Australians in the squadron are : F/O H.W. McKenzie, pilot, who is acting Squadron Adjutant since being shot in the toe by a Junkers, F/O Norman Bourke, of Sydney. These two went to the squadron together with P/O Maurice Martel and P/O J. Vickers, who have both been killed since. P/O Vickers, said Sergeant Morrow, once brought his badly shot up plane back from Norway with the undercarriage gone and force landed on a hillside without injury to any of the occupants.

P/O George Knauer, pilot, and Sergeant McMahon (Tasmania) and Sergeant Retchford, (Victoria), both gunners, ~~and~~ are three other Australians crewed up together.

Sergeant Pilot Andy Egan made an attack on a submarine using only m.g.. He was carrying no bombs so dived with all his guns blazing and "shot the deck to pieces".

Another experienced R.A.A.F. pilot at <sup>previously</sup> Wick is F/O "Soapy" Austin, of Victoria, in 608 Squadron, now in the Shetlands. P/O Austin made one very successful attack on shipping in Bergen Harbour when he straddled two ships with two sticks of bombs.

-----



AUS402977 SERGEANT N.O.MORROW, WIRELESS OPERATOR/AIR GUNNER

Sergeant Morrow left Australia on December 29, 1940 on the "Empress of Russia" bound for Canada. He was in No. 8 I.T.S. course and the fifth Canadian draft. He trained at No. 1 Wireless School, Montreal and No. 1 Bombing and Gunnery School, Jarvis. He sailed on August 15, on the "California", a naval escort ship, for Iceland where he spent a fortnight waiting for transport to England. He arrived at Greenock on September 15.

He was posted to No. 1 Signals School, Cranwell, where he spent three months "kicking his heels". He was then posted to No. 1 (c) O.T.U. at Silloth on December 23, 1941.

From Cranwell, 20 Australian gunners went to Silloth. Ten Australian pilots and three Australian observers were on the same course. The original idea was to form a second Australian Hudson squadron but there was a shortage of observers so eight crews were made up and posted to No. 459 Squadron. The remaining few went to R.A.F. units.

Sergeant Morrow crewed up with AUS F/O R.H. Hornby, of Sydney, Sergeant Jack M. Day, of Adelaide (Wireless Operator/Air Gunner) and an English Observer. On March 22 they were posted to No. 48 Hudson Squadron at Wick. They have done 140 operational hours on trips varying from three to eight hours in length. Operations included shipping strikes, Norwegian patrols, convoy escorts and shipping reconnaissance.

Sergeant Morrow and crew did eight trips over Norway, mainly in their first six weeks. The rest of their hours have been put up mainly on anti-submarine patrols. At first their work was all low level, they rarely flew above 50 feet.

Sergeant Morrow's crew have never unloaded their bombs and never seen an enemy submarine, and for the main part their work is tedious and tiring.

Once over Norway they were attacked by enemy aircraft. "We were stooging round over Bergen," said Sergeant Morrow. "We got stuck in round the islands when we went to investigate some shore lights. They started tossing up a lot of flak and tracer and two JU88s came up after us. They were evidently being directed on to us by the

tracer because one came head on and passed our starboard within 100 yards. He thought he saw us because he switched on his landing lights. We were right down on the deck but the cloud was pretty thick."

Other Australians in the squadron are : F/O H.W. McKenzie, pilot, who is acting Squadron Adjutant since being shot in the toe by a Junkers, F/O Norman Bourke, of Sydney. These two went to the squadron together with P/O Maurice Martel and P/O J. Vickers, who have both been killed since. P/O Vickers, said Sergeant Morrow, once brought his badly shot up plane back from Norway with the undercarriage gone and force landed on a hillside without injury to any of the occupants.

P/O George Knauer, pilot, and Sergeant McMahon (Tasmania) and Sergeant Retchford, (Victoria), both gunners, ~~and~~ are three other Australians crewed up together.

Sergeant Pilot Andy Egan made an attack on a submarine using only m.g.. He was carrying no bombs so dived with all his guns blazing and "shot the deck to pieces".

Another experienced R.A.A.F. pilot, <sup>formerly</sup> at Wick is F/O "Soapy" Austin, of Victoria, in 608 Squadron, now in the Shetlands. P/O Austin made one very successful attack on shipping in Bergen Harbour when he straddled two ships with two sticks of bombs.

-----