

AWM 65

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HALL, THOMAS TAYLOR
409993

OPEN

ROYAL AUSTRALIAN AIR FORCE.

OFFICERS AND AIRCRAFT.

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

Surname..... HALL Number..... 409993
Christian Names..... Thomas Taylor
Air Force Rank and Mustering..... Sgt. P/O Airman Pilot
Degrees, Decorations, etc..... D.F.C.
Present Appointment and Location..... R.A.A.F. P.R.C. BOURKEOUTH
Date of Birth..... 21-5-21 Place..... PORT MELBOURNE, VIC. Aust.
Educated..... SOUTH MELBOURNE TECHNICAL SCHOOL
.....
Date of Entering Service..... 7-11-41
Previous Service Experience..... —
.....
Places of Training in R.A.A.F. ~~44~~ No 4 I.T.S Victor Harbor SA
No 11 E.F.T.S. Renalla VIC. No 5 S.F.T.S. 4 Cranbury N.S.W.
Civilian Career and Activities..... CLERK, COMMONWEALTH GOVERNMENT
.....
.....
Clubs, Recreations, etc. KAPPA SIGMA PI CLUB SOUTH MELBOURNE.
FOOTBALL, CRICKET, TABLE TENNIS.
.....
Fathers name..... Thomas Taylor. HALL
Wifes Name.....
Children.....
Home address..... 44 SPRING STREET, PORT MELBOURNE.
VIC. AUSTRALIA
Signature..... T. Hall
Date..... 19-4-43
Date Embarked Australia..... 6-3-43
Destination..... UNITED KINGDOM.

CCFY

not released

15/12/44

From: F/O. J.B. Toohay RAAF PRO
56, 80, 82, 122 wing, 174, 175, 245 Sq. 121 wing, 168 Sq. 143 wing.

RAAF Series 36

THE WAR AGAINST GERMAN TRANSPORT

Tempest, Typhoon and Spitfire squadrons are vying with each other to see which can shoot up the most German trains.

They are ranging far into Germany in this deliberate attempt to paralyse the German transport system bringing up supplies to the battle front.

Australian pilots flying in all three aircraft from advanced bases on the Continent share in these successes with the R.A.F. comrades.

Tempest pilots, Flying Officer A.W.D. McLechlan, of Willunga, Adelaide, South Australia, and Pilot Officer F.A. Lang, of Ivanhoe, Victoria, flew to the north of the Ruhr with their squadron hoping to find a break through the cloud.

"At last we found a break and went down," said McLechlan. "Then wherever we looked we saw trains."

Lang said they shot up five trains in that attack. "One was apparently a troop train, and we surprised it," he said. "Very often our approach is seen and the passengers flee out of the carriages before we start strafing. But we caught this one in a station, and with our first cannon shells men started to race out of it. We could see a number of injured later on the station platform. We also attacked three barges on that trip."

Pilot Officer W.H. Long, of Bairnsdale, Victoria, another Tempest pilot helped his squadron destroy three trains in the Munster area in a recent sortie.

The cannon shells of the Tempests may not do as much damage as the Typhoons' rockets, but they are just as effective against trains, as Flying Officer R.G. Watts, of Narabeen, New South Wales can tell.

"We sighted a train south-east of Munster," said Watts. "The first Tempests went in, and when it came my turn I couldn't see the engine, but I just fired into the mass of steam and smoke that marked where it had been."

Rocket Typhoon pilot, Flying Officer G. Glissold, of Kempsey, New South Wales, flew with his squadron one very cloudy day in what looked a hopeless search for trains in Germany until they scored a lucky break.

"It was ten-tenths cloud all the way, and then suddenly we found a gap and could see the ground," he said. "We were over the Rhine-Munster main line, and below us we saw four engines and about 400 trucks. We went in with rockets and cannon destroyed two of the engines, badly damaged another and destroyed and damaged a number of the trucks."

409993 - 175 Sqn
Flying Officer F. Hall, of Port Melbourne, Victoria, helped his squadron start four large fires on a good train of 40 trucks north of Wesel.

Another Typhoon pilot, Flying Officer S. Kennon, of King's Cross, New South Wales, helped attack a train in German-occupied Henglo.

"I got a lucky hit with a pair of my rockets right on the engine," he said. "It blew up. Then we strafed the trucks and destroyed the whole train."

"On another armed recon, six of us destroyed three trains near Dorsten in Germany."

Flight Lieutenant J.D. Stubbs of Canowindra, New South Wales, flies with a typhoon squadron which is armed only with cannon, and does not carry rockets.

Telling of the destruction of three trains near Coesfeld north of the Ruhr, he said, "The cloud was down to 1000 feet but we flew down below it and raked the trains with our cannon, knocked out the engines and damaged a number of the trucks."

Copy of Citation of Award of D.F.C. (Non-Immediate). ✓

Flying Officer Thomas Taylor HALL (Aus. 409993) No. 175 Squadron.

This officer has taken part in a large number of operational sorties. He has led the squadron on many missions in close support of the army and has attacked enemy gun positions, tanks, rivercraft and locomotives. In August, 1944, Flying Officer Hall led a formation of aircraft through heavy opposition and destroyed 3 enemy tanks and 9 mechanical vehicles. He has, at all times, displayed a marked degree of courage and initiative.

Copy of Citation of Award of D.F.C. (Non-Immediate). *Gazetted*
27-2-45

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FOR AUSTRALIAN PAPERS
2nd TAF/FAIR INF. 787

30/12/44

HIS 101st SORTIE

Making his 101st operational sortie, a young Australian Typhoon pilot helped his squadron destroy three locomotives, 19 trucks and a locomotive shed and damage another two locomotives and 41 trucks.

409993 175 Sgd.

The Australian, Flying Officer T. T. Hall, of Port Melbourne, Victoria, flew with Pilot Officer R. Townsend, of Northcote, Victoria, and four R.A.F. comrades to the Osnabruck area. ~~? R. Townsend 409993~~ no record

"We had been busy in the American sector for a few days," said Hall. Then we suddenly switched back to our old "stamping grounds", north of the Ruhr. Our return caught Jerry by surprise. That is the only way we can account for so much rail traffic.

"We found one set of lines choked with the stuff and we let go with our rockets and cannon. The place was just full of smoke when we left. We claimed two locomotives and 10 trucks destroyed there. Then we got the others around the same area. We set off for home, convinced that we'd done a good morning's work because it was a fair score for only six aircraft. Then we saw a goods train of 40 trucks but none of us had any ammunition left. That "Cheesed us off a bit".

On his 100th sortie Hall helped his squadron destroy eight German motor trucks and damage another seven. On that occasion his No. 2 was hit by flak and Hall stayed with him while he glided back to our lines and made a crash landing a few hundred yards from the Germans.

On his 99th sortie Hall went to the same area, where his squadron destroyed seven motor trucks and damaged six.

Anderson is an Australian serving with the R.A.F. He came to England with his family and was learning engineering when he joined the R.A.F.

Anderson once flew with the squadron when they found 13 locomotives parked outside an engine shed near Baskirchen, south-west of Cologne. They destroyed five of them, and got the shed as well.

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Personal file - T/O. Hall (409993)

2nd TAF/FB/AIR INF. 665

11.11.44 - No.4.

FACTORY AND RAIL JUNCTION ATTACKED BY TYPHOONS

R. A. F., 2nd T. A. F.,

Friday.

A factory at Weeze, a rail junction south of Emmerich converted into a German Army storage depot, were left flaming and smoking after a rocket-Typhoon attack today led by Flying Officer "Tommy" Hall, Port Melbourne, Australia.

It was one of the better efforts of the day by pilots of Air Vice Marshal Broadhurst's fighter bomber group, who flew some 250 sorties despite bad weather.

Tempest pilots, looking for ground targets, discovered three vessels, probably minesweepers, near Harderwije, which they strafed despite ack ack fire.

The rail cutting programme was maintained, Canadian Spitfire squadrons dropping their bombs to create more cuts at three locations.

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ROCKPHOON MEN
HAVE CALLED IT

The Battle of Blank Camp

Evening Standard War Reporter

The tankbusting Typhoon pilots in Normandy have named the battle in which they knocked out about 130 German tanks after a camp in England where, for six months, they did nothing but practise rocket attacks on tanks.

This was early in 1943, and pilots say that the real thing was just like those they used to make on their practice range. There was practically no A.-A. fire and the tanks were drawn up in neat rows, just as they used to be at the practice camp, along two converging roads.

Pilots rubbed their eyes when they saw them. "It's the sort of thing you expect to see on our side of the lines, but only dream about when it comes to the other side," said Pilot Officer Tom Hall, of Port Melbourne.

Tying Officer H. Markby, of Armadale, Melbourne, one of the first to see the tanks, said "We just made certain they were German, then we streaked back. The Wing Commander was in such a hurry that he almost taxied into the intelligence room to tell them the story. After that it was like a relay race

Airplane Circuit

From then till dusk squadrons took off every 20 minutes. As they came over the target each airplane peeled off in turn to attack in typical Typhoon style—first sighting with its four 40 mm. cannon, and firing them to intimidate the A.-A. gunners; then quickly changing sights to rockets and firing two out of its load.

That done, it climbed to join the circuit of Typhoons overhead, to scream down again in its turn to fire off another two. And so on until its rockets were exhausted.

Each dive was made at an angle of about 50 degrees, and the rockets were released at a very low height.

Personal file.
P/O. Tom Hall.

Evening standard.
9-8-44.

One of these ducks went for a walk and found another pond, on which it ventured. It emerged pitch-black from beak to tail. The pond was not a pond but a pool of thick, black engine oil.

Corporal Bland discovered his duck in this distressing condition, and washed it carefully in petrol. Nothing else, he found, would get it clean. He left it snow white, and fluffy. He released it.

The duck hastened to its original pond, struck out across the reassuring surface and sank like a stone. The natural oils upon which ducks depend for their buoyancy had been washed away.

Corporal Bland followed his duck. Plunging into the pond, he rescued it. Weeks were to pass, with the duck quacking its protest every day, before it regained, under the corporal's vigilant care, its old mastery of the element.

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