AWM 65

[37/2]

MORGAN, THOMAS VICTOR 412815

ACCESS STATUS
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AUSTRALIAN ARC ACCESS STAT

Missiner 5.8:45 P.O. 24+0-44

ROMAL AUSTRALIAN AIR FORCE

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

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

PRO. FORMA. P/R. 5.

SECRET & CONFIDENTIAL

The following biographical details are required for use at R.A.A.F.
Overseas Headquarters. These forms are to be filled in and handed to the
Adjutant of your unit immediately.
NAME, MCRGAN, Thomas, Ernest, Victor. NUMBER Ans. 412815. (In full)
RANK AND MUSTERING. Pilot Officer A/G. DECORATIONS. D.F.M.
NUMBER I.T.S, COURSE. 17 Course.
X DATE LEFT AUSTRALIA Austrelie 17th October, 1942. SHI, AFRIDA
DATE OF ARRIVAL UNITED KINGDOM. 27th November, 1942.
O.T.U A.F.U. etc. 7 A.G.S. 1662 Con. Unit. 460 Squadron.
PRESENT UNIT. 18 O.T.U. Finningley. AIRCRAFT FLOWN. NIL.
PREVIOUS UNITS (with dates) AND AIRCRAFT FLOWN. 460 Squadron 14th April to 6th.
November, 1943. Lancaster I & III.
DETAILS OF OFFERMIONS (details of operations <u>with dates</u> to be given as <u>fully as</u> <u>possible</u> under the appropriate headings as shown)
(a) Number Operational Hours (b) Number Operational Sorties, day-night (c) Purget bombed (d) Attacks on enemy surface vessels - type also etc. (d) Attacks on enemy submariance (f) Combats with enemy submariance (e) Other Attacks on the Confidence (h) Other Australians in oraw.
(a). 155.45 Hours. (b). 29. (c) Essen 30.4.43. Dortmund 4.5.43. Dulaberg
12.5.43. Bochum 13.5.43. Dortmund 23.5.43. Dusseldorf 25.5.43. Dusseldorf
11.6.43. Bochum 12.6.43. Oberhausen 14.6.43. Cologne 16.6.43. Krefeld 21.6.43.
Mulheim 22.6.43. Wupnertel 24.6.43. Gelsenkirchen 25.6.43. Essen 25.7.43.
Hemburg 27.7.43. Hemburg 29.7.43. Hemburg 2.8.43. Turin 7.8.43. Muremburg
10.8.43. Leverkusen 22.8.43. Berlin 23.8.43. Nuremberg 27.8.43. Munchen-
Gladbach 30.8.43. Berlin 31.8.43. Munich 6.9.43. Bochum 29.9.43. Munich
2.40.43. See Search 18.10.43. (d) Nil. (e) Nil. (f) Nil. (g) Nil.
(h) F/Sgt. F. Lewrence - Pilot (Now P/O.) F/O. E/ Cappi - Navigator. F/Sgt.
A. Fitzpatrick - Bombadier. F/Sgt. (now P/O.) Q.A. Richardson, Gunner. F/Sgt.
R. White (now P/O.) - Wireless Operator. Number of trips with the above crew 18.
and Remainder with F/Lt. R; Henderson, Pilot.

OFFICER ALICEAN
The following Biographical details are requested for use at R. A. A.P. Overseas Headquarters, LONDON:-
Surname. MORGAN. 412815.
Christian Names 140 MAS ERNEST VICTOR.
Air Force Rank and Mustering. 36.T. A/G.
Degrees, Decorations etc
Present Appointment and Location. RAAF. PRC. Bustnersouth
Date of Birth Al-11-1915; Place Siffrey Spare, Sign Selvery,

Date of Entering Service19740.
Date of Entering Service. 19-7-40. Previous Service Experience. 2 years Atmy Staning.
Places of Training. N S.M. Quest
civilian career and Activism Assist dalo Manages Mobile ale goscots.
Olubs, Recreations, etc. Surfing (Newworls duf Club)
Rather Edwin Ernest Morgan
Wife
Children
Home Address of Rackler Plato 108 Brook It bodgel sydny NSW. aust
ouse. De M.
Signature VEMotgan
Date <u>88-11-42</u> .
Date Embarked 17-10-42
Destination U.K.

bersonal file - F/Rt. T. E. V. Mogran

For Australian Press

21.2.45

Air Ministry Bulletin No.17605

AUSTRALIANS OVER THE RUHE

Australian Lancaster and Ralifex Squarrons took part in MAR permor Communications and two oil refineries near Dusseldorf.

PLt. T.V.Morgan, D.F.M. o rear gunner from Cooges, Sidney, a gunnery leader of an Australian Lancaster Squadron, described the attack on Dortmund, his 40th war flight. "I could see quite a good glow undernooth the clouds", he soid, "and it seemed over concentrated. I remember looking back 15 minutes after we had left the target and still being able to see the reflection of the fires. The flok was nothing like the sort we used to experience in the old attacks on the Ruhr; at its worst it was only moderately heavy. Fighters were about and I spotted one which

bembs helfway through the attack on portnund and by that time things were well on their way. There was a low layer of thick cloud up to 5,000 feet and then above that thin whispy stuff up to about 16,000 feet. Pathfinders got in a very good effort with sky markers in good concentration, and I watched them go down into aloud. It was a brilliant mornlight night and we saw several combats, with plenty of tracer fire. A fighter came up from out of the aloud right underneath us, but we consequent out to passed on towards another bember. We lost sight of it.

F/ht. A.L.Cohen, D.F.C., a Loncoster pilot of Mosman, Sydney, said: "The part outer engine tooked out! over our base just after taking off. We went on to Dortmund and by outting corners we were only two minutes late. It seemed a condentrated attack below cloud and the pathfinder marking was good. There were add fighters about, but we were not troubled".

Citation of D.F.M. ... Gazetted 6/12/43

Non-Immediate Award No. 460 (R.A.A.F.) Squadron.

The shove-mentioned sirmen has completed, in various capacities, many successful operations against the enemy, in which he has displayed high skill, fortitude and devotion to duty.