

F/Lt. Douglas John Petrie

Doug Petrie was born in Magrath, Alberta. He enlisted in the RCAF in 1941 and began his pilot training on Tiger Moths at 18 EFTS at Ladner, British Columbia. He was then stationed at 15 SFTS at Claresholm, Alberta where he received his wings after training on Cessna Crane aircraft. He was then posted to 2 Flying Instructor School at Vulcan, Alberta where he flew Cornells and Cranes and graduated as a flight instructor.

Staying in Alberta, Douglas was posted to 7 Service Flying Training School at Fort Macleod where he instructed on Avro Anson Mk. II's, completing five hundred flights during his six-month posting. Seven of these flights were in Anson 7481 that is currently under restoration at the Bomber Command Museum of Canada.

After more instructing, this time on Cornells at 15 EFTS in Regina, Douglas was posted overseas where he flew seven operations on 425 Squadron Halifaxes. Following the war, F/Lt. Petrie returned to Canada as the pilot of a Canadian-built Lancaster. Douglas Petrie retired from the RCAF in September, 1945.

DOUG PETRIE'S RECOLLECTIONS OF FLYING WITH 425 SQUADRON

Your first run, you have to go with another crew, one trip, and then you go with your own crew. And that's all. They just send you out, they tell you, they have a briefing and they tell you where you're going to bomb, your exact time over target and what the weather is, all the details they know. And then it takes you over two hours or more to get the thing off the ground. You've got to run up four engines separately until they're warm and check them and then shut them down and, and so on. So it's not fast and it's an eight-hour run we did, eight hours up there. So altogether, you're more than ten hours, which is a little long for some people, because that's ten hours without eating, drinking or going to the bathroom. There is no bathroom. Besides, it wouldn't do you any good with one pilot, you can't leave the plane. You can't walk under your ... But that was the only thing you have to, it's only for people that can last long times. It's only for very calm people.

The last route we [425 Squadron] did was a kind of tragic one, that. It was on a daylight [run], not a night one, and it was a little island called Wangerooge [in the North Sea]. And we were, I think there were just gun emplacements that they had there. And that was our last flight, broad daylight [on April 25, 1945] and there was a lot of slipstream from one plane to another. You can't see it though. So two planes ahead of me collided and of course, then they were lost, there's seven [crew members] in each, so you lose all of them.



Doug Petrie being awarded his RCAF Wings at 15 SFTS (Claresholm, Alberta)



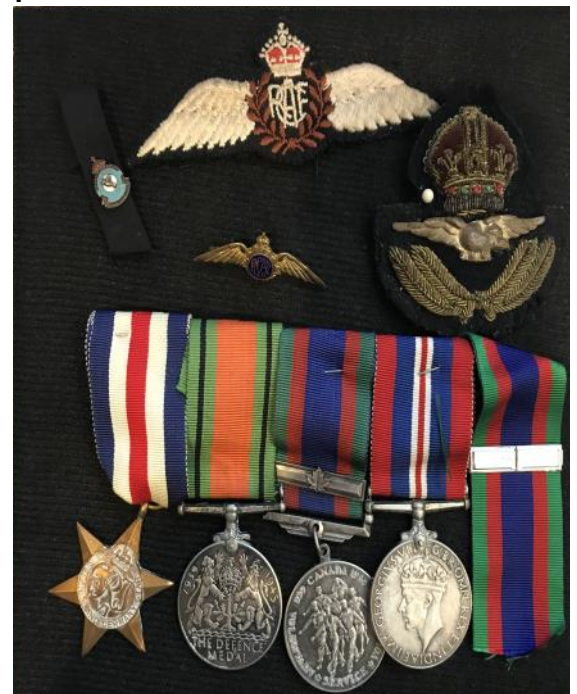
Doug Petrie's 425 Squadron crew (l-r) J.H. Lynch (Wireless Op.), R.W. Williams (Navigator), D.J. Petrie (Pilot), Bill Batstone (Flight Engineer), J.J. Fox (Rear Gunner, L.D. Kemp (Bomb Aimer), Mid-upper Gunner (missing)



425 Squadron Halifax at Tholthorpe

They parachute out some of them but they were just going to end up in the ocean. And that was kind of tragic for the end when it was the very last run. But after I came back, a long time later, I found out that two other planes had collided on the same trip. There was no Germans anywhere near there, nobody shooting at us or anything, it was just collisions. That's the main trouble we had. It wasn't, in a movie, you see fighters, bombers chasing one another around. In actual fact, most of it is just collisions at night or something accidental, this is what happens to most people.

But we flew a box formation that was very difficult for them. You'd have to go through three or four or five bombers on the way through. So he [the enemy] isn't going to make it likely going through to, attacking us. We didn't fly the popular V formation, which is what the Americans did. And we did short raids. All our raids were ten minutes. But you were supposed to go over the exact minute they tell you, like H-hour plus three minutes or H plus three. You're not supposed to go over any other time. And we had, a camera under the plane that took pictures, showed pictures of the bombs dropping, you could count them. And it showed the target, what was below. So they'd know from the trajectory of a bomb exactly where it would land. That's before it landed. So next day, your plane, your number, G for George, would be shown on a map to show how many feet you missed, so they knew exactly how accurate we were. So it was done, it's very exactly done. It wasn't a random thing where you do just throw things out.



What you do is, the bomb aimer out the nose takes over. He tells you, you're just about in line with the target and they all always said left twice -the word – so we didn't mix it with right. So he'd say "left left steady, steady, then right, steady. A little farther to the right, steady". And then he was the one that had an automatic bomb site with all the junk on it and he would say "bombs away". Then you'd got to stay straight and level for just a few seconds while the cameras take the pictures and such. And then you'd dive out of there, that's all. You'd never go over the target. First thing you do is jump up 300 feet, when you drop the bombs, your plane leaps up. Then the first thing you do is dive out of there at full speed, go as fast as you get out of there, and then pick your own height. Everybody flew at a different height so then they couldn't find us on the way home; we were wandering all over the place, everybody would pick a different height.

And then some of them were in a hurry to go home and some of us used to slow them right down and go as slow as you could, on purpose. Because you were more likely to get there. You don't want to burn up engines. Once you got there, there's no hurry going home. That's about all. So you'd coast them home.

FLIGHT HISTORY OF DOUGLAS JOHN PETRIE (SERVICE # J12772)

Summary from his Flight Log Books

Doug logged 1372 flights for a total of 1456 flying hours between enlistment 1942-01-07 and retirement 1945-09. He flew eight different planes during his military career including:

- 83 flights of the de Havilland Tiger Moth at 18EFTS Boundary Bay, Ladner, BC, 1942-01-07 to 1942-03-10;
- 163 flights of the Cessna Crane of which 134 flights were at 15SFTS, Claresholm, AB, 1942-04-01 to 1942-07-13 and 25 flights were at 2FIS Vulcan, AB 1942-09-21 to 1942-11-07;
- 416 flights of the Fairchild Cornell of which 39 flights at 2FIS Vulcan, AB 1942-09-21 to 1942-11-07 and 377 flights at 15EFTS Regina, SK, 1942-09-01 to 1944-03-06;
- 514 flights of the Avro Anson MK (I, II and III) were at 7SFTS Fort Macleod, AB 1942-11-10 to 1943-05-14 of which 8 of these flights were in Plane# 7481 which is in restoration at the Bomber Command Museum, Nanton, AB;
- 108 flights of the Airspeed Oxford of which 96 flights were at 20AFU Kidlington, England, 1944-06-27 to 1944-09-16 and 12 flights were at 15191BAT Feltwell, Norfolk, England, 1944-07-149 to 1944-07-24;
- 37 flights of the Vickers Wellington III, V, VI, XI and XVI at 22OTU Wellesbourne, Warwickshire, England, 1944-10-09 to 1944-12-08;
- 35 flights of the Handley Page Halifax III of which 19 flights were at 1664HCU Dishforth, Yorks, England 1945-02-26 to 1945-03-17 and 16 flights were at 425Squadron Tholthrope, England, 1945-03-23 to 1945-06-08; and
- 12 flights of the Avro Lancaster MK X were at 425Squadron Tholthrope, England, 1945-03-23 to 1945-06-08

Doug graduated as a Category "C" (T. E.) Flight Instructor on 1942-11-08 at 2FIS Vulcan, AB, then promoted to a Category "B" (Elem) Flight Instructor on 1943-09-17 at 15EFTS Regina, SK and then promoted to a proficient MO Pilot on 1944-12-10. Doug received the honour of Best Bomb from RCAF 1664 Halifax Unit on 1945-03-11 for bombing strike error of only 58 yards.

Doug flew the Avro Lancaster MK X KW-P Serial # KB-918 plane home to Canada in 4 legs: departing Tholthrope, England for St. Mawgan, Cornwall, England on 1945-06-14; to Lagens Field, Island of Teriera, Azores, Portugal on 1945-06-15; to Gander, NFLD on 1946-06-16; to final destination Scoudouc, NB on 1945-06-16. While at Scoudouc, NB, Doug complete 3 flights to Debert, NS, 1945-08-11 to 1945-08-13, before retiring 1945-09.

Flight Logs:

1942-01-07 to 1942-03-10 Ladner BC (18 EFTS, Boundary Bay, BC)

EFTS – Elementary Flying Training School, RCAF, Ladner BC
D. H. Tiger Moth planes with Gypsy Major Engine (83 flights) #4050, 4054, 4064, 4065, 4070, 4101, 4269, 4272, 4275, 4276, 4279, 4281, 4285, 4289, 4290, 4294, 4298, 4330, 4331, 4334, 4335, 4336, 6793,
Second Pilot with W. Davies, Lew Hudson, F/O (Flight Officer) Lamb, F. S. McCarthy
First flight as pilot on 1942-01-25 in TM 4289
Flight time: 75 hours 45 minutes (83 flights) Possible relocation from Ladner BC to Claresholm AB

1942-04-01 to 1942-07-13 Claresholm (15 SFTS)

15 SFTS – No. 2 Service Flight Training School, Claresholm AB
Cessna Crane 1 planes with Jacobs engine (134 flights) #7666, 7690, 8113, 8115, 8119, 8121, 8651, 8653, 8654, 8660, 8663, 8668, 8673, 8674, 8675, 8676, 8677, 8682, 8683, 8685, 8731, 8739, 8745, 8746, FJ 108, FJ 111, FJ-104, FJ 129
Second Pilot with L.A.C. (Leading Air Craftsman) Allison, L.A.C. Bean, P/O (Pilot Officer) Bow, L.A.C. Brown, L.A.C. Bruce, P/O Davis, F/L (Flight Lieutenant) Day, WO2 (Warrant Officer 2) Ellison, F/O Frankling, L.A.C. Griffiths, Sgt (Sargent). Harris, F/Sgt (Flight Sargent) Henning, WO2 Hore, P/O Hunter, F/O Loughheed, F/O Madden, L.A.C. Mayhew, W. O. Millet, L.A.C. Porteous, P/O Powell, F/L Rae, F/S Shaw, P. O. Shirley, P/O Thompson, F/O Thornton, L.A.C. Van Kleek, F/O Wanless, L.A.C. White
Certified understanding petrol system, endurance Data, Engine Limitations and Functioning of Ancillary Control of a Cessna Crane plane on April 9, 1942
Certified as the designated captain of the aircraft allowed, to carry passengers (pupil pilots only) in accordance with No. 4 Training Command Instructions No. 150 on May 6, 1942
Flight Time: 127 hours 50 minutes (134 flights);
Cumulative Flight Time: 203 hours 35 minutes (217 flights)

During the 2 months from July 13 to September 21, Isaac McGann (Doug's grandfather) died 1942-07-22 in Lethbridge, AB.

1942-09-21 to 1942-11-07 Vulcan (2FIS)

No 2. FIS is No 2 Flying Instructors School RCAF Vulcan, AB
Cessna Crane 2 planes with Jacobs engine (25 flights) # 7971, 7973, 7979, 7981, 7983, FJ-273, FJ-281, FJ-287
Fairchild Cornell planes with Ranger engines (39 flights) # FH-656, FH-657, FH-660, FH-719, FH-729, FH-746,
Second pilots with SGT. Bastick, F.L D-Bell, SGT Bruce, SGT Burgess, SGT Evans, SGT Fillion, SGT Gover, F/L Jessop, S/L Jones, P/O McLeod, SGT McLucas, F/O McPherson, SGT Parady, F/O Roemmele, P/O Stickey, P/O Stuckey, P/O Thompson, F/O Watt, F/L Watt, SGT Wright
Graduated as a Flight Instructor Category "C" (T. E.) on 1942-11-08 (
Flight time: 73 hours 10 minutes (64 flights);
Cumulative Flight Time: 276 hours 45 minutes (281 flights)

1942-11-10 to 1943-05-14 Fort Macleod (7SFTS)

7 SFTS is No. 2 Squadron, No. 7 Service Flight Training School, Fort Macleod, AB
Avro Anson Mk. I plane with Cheetah engine (1 flight) #6698
Avro Anson Mk. II planes with Jacobs engine (502 flights) # 6599, 7465, 7467, 7468, 7469, 7470, 7474, 7475, 7476, 7477, 7478, 7479, 7480, 7481, 7482, 7484, 7485, 7486, 7488, 7479, 7480, 7482, 7489, 7490, 7491, 7492, 7494, 7495, 7497, 7498, 8273, 8282, 11421, FP -711, FP-714, FP-715, FP-717, FP-718, FP-720, FP-722, FP-723, FP-724, FP-725, FP-726, FP-727, FP-728, FP-729, FP-730, FP-731, FP-732, FP-733, FP-735, FP-740, FP-763, FP-782, FP-941, FP-948, FP-949, FP-950, FP-951, FP-953, FP-956, FP-957, FP-959, FP-962, FP-968, FP-972, FP-973, FP-974

Anson Mk. III planes with Cheetah engine (11 flights) # 6858, 6948, 6951, 6956, 9843

Eight of the Anson Mk. II flights were in Anson #7481 that is currently under restoration at the Bomber Command Museum, Nanton, AB. First recorded flight was on December 15, 1942. |Last was January 31, 1943.

Second pilots with F/O Bremer, P/O Cobban, P/O Hansman, P/O Hatch, P/O Horn, P/O Jarvis, F/O Jarvis, F/L Lane, P/O Mackenzie, P/O Patterson, P/O Pavay, F/L Riddell, P/2 Riddell, SGT Stover

Flight time: 521 hours 55 minutes (515 flights);

Cumulative Flight Time: 798 hours 40 minutes (796 flights)

After Isaac McGann's death, Doug's mother – Lucy – found it hard to deal with the death of her dad so her sons - Doug and Al – took her to Bowen Island, Vancouver for a holiday to visit friends – the Bartons. Travel around the island is by bicycle. On an outing, Doug lost control when the bicycle hit soft gravel, fell on a stump and broke his collar bone. Doug was treated in the Military Hospital in Vancouver. Doug's accident prevented him from going with his Squadron's bombing raids over Germany. Al believes this is one of the reasons he survived the war.

1943-09-01 to 1944-03-06 Regina, SK (15EFTS)

No 15 EFTS is Elementary Flying Training School, Regina, SK

Fairchild Cornell planes with Ranger engine (377 flights) # 10694, 10695, 10708, 10712, 10713, 10714, 10715, 10718, 10719, 10720, 10722, 10723, 10725, 10726, 10727, 10728, 10730, 10732, 10734, 10735, 10736, 14428, 14454, 14458, 14460, 14461, 14462, 14463, 14468, 14469, 14470, 14471, 14472, 14473, 14475, 14476, 14477, 14479, 14480, 14481, 14482, 14484, 14485, 14487, 14488, 14489, 14490, 14491, 14492, 14493, 14494, 14512, 14513, 14519, 14520, 15141, 15142, 15143, 15145, 15147, 15148, 15149, 15154, 15155

Second Pilots with WO2 Berthiaume, WO2 Braverman, WO2 Burford, F/S Cattermole, F/S Elvin, F/L Fielden, F/L Forbell, F/S Gaylord, F/L Hanbidge, F/O Lovett, P/O Lucas, F/O Makinson, P/O Plewes, F/O Purcello, P/O Smith, P/O Willison

Certified as Flight Instructor Category "B" (Elem) on 1943-09-17, Regina, SK

Flight time: 315 hours 0 minutes (377 flights);

Cumulative Flight Time: 1113 hours 40 minutes (1173 flights)

1944-06-27 to 1944-07-17, Kidlington, England (20AFU)

20 AFU is Course 62 No 20 (P) A. F. U., Kidlington, England. Kidlington is Northwest of London near Oxford, England for training on Oxford planes.

Airspeed Oxford planes with Cheetah engine (29 flights) # FX, JL, 17 P 465 DY, EB 734 CK, HN 750 DO, LW 794 GA, P 1935 JN, 6938 CL, 8911 JH, 9685 HJ, H 17792 DZ

Pilots with F/SGT Biggs, F/O Lee, F/O Scott, F/O Toop, F/O Wegren, F/O Wheeler

Certified to fly Oxford planes on 1944-06-29

Flight time: 29 hours 20 minutes (29 flights);

Cumulative Flight Time: 1142 hours 0 minutes (1202 flights)

1944-07-19 to 1944-07-24, Feltwell, Norfolk, England (15191 BAT)

1519 BAT is No 120 Course 1519 B.A.T. Flight at Feltwell, Norfolk, England. Feltwell is a village which holds an RAF base 10 miles west of Thetford, Norfolk, England, and is in the borough of King's Lynn and West Norfolk. Posted for a 1-week course on Oxford planes.

Airspeed Oxford planes with Cheetah engine (12 flights) # DF 346, MP 360, DF 428, DF 456, HN 478, LX 674

Pilots with S/L Bradury, F/L Montefiore, P/O Walsh

Flight time: 10 hours 25 minutes (12 flights);

Cumulative Flight Time: 1152 hours 25 minutes (1214 flights)

1944-07-26 to 1944-09-16, Kidlington, England (20AFU)

20 AFU is Course 62 Reserve Flight No 20 (P) A. F. U., Kidlington, England. Kidlington is Northwest of London near Oxford, England for continued training on Oxford planes.

Airspeed Oxford planes with Cheetah engine (67 flights) # HM 206, NM 217, NM 236, NM 297, NM 316, LX 356, NM 366, NM 367, NM 406, NM 416, HW 436, MP 459, MP 465, MP 471, LB 520, BG 557, BG 568, LX 607, HM 669, HN 730, HN 756, HM 758, LB 798, V 3436, V 3732, V 4091, V 4103, X 6870, X 6938, P 8911

Pilots with F/O Cooper, F/O Eden, F/O Hall, F/L Hawke, P/O Knock, SGT Neil, F/O Scott, F/O Smith, F/O Stacey, F/O Thorpe, F/O Willis

Flight time: 55 hours 40 minutes (67 flights);

Cumulative Flight Time: 1208 hours 5 minutes (1281 flights)

1944-10-09 to 1944-12-08 (22OTU)

22OTU s Course 77, No. 22 O.T.U., Wellesbourne – Mountford. Wellesbourne is a large village in the civil parish of Wellesbourne and Walton, in the county of Warwickshire, in the West Midlands region of the UK, northwest of London.

Members of Crew was: Pilot – F/L D J Petrie, J12772, Lethbridge, AB

Navigator – P/O, F/O J R M Williams, J42762, Toronto, ON

Wireless/OP – F/O J H Lynch, J39728, Quebec, QC

Air Bomber – P/O L D Kemp, J43537, Fort Vermillion, AB

Rear Gunner – WO2 J J Fox, R104666, Cornwall, ON

Mid Upper Gunner – SGT G B Williams, R276143, Toronto, ON

Vickers Wellington III, V, VI, XI and XVI planes with Hercules engines (37 flights) # XN-N, XN-O, XN-P, XN-Q, XN-R, XN-S, XN-T, XN-U, XN-V, XN-X, XN-Y

Pilots with F/L Buttar, F/O Jean, F/O Lee, F/O Milligan, F/O Sloski

Complete 12 Dry Dinghy drills from 1944-10-16 to 1944-11-19

Complete 10 Parachute drills from 1944-10-16 to 1944-11-08

Complete 2 Wet Dingy drills from 1944-10-12 to 1944-10-19

Certified as proficient "MO" pilot on 1944-12-10
Flight time: 79 hours 55 minutes (37 flights);
Cumulative Flight Time: 1288 hours 0 minutes (1318 flights)

Flight Simulator Training in a Link Trainer

The term Link Trainer, also known as the "Blue box" and "Pilot Trainer" is commonly used to refer to a series of flight simulators produced between the early 1930s and early 1950s by the Link Aviation Devices, Inc, founded and headed by Ed Link, based on technology he pioneered in 1929 at his family's business in Binghamton, New York. During World War II, they were used as a key pilot training aid by almost every combatant nation.

Obtained 75% grade in flight training at No 18 EFTS Boundary Bay, BC for January 31, 1942 to February 23, 1942.

Obtained 39 of 40 in flight training at No 15 SFTS Claresholm, AB from April 2, 1942 to May 11, 1942.

Obtained Satisfactory completion of flight training at No 1519 BAT Flight, Feltwell, Norfolk, England from July 30 1944 to

July 23 1944.

Completed flight training at No 20 (P)AFU, Kidlington, Oxford, England from June 17, 1944 to July 17, 1944 continuing August 4, 1944 to August 6, 1944.

Completed a total of 47 hours, 30 minutes in Link Trainer simulation time.

1945-02-26 to 1945-03-17 Dishforth (1664HCU)

1664 HCU is No 1664 Halifax Con. Unit, Dishforth, Yorks, England. Dishforth is a village and civil parish in the Harrogate district of North Yorkshire, England. Dishforth translates from Old English as dic-ford; a ford by a dike or ditch.

Handley Page Halifax III planes with Hercules Radials engine (19 flights) # DH-14, DH-D, DH-G, DH-Q, DH-X, ZV-C, ZV-F, ZV-H, ZV-J, ZV-L, ZV-Q

Pilots with F/O Bonner, F/O McKay, F/LT Mitchell, S/L Murray

Received a Best Bomb Certificate from RCAF 1664 Halifax Con. Unit on 1945 -03-11 for bombing error of only 58 yards, alone with crew Navigator F/O Williams and Bomb Aimer F/O Kemp.

Completed 4.5 hours of flight simulator time 1945-03-01 to 1945-03-19

Flight time: 45 hours 55 minutes (19 flights);

Cumulative Flight Time: 1331 hours 5 minutes (1337 flights)

1945-03-23 to 1945-06-08 Tholthorpe, England (425 Squadron)

Tholthorpe is a village and civil parish in the Hambleton district of North Yorkshire, England. It is situated approximately 4 miles south-west of Easingwold and 12 miles north-west of York.

Handley Page Halifax III planes with Hercules Radials engine (16 flights) # KW-A, KW-D, KW-I, KW-J, KW-O, KW-P, KW-S, KW-T, KW-X, KW-Z

Avro Lancaster MK X with Packard Merlin V12 engine made by Rolls Royce (12 flights) # KW-AKW-B, KW-C, KW-N, KW-U

Pilots with S/L Dupius, F/LT Mark

Halifax OPS Targets – Gladbeck, Hamburg, Leipzig, Kiel, Wangerooge all in Germany.

Completed 7.5 hours flight simulator time 1945-04-24 to 1945-05-30

Flight time: 102 hours 52 minutes (28 flights);

Cumulative Flight Time: 1433 hours 57 minutes (1365 flights)

Flight Home to Canada 1945-06-14 to 1945-06-19

Flight Crew: Pilot Doug J Petrie
F/O Williams
F/L Lynch
F/O Kemp
P/O Horsfall
WO, FOX, F/S Williams
SGT R. (Bob) Conlin

F. Mesh

Radar Mechanic L.A.C. Paul Rolseth

Avro Lancaster MK X with Packard Merlin V12 engine made by Rolls Royce (4 flights) # KW-P Serial KB-918

Tholthorpe, Yorks, England to ST. Mawgan, Cornwall, England 3:29 Nautical Miles (NM) on June 14

ST. Mawgan, Cornwall, England to Lagens Field, Island of Teriera, Azores, Portugal 1183 NM on June 15

Lagens Field, Island of Teriera, Azores, Portugal to Gander, Newfoundland, Canada 1337 NM on June 16

Gander, Newfoundland, Canada to Scoudouc, New Brunswick, Canada 475 NM

Flight time: 20 hours 30 minutes (4 flights);

Cumulative Flight Time: 1454 hours 27 minutes (1369 flights)

Flights in Canada 1945-08-11 to 1945-08-13

Avro Lancaster MK X with Packard Merlin V12 engine made by Rolls Royce (3 flights) # KB-J, KW-S, PT-T Serial KB-918

Scoudouc, New Brunswick, Canada to Debert, Nova Scotia, Canada on Aug 11, 12 and 13th.

Flight time: 1 hour 55 minutes (3 flights);

Cumulative Flight Time: **1456 hours 22 minutes** (different from reported 1470 hours 19 minutes) (**1372 flights**)