

Wing Commander
William Gerald Phelan



Foreword

In May 2010, I had came across Squadron Leader Phelan's name in a log book. The log book belonged to a mid-upper gunner with 425 Alouette Squadron. I did not pay too much attention to Squadron Leader Phelan's name only by what mid-upper gunner Jean-Paul Corbeil told me...

Don't give me no bullshit!

Squadron Leaders would check airmen's log books to see if everything was entered according to the rules. Don't give me no bullshit! was what they would say to an airman whose log book entries were not correct.

Squadron Leader Phelan had signed some of mid-upper gunner Corbeil's log book pages. That's when I had first seen William Phelan's name in 2010.

Fast forward 11 years later...

Pierre Lagacé

Introduction

Shortly after Remembrance Day last year, I spent some time searching online for my grandfather William Gerald Phelan to see if any information was available about him. After sorting through various government sites I found Pierre's blog about 420 Squadron, one of the two squadrons that he served with during his time with the RCAF. To my surprise and pleasure there were a few photos of him that I had never seen before. Over the next few days I spent hours going through the site reading about the history and missions, looking at photos and wondering about the people and the lives they lived.

My grandfather died in 1970 long before I was born, so we never got to meet. Most of what I know about him came from what my mom and other family members have told me. He studied philosophy in college, enjoyed singing in choir and playing the violin. He worked various sales-related jobs both before and after the war with cosmetics companies and at a car dealership. He liked playing sports like golf and hockey, and watching NHL games on television. Apart from facts and details like this, there isn't much else I know. I get the impression the war took quite a toll on him, and his children only knew the person he was after returning from service.

It's hard for me to imagine the sort of life he lived during this time period. Being stationed overseas with a wife and young child in Canada, not knowing if he would make it back, losing his younger brother Terence who didn't return from a mission in February of 1945. Coming home and being expected to have a normal life, get a job, raise a family, all at a time when the diagnosis and treatment of war-related trauma was probably not very common. He never really

talked about the war, but his experiences with the RCAF clearly stayed with him for many years after.

He had seven children, and just a few generations later his descendants number 61 and counting as great-grandchildren continue being born. Most of them live in Ontario where he spent most of his life, with others scattered coast to coast across Canada and elsewhere. It's incredible to think that almost none of these people would exist had he not survived, if he had been sent on different missions on different nights. So many lives and family lines were cut short for those who were not so fortunate.

My family and I are incredibly grateful for the work Pierre has done with his blogs. They add a personal touch to the lives of people like my grandfather that does not exist in any government archives. These sites allow us to wonder about the human beings behind the names and dates, and what their experience during the war and life in general might have been like. I look forward to learning more about the details of my grandfather's service as Pierre shares what he has been able to find out. Thanks to all the people who have shared the many fascinating and important photos, documents, and journals on these blogs. I hope they continue to serve as an important memorial and piece of history for interested readers, and descendants like myself who are lucky enough to find them.

Colin Cashin

Flying Officer William Gerald Phelan DFC

This was Flying Officer William Gerald Phelan's citation I had found on airforce.ca website.

PHELAN, F/O William Gerald (J27718)

– Distinguished Flying Cross

– No.425 Squadron

– Award effective 19 September 1944 as per London Gazette of that date and AFRO 2274/44 dated 20 October 1944.

Born 7 February 1917 in Vancouver; home in Toronto; enlisted there 20 April 1942 and posted to No.1 Manning Depot.

To No.1 ITS, 29 August 1942; graduated and promoted LAC, 23 October 1942 but not posted to No.9 EFTS until 21 November 1942; may have graduated 5 February 1943 but not posted to No.16 SFTS until 6 March 1943; graduated and commissioned 25 June 1943.

To “Y” Depot, 9 July 1943.

To United Kingdom, 15 July 1943.

Promoted Flying Officer, 25 December 1943.

Promoted Flight Lieutenant, 10 July 1944.

Promoted Squadron Leader, 5 August 1944.

Repatriated 2 September 1945.

Retired 17 October 1946.

Died 14 September 1970 as per DVA letter dated 23 October 1970. Medal presented at Buckingham Palace 29 June 1945.

RCAF photo PL-32718 (ex UK-14635 dated 13 September 1944) shows W/C Hugh Ledoux, recently appointed CO of No.425 Squadron, with two flight commanders – S/L Lionel Dupuis (left) and F/L Gerald Phelan (right).

Photo PL-33576 shows F/O W.G. Phelen (sic) (right) and F/L Real St. Amour.

RCAF photo PL-32755 (ex UK-14628 dated 9 September 1944) shows him alone.

Photo PL-41602 (ex UK-18125 dated 19 January 1945) shows commanders of No.420 Squadron – F/L F.S. McCarthy (Windsor, flight commander), W/C W.G. Phalen (sic) (Toronto, squadron commander) and S/L B.C. Motherwell (Vancouver, flight commander).





Colourised image by Pierre Lagacé

This officer has completed many sorties and has displayed exceptional skill and determination, qualities which were well in evidence when detailed for an attack one evening in July 1944. Early in the outward flight one of the engines became defective and had to be put out of action. In spite of this, Flying Officer Phelan was determined to complete the mission for which he had been detailed. Owing to the loss of air speed he knew that to follow the prescribed route would mean a late arrival over the target. He therefore altered course and, by the most direct route, went on to the target and executed a successful attack. On the return flight he skilfully controlled the use of the engines to conserve the petrol supply which had become much reduced and finally reached base. This officer has at all times displayed the highest standard of devotion to duty.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 vol.20600) has recommendation raised by W/C Lecomte, 26 July 1944 when he had completed 20 sorties (86 hours 30 minutes):

On the evening of July 6, 1944, Flying Officer Phelan was pilot of a Halifax bomber detailed to attack Coquereaux, France. Ten minutes after setting course from base, he discovered that the oil pressure in the starboard outer engine had become so low that there was no alternative to switching off the engine and feathering the propeller. With exceptional tenacity of purpose, he decided to continue to the target on the three engines. In order to maintain height it was necessary to change his petrol mixture from lean to rich. With the reduced airspeed it was difficult to reach the concentration point on time so Flying Officer Phelan, exercising unusual initiative, decided to fly a direct route instead of following the prescribed course. After encountering the main force of bombers he then put his aircraft into a gradual descent, thus maintaining the speed necessary to reach the target on schedule. Though the bombsight computer box was unserviceable, the target was bombed most successfully with the use of the sighting head. Continuing his magnificent display of airmanship, this officer brought his aircraft back to base despite the reduced petrol supply by again cutting off parts of the required tracks and by allowing a gradual loss of height.

Flying Officer Phelan's initiative, skill and devotion to duty merit high praise. His fine offensive spirit and determination to complete his mission have been an inspiration to his crew. I recommend that his outstanding achievement be recognized by the immediate award of the Distinguished Flying Cross.

With that citation I was able to learn more about him and start to document even more. With that information I will be able to document more of Wing Commander Phelan's career in the RCAF.

No.1 Manning Depot - 20 April 1942

William Gerald Phelan enlisted in Toronto and he was then posted to No.1 Manning Depot. These are two images of No.1 Manning Depot in Toronto I once found on the Internet and that I posted on my blog about the BCATP.











Letter from Frank Sorensen to his parents who was there as a security guard.

Source

<https://colinfranksorensen.wordpress.com/2019/10/20/chapter-two-march-26-1941-the-fourth-letter/>

March 26, 1941

Security Guard Training

#1 Manning Depot, Toronto

Dear Mother & Dad;

Oh, I'm tired tonight, good and tired. I just came from a free show here in the building, it wasn't much of a show, hardly worthwhile seeing.

Get up at 6:00, make my bed, polish my boots and buttons, wash and go for breakfast. P.T. parade at 7:45 in fatigue clothes, we are marched outside and the Corp. chases us round the place. It's just wonderful to have P.T. in weather 10 degrees above. One really has to work to keep warm. After P.T. we have a squad drill until 11:30. Then I go to my bunk and rest a bit. I am a little tired, especially my shoulders but the more it hurts the more I work with it. Tomorrow I don't think I'll feel anything. After dinner I have to be at another parade or route march at 1:30 and at 4:15 we are through for the day. I go to my bunk, rest, shine my buttons, I am awfully tired but after my daily shower I feel perfect. I shave twice a week. Supper at about 5:00, then I line up for my mail if any and I wish again that my name began with anything but S.

I go to my "home" again (bunk) play the banjo or I go to the lounge to write. I might also go for a walk along Lake Ontario – alone – believe me or not. You see, I realize now how expensive it is to fool about with women and what a lot of waste of time. Of course I wish I knew a real girl, but I've got plenty of time.

If I keep on spending money at the rate I am now I should be able to send $\frac{3}{4}$ of my money home. I'll get \$40 a month, \$1.20 a day. It's not much money, but I don't see why I should spend it on food or anything of the kind when I get all the food I can eat (plenty of butter and apples). For the last week or so I have

had 38 cents in my money belt and yesterday I spent the last bit as I missed my supper (because I have no watch). We'll get paid next Monday for the first time. The \$5 Dad gave me soon went on a money belt, boot polish, Brasso, etc. You don't get everything in the army. It's lights out now so goodnight.

Friday – I didn't get my mail yesterday so I got your letter today. I was going to make this one a long letter but your letter reminded me that Dad was soon leaving so I'll send it now. I just had my dinner and I have about ½ hour to get ready for the afternoon parade. I'm on what is called Security Guard Training which lasts for about 10 days so I won't be here very long. The day Wilkins was in town we all marched down town. He stood on a platform as we marched past. In the evening we got free tickets to hear his speech and I went. As he was through he got up on the table and he nearly fell down. I went out before the others and stood in the front row as he got in the car.

Last week I went to "Lille Norge" and had a talk with them. They also take Danish subjects. I spent an evening with a fellow Nielsen. I must go.
Love Frank

There are several descriptions on the Internet on how life was for recruits at No. 1 Manning Depot in Toronto. Here's one description that I once found which is not available anymore...

Training of Ground Crew Trades

The mightiest and most powerful air forces would soon find themselves short of serviceable aircraft if it were not for members of the ground crew who maintained, repaired and in their eyes "owned" the aircraft that the aircrews "borrowed".

At Recruitment Centers across Canada the recruits for these trades were judged on their work backgrounds and aptitude tests. Although some knew what trades they wanted to be trained to from the very start others were steered into what was thought to suit them. And being in the military what you wanted and what you were best suited for was not always where you ended up.

Manning Depots

Once accepted and upon receiving orders by mail they headed to their Recruiting Office. From there they would be sent to one of the many Manning Depots around Canada. The two primary ones at the beginning being Brandon Manitoba and Toronto, with more added as the war went on.

For those lucky enough to be sent to Toronto it would provide them many great places to see and visit. If you could get a pass for the night, which was not all that freely given out from what my father wrote. And of course there were the lavish accommodations provided at No. 1 Manning Depot in the Canadian National Exhibition fair grounds namely the Equine Building or what most called the Horse building. Four to a stall and as my father wrote the horses had a better deal, they at least each got their own stall. My father had been a stable boy in his youth and many of the recruits were from rural towns and farms, to them it was familiar if not fully comfortable. To the city born recruits, even without there being many horses in the building, they found the accommodations more colourful and aromatic than they were used to.

Manning Depots took the civilian and, as my father wrote, ever so gently awakened them to the pleasures of military life. It was the place where you were given uniforms that didn't fit and needles you didn't want in places that were already aching from the last needle.

The new recruits were taught marching, saluting, personal grooming, hygiene and basically learning the ways of military life as the bottom peg in a system. For my father it was not completely new. His whole family had been Seaforth Highlanders for many generations.

Training for some of the newcomers was transferred abruptly from Toronto to Brandon. So my dad and a whole train load of recruits left sunny oh so warm Toronto late in the fall and arrived in the middle of a blizzard in Brandon with only their Summer dress uniforms to wear. Brandon didn't have all the amenities of Toronto, but it didn't matter. Passes were still just as stingingly handed out here as they had been in Toronto.

Here is another description...

To start with, they sent us to manning depot in Toronto, and we arrived there, and then, you know, you were allowed one suitcase when you left home, so you packed, you got into your best suit, best coat, best shoes, and all your best things were in the suitcase, and you went to Toronto and six of us from Saskatoon, went together. In manning depot, the manning depot was housed in the Toronto Exhibition grounds, in the various cattle barns and the horse barns. Well, the winter fair had just finished when we arrived, and I recall we were all lined up and a sergeant came out and said, "Okay," he said, "First of all, how many of you here can ride a motorcycle?" So a number of eager chaps stepped out and they were marched off and we were marched off behind them in our suits, civilian clothing. They were all handed a wheelbarrow and we were handed pitchforks and shovels and brooms and we cleaned out the stables, the stalls in the horse barns.

Last description... and I guess you now get the picture...

Life at manning depot was strenuous, rigorous, and gave recruits their first introduction to military discipline and organization. Flight Lieutenant Asbaugh describes the daily regime of life at manning depot, which he remembers as being a shock to new recruits unused to military life:

Manning depot was quite a shock...It was our first introduction to the air force and military discipline...We were in the cow barn, in double-tiered bunks. There was just a mass of people in there...And we had drills and marching, and learnt to use the Ross rifle, and all that good stuff...The food was terrible; it was really shocking...They had some sort of arrangement with a caterer, and he could make the best rubber eggs you ever had in your life. The one thing that was really good about it was you got all the milk you could drink and all the bread and butter you wanted. The rest of the food was bad.

No.1 Initial Training School - 29 August 1942



William Gerald Phelan was taken on strength with No.1 I.T.S. on August 29, 1942. He was in Course 61. I found that on this website.

https://heritage.canadiana.ca/view/oocihm.lac_reel_c12342/186?r=0&s=3

I knew William Gerald Phelan was taken on strength on that day. So I follow that lead.


R.C.A.F. R. 43
112-1-10 (2710)
R.Q. 1942-22

THIS FORM IS TO BE USED IN ACCORDANCE WITH PARAGRAPHS 122 AND 122.1 R.C. & O. FOR THE R.C.A.F. AND AIR FORCE ADMINISTRATIVE ORDER A.35/1.

DAILY DIARY

OF
(UNIT OR FORMATION) No. 1 Initial Training School, RCAF,
Toronto

PLACE	DATE	TIME	SUMMARY OF EVENTS
Toronto	1942		
	Aug. 28th		Special Aircrew Guard and Patrol placed on the area adjoining the Clinical Investigation Unit due to removal of the east limit fence during construction of Unit addition.
	29th		Flight Lieutenant J.C. Little (A.F.H.Q.) visits this Unit and inspects Postal facilities. Flying Officer S.G. McLeod (Link Trainer) visits this Unit. Captain P.A. Siple (A.F.H.Q.) visits this Unit studying Coal Chamber technique.
	30th		Church Services - Roman Catholic and Protestant held at 1000 hrs. and 1100 hrs., respectively. Course No. 61, consisting of 119 Aircrew trainees, enters this Unit.
	31st		Strength of Station: 82 Officers, 87 Civilians, 96 N.C.O.'s, 742 Airmen - Total 907. Commanding Officer addresses Course No. 61. Station Carpenter Shop completed this date (cost \$1225.00)


 (E.W. Kenrick) Wing Commander,
 Commanding,
 No. 1 Initial Training School, RCAF,
 Toronto, Ontario.

His name is not mentioned on that page, but the next page tells us which course he was in.

THIS FORM IS TO BE USED IN ACCORDANCE WITH PARAGRAPHS 1921 AND 1932, C.R. & O. FOR THE R.C.A.F. AND AIR FORCE ADMINISTRATIVE ORDER A.31/1.

DAILY DIARY OF

(UNIT OR FORMATION) Initial Training School, RCAF.,
Toronto

PLACE	DATE	TIME	SUMMARY OF EVENTS
Toronto	1942 Sept. 1st		Station Strength: 82 Officers, 86 Civilians, 96 N.C.O.'s, 641 Airmen - Total 905. Course No. 61 consisting of 119 Trainees commences training at this Unit. F/O D.H. Lyon 114th Squadron, R.A.F. and graduate of course No. 5, this Unit, addresses Aircrew. Sports day prizes presented to Airmen on Noon Parade.
		2nd.	F/O J. MacKenzie (No. 1 Training Command) conducts Trade Test Board at this Unit. F/L J.W. Muckell (Selection Board No. 1 Manning Depot) visits this Unit re Aircrew selection.
		3rd.	Twelve recruiting Officers visit this Unit. Commanding Officer's parade, route march at 0800 hrs. Commanding Officer attends meeting on Aircrew selection at No. 1 Manning Depot. F/L E.B. Cowan, (Accounts Officer) posted this Unit to succeed F/L J.E. Corrigan.
		4th.	S/L E.H. Sharpe and F/L J.G. Vandewick (No. 1 Training Command) present Audit Report.
		5th.	F/O A.B. Hickey formerly this Unit, and now a wireless operator air gunner, R.A.F. Ferry Command, visits this Station and addresses all Trainees. With a background of six trans-atlantic flights, his "talks" proved most interesting and useful from a trainee's standpoint.
		6th.	Church Service: F/L W.R. Hamilton (Chaplain No. 1 Manning Depot) conducts special church service at this Unit.
		7th.	S/L H.B. McKibben together with F/L S.K. Sinclair and F/O C. Cooper (No. 1 Training Command) visit this Unit.

THIS FORM IS TO BE USED IN ACCORDANCE WITH PARAGRAPHS 1921 AND 1932, C.R. & O. FOR THE R.C.A.F. AND AIR FORCE ADMINISTRATIVE ORDER A.31/1.

DAILY DIARY OF

(UNIT OR FORMATION) Initial Training School, RCAF.,
Toronto

PLACE	DATE	TIME	SUMMARY OF EVENTS
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PLACE	DATE	TIME	SUMMARY OF EVENTS
	Sept. 8th		Wing Commander D.W. Stoneham (A.F.H.Q.) visits this Unit with special interest in re-mustering to Aircrew. Wing Commander F.W. Taylor (No. 1 Training Command, Equipment) visits this Unit. Lieutenant W.L. Elliot (Dental Corps) posted to this Unit.
	9th		Selection Board for Course No. 58 sits at 0800 hrs. Result: 59 Pilots, 7 Air Observers, 13 Air Navigators, 6 Air Bombers, 3 Air Gunners, 6 failed, 6 wastage, Total 94. Wing Commander G.E. Hall (A.F.H.Q.), Major A.F. Gamse, (Medical Corps, Air Branch, United States Army Right Field), S/L H.A. Robinson; (A.F.H.S.), Professor H. Burton; (University of Toronto), F/O H.B. Muckle; (No. 12 A.I.D.), Professor H. Grayson Smith; (University of Toronto), S/L W.F. Gouin; (A.F.H.Q.) (D.A.E.), S/L F.W. Webb; (A.F.H.Q.; A.M.S.), F/O M.M. Kempton (A.F.H.Q.; D.A.E.), Mr. L.W. Billingsley; (National Research Council, Ottawa), F/O B.G. Spencer; (No. 1 Training Command), Mr. Morris Katz; (Chemical Warfare Department, Ottawa), visit this Station attending a special meeting of Clinical Investigation Unit. Major Sterling (Dental Corps) visits this Station inspecting the new Dental Unit. F/L W.E. Jackson and F/O L.E. Hayman, attend meeting of Ontario Rugby Football Union, at Kitchener, Ontario, with authority to enter an R.C.A.F. team from No. 1 Training Command in the C.R.F.U. - first game September 26th.
	10th		Commanding Officer's Inspection followed by route march at 0800 hrs. Meeting at No. 1 Training Command, re R.C.A.F. entry in Ontario Rugby Football Union. Arrangements for training, messing and equipping team discussed and executive appointed, Honourary President, Group Captain H.G. Richards, President; Wing Commander E.W. Macriek, Manager; W.E. Jackson, Coach; F/O L.E. Hayman.
	11th		F/O G. Huddleston No. 7 Aircrew Course visits this Unit. Redecoration of the Sergeant's Mess completed. Course No. 58 posted from this Unit - Commanding Officer's address and inspection.
	12th		F/L J. Gellner RRC graduate Air Observer, No. 1 Aircrew Course, visits this Unit. S/L D.A. Lee R.A.F. Delegation, Washington, visits this Unit with special interest in Medical Research work.

R.C.A.F. R. 65
SM-10 0710
E.C. 1004-00

PLACE	DATE	TIME	SUMMARY OF EVENTS
<p>R.C.A.F. R. 65 SM-10 0710 E.C. 1004-00</p> <p>THIS FORM IS TO BE USED IN ACCORDANCE WITH PARAGRAPHS 191 AND 192, K.R. & O. FOR THE R.C.A.F. AND AIR FORCE ADMINISTRATIVE ORDER A.371.</p> <p>DAILY DIARY OF (UNIT OR FORMATION) No. 1 Initial Training School, RCAF, Toronto</p>			
Toronto	1942 Sept. 13th		Church Services: Roman Catholic and Protestant held at 1000 hrs. and 1100 hrs. respectively. Course No. 62 Strangth (124) reports this Unit. F/L R. Nunn (No. 5 I.T.S.) visits this Unit for two days, to inspect Visual Link Training section. Dressing room and quarters completed, ready for occupation by football team.
	14th		F/L G.M. Morson, Australian Liaison Medical Officer, visits this Unit, investigating Research work. F/O H.M. Browne (R.A.A.F. Ottawa) visits this Unit with special interest in Aircrew training. F/L D.A. MacIntosh, No. 6 I.T.S. visits this Unit, with special interest in Messing and Rations.
	15th		Wing Commander F.A.L. Mathewson, visits this Station. (A.F.H.Q. Medical) Twelve Officers from this Unit take part in pistol shooting contest, at No. 1 Manning Depot. F/O S.R. Smith from this Unit, visits No. 33 C.T.U. Bagotville, Quebec. Mr. S. Dumoulin, Secretary of the Hamilton Athletic Association, visits this Unit and signs over on loan, all of the Tiger football Club equipment, for use of the No. 1 Training Command, RCAF., entry in the C.R.F.U.
	16th		Wing Commander G.E.M. Scott, No. 3 P.R.C. Bournemouth, visits this Unit and contributes useful advice for Aircrew being posted Overseas.
	17th		F/L G.N. Morson, R.A.A.F. (Medical) visits this Unit. Commanding Officer's Inspection and route march at 0800 hrs. Station Bowling League commences with twelve team entry. Commanding Officer of this Unit attends meeting at Banting Institute, at which Wing Commander A.D. Kelley outlines his recent visit to the various Commands of the R.A.F.

PLACE	DATE	TIME	SUMMARY OF EVENTS
	Sept. 18th		F/OR.T. Greer, (No. 1 Training Command) visits this Station. General meeting of all Training Squadrons, Flight Commanders at 1100 hrs. F/L E.C. Webb attends Air Cadet meeting at No. 1 Training Command. Lieutenant E.O. Carroby, (U.S.A. Navy) of the Bureau of Aeronautical Engineering, Washington visits this Unit, with special reference to Link Training.
	19th		Twenty-two entries from this Unit take part in the R.C.A.F. track meet, at Varsity Stadium. F/L F. Frederickson, (No. 9 E.F.T.S., St. Catharines, visits this Unit. Band and Drill squad from this Station, attend at 1000hrs. and 1400 hrs. in aid of R.C.A.F. Chapter drive, (I.O.D.E.) \$1052.00 raised.
	20th		Church Services: - Roman Catholic and Protestant held at 1000 hrs. and 1100 hrs., respectively Wing Commander D.A. Harding A.F.C. visits this Unit.
	21st		S/L C.A. Buchanan, attends Canadian Ophthalmological Society meeting in Montreal. Visual Link Course commences with Officers in charge of Visual Link Sections at all I.T.S.'s in attendance.
	22nd		All Officers of this Unit attend first "round-table" conference. Purpose of this meeting being to acquaint officer personnel with recent Service orders and regulations, and to further place before them, the work and problems of other sections and branches of the Service. F/L F.D. Cowan gives 30 minute talk on equipment problems. S/L J.C. Whyte, President of Medical Selection Board, and P.M.C. Officers' Mess, posted Overseas Wing Commander D.F. MacDonald A.F.H.Q., Ottawa, addresses Visual Link Course. Short Standard Link course commences this Unit. Group Captain H.G. Richards, (No. 1 Training Command) visits this Unit.
	23rd		Selection Board course No. 59, 0800 hrs. to 1600 hrs. F/O R.T. Greer; (No. 1 Training Command) attends. Select: 67 Pilots, 4 Air Observers, 17 Air Navigators, 14 Air Bombers, 2 Air Gunners, 6 wastage Total 110.
	24th		Commanding Officer's Inspection and route march at 0800 hrs. Wing Commander C.C. Barker (R.A.F. Ferry Command, Medical) visits C.I.U. this Station.

R.C.A.F. R. 65
128-148 0710
R.Q. 1954-56

PLACE	DATE	TIME	SUMMARY OF EVENTS
Toronto	1942 Sept. 25th		Wing Commander H.O. McDonald, F/L C.E. Bennett, F/L G.N. Duthie, visit this Unit and complete arrangements for precision Squad, and march past, at R.C.A.F.-Navy football game.
	26th		R.C.A.F. versus Navy, opening football game at Varsity Stadium. Largest crowd in O.R.F.U. history attend, 17,000 people, with 4,000 turned away at the gates. 1200 Airmen and 600 Naval Ratings take part in March Past with precision squad from No. 1 Manning Depot putting on show at half time.
	27th		Church Services: Roman Catholic and Protestant held at 1000 hrs. and 1100 hrs. respectively. S/L A.N. Vale, No. 15 S.F.T.S., S/L H.E. Bolter No. 1 Training Command, visit this Unit. Course No. 63 (122 Airmen) reports this Unit.
	28th		F/O C.T. Wheeler, and F/O P. Kirkland, and F/Sgt. F.E. Burden, all of 124 Squadron, Ferry Command, and Aircrew graduates, No. 1 I.T.S., visit this Unit.
	29th		F/O H.A. Prescott and F/O G. Webb, visit No. 7 E.F.T.S., Windsor, Ontario. S/L T.E. Kirk (Medical) reports in to C.I.U. Second "round-table" conference of Officers of this Unit. F/L H.N. Cootes addresses Officers on Account Administration and Organization. S/L B.M. Morrow, A.F.H.Q. (Medical) visits this Unit studying oxygen equipment problems.
	30th		Group Captain Darcy Greig, A.F.C., and F/L K.D. Foryian both of No. 31 S.F.T.S. visit C.I.U. this Station. F/O F.W. Benson (Armament No. 15 "X" Depot) inspects Armament instruction and equipment at this Unit. Station strength: 67 Officers, 104 N.C.O.'s, 708 Airmen, Civilians 89, Total 988.

R.C.A.F. R. 65
128-148 0710
R.Q. 1954-56

THIS FORM IS TO BE USED IN ACCORDANCE WITH PARAGRAPHS 1351 AND 1352, K.R. & C. FOR THE R.C.A.F. AND AIR FORCE ADMINISTRATIVE ORDER A.201.

DAILY DIARY OF

(UNIT OR FORMATION) No. 1 Initial Training School, RCAF,
Toronto, Ontario.

(Signature)
(E.W. Kaurick) Wing Commander,
Commanding
No. 1 Initial Training School, RCAF,
Toronto, Ontario.

THIS FORM IS TO BE USED IN ACCORDANCE WITH PARAGRAPHS 120 AND 122, R.C. & G. FOR THE R.C.A.F. AND AIR FORCE ADMINISTRATIVE ORDER A.30/1.

DAILY DIARY

OF

(UNIT OR FORMATION) No. 1 Initial Training School, RCAF., Toronto.

PLACE	DATE	TIME	SUMMARY OF EVENTS
Toronto, Ontario.	1942 October 1st		Station Strength: 87 Officers, 103 N.C.O.'s 709 Airmen, 89 Civilians, - Total 986. Commanding Officer's inspection and route march at 0800 hrs. F/L A.A. Boehmer (Psychiatrist) visits this Unit on temporary duty to replace F/L C.G. Stoghill. Air Vice-Marshal G.O. Johnson, Group Captain B.F. Johnson, Air Commodore G.E. Wait Group Captain H.G. Richards and Group Captain C.H. Tighe, visit this Unit, also attend sports field where Air Vice-Marshal speaks to the NO. 1 Training Command R.C.A.F. Football Team
		2nd	Wing Commander J. Rossie Browne (Chaplain R.A.F.) visits this Unit. Commanding Officer addresses course No. 63 consisting of 122 airmen. St. John Ambulance course for N.C.O.'s commences this Unit. Wing Commander G.E. Hall (Medical A.F.H.Q.) visits this Unit.
		3rd	Parade ground at this Unit completely resurfaced. R.C.A.F. No. 1 Training Command team in training at this Unit score a win over Balay Beach 40 - 6
		4th	Church Services: Roman Catholic and Protestant held at 1000 hrs. and 1100 hrs. respectively.
		5th	Complete redecoration of Airmen's Mess commenced. Squadron Leader E. Sheehan (R.A.F. Ferry Command, Dorval) visits this Unit inspecting oxygen equipment.
		6th	Squadron Leader W.W.S. Lightall RFC (A.F.H.Q.) visits this Unit. Lieutenant Commander Bernard and Sub Lieutenants Smith, Sharpe and Boxer visit this unit to discuss the possibility of Navy - Air Force night football game

PLACE	DATE	TIME	SUMMARY OF EVENTS	
Toronto, Ontario.	October 7th		Selection Board for Course No. 60 with 64 Pilots, 18 Air Observers, 15 Air Navigators, 7 Air Bombers, 1 Wireless Operator Air Gunner categorized, and a wastage of 15, Total 110 Squadron Leader W.W.S. Lightall (A.F.H.Q.) sits in on this Board. Group Captain W.E. Cockram (Chaplain A.F.H.Q.) visits this Unit. Squadron Leader C. McCullagh (Chaplain No. 1 Training Command) visits this Unit.	
		8th	Commanding Officer's inspection and route march at 0800 hrs; 912 personnel on parade. Station photograph of Station Personnel at 1300 hrs. Sub. Lieutenants Smith, Boxer and Heintzman of the Navy attend meeting at this Unit and assist in setting up committees for R.C.A.F. - Navy night football game at the Maple Leaf Stadium. Flying Officer C.W. McLeod (link A.F.H.Q.) visits this Unit.	
		9th	Wing Commander D.F. MacDonald visits this Unit addressing Visual Link course attended by officers in charge of Link training at all Initial Training Schools. Squadron Leader W. Cunningham (Aeronautical Engineer) A.F.H.Q. visits this Unit inspecting flying clothing. Flight Lieutenant H.M. Hutten (R.A.F. A.F.H.Q.) visits this Unit.	
		10th	Report completed at this Unit for conference Initial Training School Commanding Officers at Ottawa. (48 hrs. notice) R.C.A.F. Hurricanes versus Hamilton Wild Cats in Hamilton. R.C.A.F. win 20 - 10	
		11th	Church Services: Roman Catholic and Protestant held at 1000 hrs. and 1100 hrs. respectively.	
		12th	Commanding Officer of No. 1 Initial Training School attends Initial Training School conference in Ottawa. R.C.A.F. No. 1 Training Command Football Team play Toronto Indians. Score 15 - 1. Nine Officers from this Unit delegated to visit Air Cadet recruiting centres for next ten days.	
		13th	Wing Commander T.E.W. Brown (Navigation No. 1 Training Command) visits this Unit. Group Captain F.W. Taylor (Equipment, No. 1 Training Command) visits this Unit. Flight Lieutenant N.W. Gill (No. 4 Training Command) visits this Unit.	
		14th	Routine.	
		15th	Commanding Officer's parade and inspection and route march at 0800 hrs.	

PLACE	DATE	TIME	SUMMARY OF EVENTS
Toronto, Ontario.	October 22nd		Selection Board Course 61 sits at 0800 hrs. and categorizes, 66 Pilots, 4 Observers, 26 Navigators, 13 Bombers, 1 Wireless Air Gunner, 1 Air Gunner, with a wastage of 15, Total 125 airmen. Squadron Leader M.A.W. Davidson (Navigation No. 1 Training Command) visits this Unit. Flight Lieutenant W.J. Gladish (Armament No. 1 Training Command) visits this Unit. Section Officer E.K. Goddard (A.F.H.Q.) visits this Unit. Wing Commander F.A.L. Mathewson (Medical A.F.H.Q.) visits this Unit. Flight Lieutenant R.E. Currie (A.F.H.Q.) visits this Unit.
	23rd		Personnel Works and Buildings, No. 1 Training Command have formal dinner in Sergeant's Mess at this Unit. Wing Commander D.F. MacDonald (A.F.H.Q.) together with Flying Officer F.E. Russell (A.N.A.E. A.F.H.Q.) and Mr. E.A. Link and J.F. Taylor of the Link Manufacturing Company Limited, visited this Unit and inspected link equipment. Lieutenant Colonel J.A. Matthews (C.D.O. No. 1 Training Command) visits this Unit, together with Major H. Sterling inspecting the new Dental Unit.
	24th		Commanding Officer of this Unit attends Ceremonial and Ensign Presentation of No. 118 "K" Air Cadet Squadron. Sir Elsworth Flavell presents Squadron Ensign. Squadron Leader B. Coles P.M.C. of Officers' Mess posted Overseas on temporary duty. This Unit open to the public from 1400 hrs. to 1700 hrs. Some 3500 people escorted around the Station.
	25th		Church Services: Roman Catholic and Protestant held at 1000 hrs. and 1100 hrs. respectively. No. 1 Initial Training School band attend No. 118 "K" Air Cadet Squadron church parade.
	26th		Squadron Leader A.P. Cooper (A.P.M. No. 1 Training Command); Flight Lieutenant W.R. McAllister No. 1 Training Command visit this Unit.
	27th		Squadron Leader A.O. Vines (A.E. A.F.H.Q.) together with Flight Lieutenant O.R. Alty (A.E. No. 1 Training Command) visit this Unit. Group of Medical Associates visit this Unit for two days stay. W.O. 1 J. Findlay No. 6 "M" Depot visits this Unit following up records of precision drill squads.

R.C.A.F. R. 65
138-1-0 2710
E.Q. 1003-20

R.C.A.F. R. 65
138-1-0 2710
E.Q. 1003-20

THIS FORM IS TO BE USED IN ACCORDANCE WITH PARAGRAPHS 131 AND 132, R.C. & C. FOR THE R.C.A.F. AND AIR FORCE ADMINISTRATIVE ORDER A.31/1.

DAILY DIARY

OF
(UNIT OR FORMATION) No. 1 Initial Training School, RCAF, Toronto, Ont.

PLACE	DATE	TIME	SUMMARY OF EVENTS
Toronto, Ontario	October 15th		Wing Commander C. Russell Commanding Officer No. 7 Initial Training School, Saskatoon visits this Unit. Pilot Officer M. Finbow, graduate this Unit visits Station prior to posting Overseas Flight Lieutenant M. Morson (R.A.A.F. Medical) visits this Unit. No. 1 Initial Training School band attend at No. 6 "M" Depot.
	16th		Wing Commander J.A. Hutchison, Commanding Officer No. 4 Initial Training School, visits this Unit. No. 1 Initial Training School band attend Air Cadet Squadron parade from Bloor St. Collegiate at 1400 hrs.
	17th		400 airmen from this Unit take part in Victory Loan parade. No. 1 Training Command R.C.A.F. Football Team play Kitchener Panthers score 21 - 9.
	18th		Church Services: Roman Catholic and Protestant held at 1000 hrs. and 1100 hrs. respectively. No. 1 Initial Training School band attend Air Cadet church parade with No. 118 North Toronto "K" Squadron.
	19th		Wing Commander E.G. MacPherson Commanding Officer No. 2 Initial Training School, visits this Unit. Commanding Officer of this Unit visits No. 20 H.F.T.S., Oshawa. Renovation of Officers' Mess quarters commenced this date. Redecoration and enlarging upper mess facilities included in plans.
	20th		Construction on Medical Selection and Clinical Investigation Units proceeding favourably.
	21st		No. 1 Training Command R.C.A.F. Football team in training at this Unit play the Navy under flood lights at Maple Leaf Stadium, score 7 - 7.

R.C.A.F. R. 55
REV-148 (718)
R.C. 100349

THIS FORM IS TO BE USED IN ACCORDANCE WITH PARAGRAPHS 131 AND 132, R.R. & O. FOR THE R.C.A.F. AND AIR FORCE ADMINISTRATIVE ORDER A.30/1.

DAILY DIARY
OF

(UNIT OR FORMATION) No. 1 Initial Training School, RCAF., Toronto, Ont.

PLACE	DATE	TIME	SUMMARY OF EVENTS
Toronto, Ontario	October 27th		Pilot Officer N.A. Tolland, (Public Relations Officer No. 1 Training Command) visits this Unit with Mr. Kulick photographer for "Click" magazine. Pictures taken of Aircrew training.
	28th		Wing Commander L.G. Lewis (Armament No. 1 Training Command) visits this Unit. Under instruction from D.M.S. Air Mr. E Clarke associated screen photographer takes coloured moving pictures of P.T. and Drill Squads, and of the No. 1 Training Command, R.C.A.F. Football Team. Mr. F. H. Fisher British United Press Officer visits this Unit for the purpose of obtaining background data on training procedure.
	29th		Commanding Officer's inspection and route march at 0800 hrs. Flying Officer R.E. Chandler reports this Unit after considerable operational experience as lecturer in airmanship and allied subjects.
	30th		No. 118 "X" Air Cadet Squadron use drill hall and lecture rooms at this Unit for the first time. Opening dinner held in the Sergeant's Mess following redecoration and refurbishing of same. Squadron Leader S.A. Sprange (No. 1 Training Command) visits this Unit.
	31st		Redecoration of airmen's mess completed No. 1 Training Command R.C.A.F. Football team training at this Unit defeat Toronto Balm Beach team 20 - 10 Station Strength: 89 Officers, 111 N.C.O.'s, 86 Civilians, 735 Airmen, Total 1021

[Signature]
(R.W. Keurick) Wing Commander,
Commanding,
No. 1 Initial Training School,
RCAF., Toronto, Ontario.

The information below was taken on the Internet.

Pilot and Air Observer candidates began their 26- or 28-week training program with **four weeks at an Initial Training School (ITS).**

They studied theoretical subjects and were subjected to a variety of tests. Theoretical studies included navigation, theory of flight, meteorology, duties of an officer, air force administration, algebra, and trigonometry. Tests included an interview with a psychiatrist, the 4 hour long M2 physical examination, a session in a decompression chamber, and a "test flight" in a Link Trainer as well as academics.



At the end of the course the postings were announced. Occasionally candidates were re-routed to the Wireless Air Gunner stream at the end of ITS.

There is very little information or photos on the Internet about No. 1 Eglinton Hunt Club, Toronto, Ontario.



No. 1 I.T.S.

https://static.torontopubliclibrary.ca/da/images/LC/tspa_0111511f.jpg

This next photo shared by William Gerald Phelan's family was probably taken late October 1942 after these recruits had completed their ITS course. They are now wearing a LAC flash on their caps.



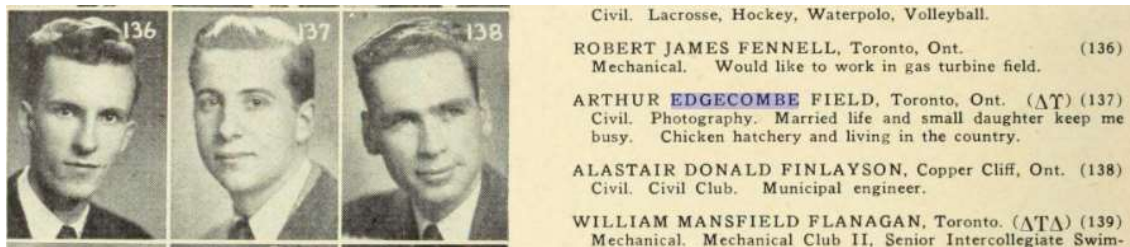
From left to right are William Phelan, Earl Chiswell (Fort Erie), Art Field (Toronto), Herb Middleton (Belleville), Jack Strand (Sault St. Marie).

How many LACs seen in that photo survived the war?

Arthur Edgcombe Field did survive the war.

<https://archive.org/details/torontonensis48univ/page/144/mode/2up?q=EDGECOMBE>

<https://www.legacy.com/obituaries/theglobeandmail/obituary.aspx?n=arthur-edgcombe-field&pid=189931601>



FIELD, Arthur Edgcombe P.Eng.

It is with deep sorrow that we announce the peaceful passing of our beloved husband and father on September 7th, 2008 in Southampton, Ontario.

Art was a loving husband to Jean Hamilton for 39 years and the late Mary Stewart for 26 years. He was a caring father to Barbara (Bill Mann), Virginia, Arthur (Nicole Scott), Ross Hamilton (Adriana de Gouvea), Laura Hamilton (Ray Gormley), Carol Wills, and the late Stewart Field. Art will be remembered fondly by his grandchildren Jennifer, Jonathan, Kyler, Ella, Sydney, Eva, Sofia, Ashlyn, Catherine, Sam, James, and his great-granddaughter Reese. Art lived a very full and satisfying life. A graduate of Upper Canada College, he served in the RCAF Squadron 423 as a Pilot Officer in the North Atlantic. He graduated from University of Toronto in 1948 as a civil engineer and had a successful business career in Toronto until his retirement in 1974. Retiring just outside the town of Durham in Grey County, Art established a successful consulting engineering firm, enjoyed farming, was active in the community, and engaged in municipal politics. In 1993 he and his wife Jean relocated to the town of Southampton where Art golfed, curled and was a member of many community

organizations. Art was a passionate reader, a risk-taker, an imaginative thinker and a friend to many. A true gentleman to the end...he will be greatly missed!

Earl Chiswell also survived.

https://www.grandrapidsmn.com/obituaries/earl-chiswell1921-2008/article_0f438e7c-d588-5928-a672-2bc2badcaae5.html

Earl Chiswell 1921-2008

Earl Chiswell, 86, beloved husband, father, brother and friend, passed away peacefully on July 2, 2008 at Bigfork Valley Hospital, Minn., due to complications of a severe stroke last October. A private memorial service is planned.

Born in 1921 in Sherbrooke, Quebec, Canada, Earl grew up near Ottawa, where his father built aircraft and was the Ottawa Air Club's mechanic on weekends. Earl had his first flight when he was about 10, propped up by cushions so he could see out the rear cockpit. When he was given the stick to control the plane, his love of flying took off. He served with the Royal Canadian Air Force in both theaters of World War II, as a pilot and Flying Officer. A skilled aviator, Earl is credited with saving many crewmen and aircraft under his command. After the war, Earl graduated from the University of Toronto, in Electrical Engineering, and the University of Minnesota in Aeronautical Engineering. He became a research scientist at the U of M in Rosemount, Minn., at Martin Marietta in Boston, MD, and in Tullahoma, Tenn., working with the Von Braun team developing and testing the first rocket engines for the space effort. Founder/owner of EC Electronic Sales in Bloomington, Minn., Earl combined work and flying by piloting his own private plane for cross-country business trips. Earl's daughter, Carrie, was his co-pilot on flights during family vacations. A summer resident of Owen Lake, Minn. since 1958, Earl enjoyed fishing, hunting and all the beauties of the Minnesota northland. He and his wife Molly retired to Owen Lake permanently in 1989. Earl's lifelong hobby was amateur radio. His FCC licenses were VE3VO and VE3AYE in Canada, and WOIAK in the U.S. A very active DX'er, he worked over 350 different countries during his ham career, and in 1993 was elected to the First Class C.W. Operators' Club, which is limited to 500 active members worldwide. The Quarter Century

Wireless Association recognized him in 2003 for 65 years on the air. Earl was a loyal friend, and liberally gave of his time and talents to help and encourage others. He will be remembered and missed by many. Earl was preceded in death by his parents John Sydney and Maisie Chiswell, Wisconsin Rapids, Wis., and brother Douglas Chiswell, Orangeville, Ontario, Canada.

His brother was Douglas Chiswell.

<http://www.fepl.ca/localhistory/files/original/b64162b2225207c4b94e90e194906bd6.pdf>



<http://www.teunispats.nl/jack-edward-gibbs-3.htm>

<https://www.rcfassociation.ca/heritage/history/rcaf-prisoners-of-war-pow/>

ROYAL CANADIAN AIR FORCE

Prisoners of War

September, 1939 10 December, 1944.

This appendix contains the names of those airmen wearing the uniform of the RCAF who were taken Prisoner of War from September, 1939 through to the end of December, 1944. Due to the vagaries of war there was no list of those who were taken P.O.W. during 1945. Some P.O.W.s were repatriated before the end of the war and their names were also excluded from official P.O.W. lists. The format is: P.O.W. number – surname – initial – rank – service number – hometown. A list of abbreviations used can be found on the introduction page. 27702 Chiswell, D.R. WO2 R122801. From Fort Erie, Ontario.

Herb Middleton also survived.

<https://maccoubrey.com/service/691/herbert-middleton>

Herbert Middleton

July 25, 1923 - April 4, 2005

Middleton, Herbert Allan Peacefully at the Northumberland Hills Hospital on Monday, April 4th , 2005, Herb Middleton at 81 years of age. Herb was born in Lindsay Ontario on July 25th, 1923 to Wilfred and Audress Middleton. Schooled at the Belleville BCI and Albert College, Herbert joined the RCAF at 17. He went to England with the RCAF and then was attached to the RAF and sent to India for operations in Burma. He was discharged as a Flying Officer with the 1939-45 Star, Burma Star, Defense Medal, Volunteer Service Medal and the War Medal 1939-45. After the war he located in Toronto and worked as a Real Estate broker. In later years he settled in Cobourg. He was a member of the Cobourg and Callander Legions, RCAF Association and the Burma Bombers. Herbert will be missed by his sister Margaret and his special friend of 20 years, Leota Edgar. Also missed by his three sons Stephen, David, and Peter. A Memorial Service will be held on Thursday, April 14th, at 11 am at the MacCoubrey Funeral Home, 30 King Street East, Cobourg. Visitation to be held at the funeral home on Thursday, April 14th for one hour prior to the service, from 10 to 11 am. Members of the Royal Canadian Legion Branch #133 will gather at the funeral home on Thursday, April 14th for a 10:45 am Legion Service. In lieu of flowers, those wishing may make memorial donations by cheque to the Canadian Cancer Society. Condolences received at www.maccoubrey.com.

About Jack Strand from Sault St. Marie? Nothing was found on the Canadian Virtual War Memorial website. So my guess is that he survived.

On 23 October 1942 William Gerald Phelan graduated and was promoted to LAC, leading aircraftman.

PLACE	DATE	TIME	SUMMARY OF EVENTS
Temate, Ontario.	October 22nd		<p>Selection Board Course 61 sits at 0800 hrs. and categorizes, 66 Pilots, 4 Observers, 26 Navigators, 13 Bombers, 1 Wireless Air Gunner, 1 Air Gunner, with a wastage of 13, Total 125 airmen.</p> <p>Squadron Leader M.A.W. Davidson (Navigation No. 1 Training Command) visits this Unit.</p> <p>Flight Lieutenant W.J. Gladish (Armament No. 1 Training Command) visits this Unit.</p> <p>Section Officer E.K. Goddard (A.F.H.Q.) visits this Unit.</p> <p>Wing Commander F.A.L. Mathewson (Medical A.F.H.Q.) visits this Unit.</p> <p>Flight Lieutenant R.E. Currie (A.F.H.Q.) visits this Unit.</p>
		23rd	<p>Personnel Works and Buildings, No. 1 Training Command have formal dinner in Sergeant's Mess at this Unit.</p> <p>Wing Commander D.F. MacDonald (A.F.H.Q.) together with Flying Officer F.E. Russell (A.N.A.E. A.F.H.Q.) and Mr. E.A. Link and J.K. Taylor of the Link Manufacturing Company Limited, visited this Unit and inspected link equipment.</p> <p>Lieutenant Colonel J.A. Matthews (C.D.C. No. 1 Training Command) visits this Unit, together with Major H. Sterling inspecting the new Dental Unit.</p>

No.9 E.F.T.S. - 21 November 1942

Recruits began their air force career with a four week posting to a Manning Depot where they learned the basics of military life.

From there they proceeded to an Initial Training School where mathematics, navigation, aerodynamics, and other subjects were studied. Their results here determined their next posting, some being considered suitable for flying training and others for navigation or wireless schools.

The first step for those who qualified for pilot training was a posting to an Elementary Flying Training School (EFTS). An eight week course involved all aspects of basic flight and navigation and about fifty hours of flying in the single engined “primary” training aircraft such as Fleet Fawns, Fleet Finches, de Havilland Tiger Moths, and later in the war, Fairchild Cornells.

Source of the above:

<https://www.bombercommandmuseum.ca/bcatp/british-commonwealth-air-training-plan/>

LAC William Gerald Phelan was taken on strength with No.9 E.F.T.S. on 21 November 1942. He was in course No.69.

https://heritage.canadiana.ca/view/oocihm.lac_reel_c12338/172?r=0&s=4

PLACE	DATE	TIME	SUMMARY OF EVENTS	PAGE NO.	REF. TO APPENDICES
St. Catharines, Ont.	10-11-42		Ceiling 500 to 800 ft. Visibility $\frac{1}{2}$ to 2 miles. Wind V., 25 to 32 m.p.h. Gusty - rained steadily all day. Flying washed out all day.		
	11-11-42		Flying washed out to 1800 hours. Wind N.W., 25 to 28 m.p.h. Ceiling 2000', visibility $\frac{1}{2}$ to 3 m.p.h. with snow flurries. Dual only at 1130 hours. Dual all day. Fred Owen sheets for November 9th, 1942 arrived in adjutant's office from C.F.I. to-day. - See days later.		
	12-11-42		Dual only 0800 to 0945 hours. Dual and solo 0945 to 1055 hours. Washed out balance of the day. Night flying also washed out.		
	13-11-42		Overcast, high winds 30 to 35 m.p.h. with snow flurries. Washed out all day and night.		
	14-11-42		Tiger Moth a/c #9699 broke through ice in infield and nosed over. No damage. Dual only all day due to high winds. Flying ceased sharp at 1700 hours despite fine weather.		
	15-11-42		Dual and solo 0900 to 1200 hours. Dual only 1300 to 1700 hours due to high winds. Again flying ceased at 1700 hours despite fine weather. S.L. Ingram and F.Lt Halfour arrived in Leekhead a/c #7836 to attend memorial service held in memory of F.Lt. V. Drury.		
	16-11-42		Dual only all day and night due to high winds. F.Lt. Svenbergson arrived on posting to this station. F.Lt. J.A. Brewer arrived via P.M.C. from #1 Training Command to inspect runways and infield.		
	17-11-42		Flying washed out all day due to high winds. S.L. Davies C2785, Command Padre (P) arrived via C.E.S. to visit the station. Weather cleared after night fall and night flying was carried out for approximately 3 hours.		
	18-11-42		Flying dual and solo all day and night.		
	19-11-42		Flying dual and solo all day and night. S.L. Thres and S.L. Bonster arrived in Anson a/c #7566 from #1 Training Command to discuss training problems.		
	20-11-42		Dual only due to haze.		
	21-11-42		Flying all day. Course #65 graduated 33 students. The class was average in flying and above average in ground school.		
	22-11-42		Flying all day. Course #69 reported from #1 I.T.S., 40 pupils reporting.		
	23-11-42		Flying all day and night.		
	24-11-42		Flying washed out all day and night. W.C. Pollard arrived via P.M.C. from A.F.H.Q. to discuss accident reports.		
	25-11-42		Flying washed out until 1300 hours. Dual only balance of day and night.		

21-11-42	Flying all day. Course #65 graduated 33 students. The class was average in flying and above average in ground school.
22-11-42	Flying all day. Course #69 reported from #1 I.T.S., 40 pupils reporting.
23-11-42	Flying all day and night.
24-11-42	Flying washed out all day and night. W.C. Pollard arrived via P.M.C. from A.F.H.Q. to discuss accident reports.
25-11-42	Flying washed out until 1300 hours. Dual only balance of day and night.

There is very little information about that school on the Internet. I have found this about No. 9 E.F.T.S

<http://stcatharinesflyingclub.com/about/history/>

World War II – No. 9 Elementary Flying Training School (E.F.T.S.)

Murton A. Seymour, president of the St. Catharines Flying Club (S.C.F.C.) was instrumental in forming the Canadian Flying Clubs Association. He travelled to Ottawa in 1939 to meet the Minister of National Defence, Ian Alistair Mackenzie, in an attempt to have the government support air training through existing flying clubs.

With the outbreak of World War II many flying clubs, including the S.C.F.C, saw their resources being stretched to the limit. This was due to new members hoping to gain qualifications in an attempt to automatically qualify for the Royal Canadian Air Force.

Seymour advocated for the placement of an Elementary Flying Training School (E.F.T.S.) at St. Catharines as part of the British Commonwealth Air Training Plan. This goal was realized on 12 August 1940 when the Royal Canadian Air Force Headquarters announced the creation of No. 9 E.F.T.S. to be located at St. Catharines. The school was set to open on 15 March 1941 with an initial intake of 24 students. Shortly thereafter, an order was received from Ottawa announcing that the new opening date was to be 15 October 1940 and that the school was expected to accept 28 students.

One of the challenges faced by the S.C.F.C. was soft field conditions. To counter this, construction of new runways began in May 1941, which helped to ensure the permanency of the St. Catharines airport.

No. 9 E.F.T.S. was formally disbanded on 14 January 1944. When the school closed it had accepted 2,468 student pilots. Of these, 1,848 graduated from the program. The total air time for the school was 134,011 hours.

After No. 9 E.F.T.S. was disbanded the airport became home to RCAF No. 4 Wireless School Flying Squadron. This unit was located at the airport until 15 August 1945.

LAC William Gerald Phelan would stay there for 8 weeks learning to fly the Tiger Moth.



Source of the image

<https://www.rcaf-arc.forces.gc.ca/en/cf-aerospace-warfare-centre/elibrary/journal/2016-vol5-iss2-06-the-great-canadian-air-battle.page>

The first step for those who qualified for pilot training was a posting to an Elementary Flying Training School (EFTS). An eight week course involved all aspects of basic flight and navigation and about fifty hours of flying in the single engined "primary" training aircraft such as Fleet Fawns, Fleet Finches, de Havilland Tiger Moths, and later in the war, Fairchild Cornells.

<https://www.bombercommandmuseum.ca/bcatp/british-commonwealth-air-training-plan/>

This is a Website dedicated to that training school. However it doesn't cover the time period he was there.

<http://9efts.blogspot.com/>

His citation says William Gerald Phelan may have graduated 5 February 1943 but he was not posted to No.16 SFTS until 6 March 1943.

R.C.A.F. Form 81 (REVISED)
81-104 (90)
Eq. 100-548

SECRET

PAGE No. 1

THIS FORM IS TO BE USED IN ACCORDANCE WITH PARAGRAPHS 101 AND 102, R.C. & C. FOR THE R.C.A.F. AND AIR FORCE ADMINISTRATIVE ORDERS A.1.

DAILY DIARY

OF No. 9 R.F.T.S., St. Catharines, Ontario.
(UNIT OR FORMATION)

PLACE	DATE	TIME	SUMMARY OF EVENTS	REF. TO APPENDICES												
St. Catharines	1st Feb.		<p>STRENGTH:</p> <table border="0"> <tr> <td>STAFF</td> <td>TRAINING</td> </tr> <tr> <td>R.C.A.F. Officers 15</td> <td>R.C.A.F. Airmen 145</td> </tr> <tr> <td>R.A.F. Officers 1</td> <td>R.A.F. Airmen 2</td> </tr> <tr> <td>C.D.C. Officers 1</td> <td></td> </tr> <tr> <td>R.C.A.F. Airmen 71</td> <td></td> </tr> <tr> <td>C.D.C. Soldier 1</td> <td></td> </tr> </table> <p>Flying washed out all day due to high winds. F.O. White, F.O. Lanier, F.L. Jackson and F.O. Ridings reported for duty having been appointed Flight Commanders. Course No. 71 started F.T. parade at the T.M.C.A. in St. Catharines from 1915 hours until 2030 hours in accordance with arrangements which have been made whereby a course of trainees on Mondays and Thursdays will have an hours P.T., organized games and a swim. Each trainee will attend this parade at least twice a month.</p>	STAFF	TRAINING	R.C.A.F. Officers 15	R.C.A.F. Airmen 145	R.A.F. Officers 1	R.A.F. Airmen 2	C.D.C. Officers 1		R.C.A.F. Airmen 71		C.D.C. Soldier 1		
STAFF	TRAINING															
R.C.A.F. Officers 15	R.C.A.F. Airmen 145															
R.A.F. Officers 1	R.A.F. Airmen 2															
C.D.C. Officers 1																
R.C.A.F. Airmen 71																
C.D.C. Soldier 1																
	2nd Feb.		S.L. McKibben visited from No. 1 Training Command in a Harvard, (No. 1332) for a conference re establishment with the manager. Flying dual and solo all day. Squadron Leader Simpson (CPI) visited No. 1 Training Command.													
	3rd Feb.		Flying carried out all day, dual and solo. There was no night flying.													
	4th Feb.		S.L. Henderson (SFO) Branch visited from No. 1 Training Command and spoke to the officers on methods of use of the R.C.A.F. Form R.F.11. Flight Sergeant Patterson reported for duty as the Station Disciplinarian. Squadron Leader J.A. Simpson returned from Temporary Duty at No. 1 Training Command. Flying all day dual and solo. There was no night flying.													
	5th Feb.		Dual and solo flying. No night flying. A full station parade and inspection was held. The parade formed up on the tarmac at 1145 hours and was inspected by the C.P.I. and marched past the ensign where the C.P.I. took the salute. Course No. 59 left the station. The postings were as follows: 18 to No. 16 S.F.T.S., Hagerville; 10 to No. 13 S.F.T.S., Afton; 5 to No. 5 S.F.T.S., Bramford. Ten trainees ceased training, four were held over for medical reasons and one was held over for disciplinary reasons.													
	6th Feb.		Dual and solo flying was carried out but no night flying.													
	7th Feb.		Flying washed out due to weather. Course No. 78 reported - 19 from No. 1 I.T.S. and 2 from No. 5 I.T.S.													

		and solo. There was no night flying.
5th Feb.		Dual and solo flying. No night flying. A full station parade and inspected up on the tarmac at 1145 hours and was inspected by the C.F.I. and C.F.I. took the salute. Course No. 69 left the station. The postings S.F.T.S., Hagersville, 10 to No. 14 S.F.T.S., Aylmer, 6 to No. 5 S.F.T.S. ceased training, four were held over for medical reasons and one was he
6th Feb.		Dual and solo flying was carried out but no night flying.
7th Feb.		Flying washed out due to weather. Course No. 74 reported - 39 from No.

He was on leave for 29 days from 6 February to 6 March 1943. We have part of his record of service file.

ON LEAVE			
FROM	TO	DAYS	REMARKS
24 10 42	5 11 42	13	
24 10 42	6 11 42	15	
6 11 42	9 11 42	3	
6.2.43	6.3.43	29	
3 5 43 7 43)	4 7 43	14	Pre Embark

Collection William Gerald Phelan's family

No.16 SFTS - 6 March 1943

I know a little bit more about No.16 Service Flying Training School. I had written this post on my blog about the BCATP seven years ago.

<https://bcatp.wordpress.com/2014/05/30/sometimes-i-get-something-like-this>

It was the first time I had learned about the existence of No. 16 STFS Hagersville.

The link at the very end is interesting when you start to ponder on how LAC Jones will always be remembered for his service during WWII.

I know I did ponder on it and I had to share this story about LAC Jones who died in a plane crash in Canada.

The Memorial Cross of American

LAC JONES – George VI (LAC L.C. JONES R-147302).

Naming is officially engraved. Contact marks and gilt wear, very fine. Accompanied by a CD containing twenty-five pages with copies of his Computer Card (confirming his eligibility for the War Medal 1939-1945 and the Canadian Volunteer Service Medal), Index Card, Attestation Paper, Service Records, two Letters of Recommendation, Wyoming States Board of Health Bureau of Vital Statistics Certificate of Birth, Province of Ontario Certificate of Registration of Death, RCAF Casualty Notification (dated January 14, 1943), RCAF Officer or Airman's Report on Accidental or Self-Inflicted Injuries or Immediate Death Therefrom for Pilot Richard B. Steelman, Report of Death of United States Citizen in Military Service, Will, Estates Branch Application and Accompanying Sympathy Letter.

Footnote:

Lester Charles Jones was born on March 4, 1921 in Lingle, Goshen County, Wyoming, the son of Walter Richard Jones and Dorothea D. Jones. He had two brothers: 37455079 Private Walter Leonard Jones, 413 Infantry, Camp Adair, Oregon and Kenneth Elmer Jones, along with three sisters: Anna Maxine Jones, Dorothy Jean Jones and Betty Lou Jones.

He spent his first two years in Wyoming (1921-1922) before moving with his parents to Nebraska (1923-1930), then to Colorado (1931), before returning to Nebraska (1931-1940). He attended Hope School (1931-1935) in Alliance, Nebraska, then transferred to Alliance High School in 1936, where he graduated in May 1939.

He worked jobs as a Station Attendant at Perry's Super Service Station in Alliance (August 1939 to January 1940) and as a Ranch Hand (June 1940 to August 1940), before leaving to find his fortune in California in August 1940. He attended Pacific Aircraft Technical School for aircraft construction at Hawthorne, California (October to December 1940) before being hired by the Lockheed Aeroplane Factory as a casting fitter and frame builder.

He returned to Nebraska in October 1941, remaining there until December, when he left for Canada to join the Royal Canadian Air Force.

He had two letters of recommendation to join the air force: one from George H. Bell, addressed to Captain Hathaway at the Roosevelt Hotel in Hollywood, California (dated October 29, 1941) stating that Jones "would like to enlist in the Royal Air Force" and the other from Harold Perry of Perry's Super Service Station in Alliance. Jones signed his RCAF Attestation Paper on December 18, 1941 in Winnipeg, Manitoba, naming his next-of-kin as his father, stating that he was an American citizen, he had no previous military service, that he had not previously applied to the RCAF for admission, that he was single and that his occupation was that of Aircraft Worker.

He was posted as an Aircraftman Second Class, Aircrew, to be a Pilot or Observer, at No. 2 Manning Depot in Brandon, Manitoba the following day.

While at No. 2 Manning Depot, he was hospitalized for two weeks at Brandon General Hospital from January 24 to February 6, 1942, the illness undisclosed. After two months at No. 2 Manning Depot, he was transferred to the TTS (Technical Training School) at St. Thomas, Ontario on February 12, 1942,

where he was to remain for another two months, before being transferred to the ITS (Initial Training School) at Toronto, Ontario on April 11, 1942.

It was at ITS where he was to see a promotion to Leading Aircraftman on June 5th. He was now deemed ready for flight school, as he was transferred to No. 7 EFTS (Elementary Flying Training School) in Windsor, Ontario on August 1, 1942, where he trained on Tiger Moth aircraft, attaining a total flight time of Dual (33:40) and Solo (31:15) during the day and Dual (2:00) at night.

That Fall, he was transferred to No. 16 SFTS (Service Flying Training School) in Hagersville, Ontario on October 10, 1942, where he trained on Anson Mark II aircraft, attaining a total flight time of Dual (26:45) and Solo (27:25) during the day and Dual (2:00) at night.

He was hospitalized for two days at Hagersville Station Hospital from December 13th to 15th, again with another undisclosed illness.

Jones was killed on January 6, 1943, at the age of 21, as the result of a flying accident during a routine training flight near Guelph, Ontario, when the Anson Mark II, No. 8266 aircraft crashed at 14:30 in Puslinch Township, two miles south-west of Morriston, Ontario. His autopsy showed that he suffered “crushing and lacerations” injuries, incorporating multiple fractures to his skull, spine and legs. He was one of three airmen on the flight, all of which were killed.

In addition to Jones, R145299 Richard Bertram Steelman (Student Pilot. age 27) and J13066 Pilot/Officer John Caskie, who was piloting the aircraft, with 71 hours Dual and 100 hours Solo to his credit, also died.

In his Flying & Ground Training Report on Pupil Pilot, it listed the cause of the accident as “obscure” but noted that Jones had scored well in Natural Skill, Skill in Landing, Airmanship, Cockpit Drill, Instrument Flying, Night Flying and Aerobatics.

While with the EFTS, it was noted that he was a “Good average pupil pilot, fairly persistent, good sense, endurance, decision, very cool, quite natural in the air, also quick. Conduct and deportment average.” Also, while with the SFTS, he was documented as “A pupil who applied himself with favourable progress, seemed cool but not too confident in his own opinion. Instrument flying good average. Navigation just average. Training ceased due to fatal accident on Jan. 6th/43.” and that “This pupil was making good progress towards graduation.”

Jones' body was returned to his parents and he was buried at Alliance Cemetery, Alliance, Nebraska, Grave Reference: Lot 22. Section 5. Block 9. Grave 7.

In his Will, dated December 20, 1941, he stated that "I Give, Devise and Bequeath unto my father, Mr. Walter R. Jones, Alliance, Neb., All My Estate". He also was insured with the New York Life Insurance Company, which paid out to his father. Jones was posthumously awarded the War Medal 1939-1945 and the Canadian Volunteer Service Medal for his war service, the medals going to his father, his parents receiving the Royal Message upon his death which was forwarded by the government on February 19, 1943, while his mother was forwarded his Memorial Cross on the 23rd, as presented here for sale...

Source

<http://www.emedals.com/collectors-gallery/canada/campaign-medals-pairs-groups/second-world-war-1939-45/the-memorial-cross/the-memorial-cross-of-american-lac-jones-c1477?vmcchk=1>

Footnote

Someday, that webpage on that Website will probably disappear as well as all the homage rendered on it.

More information about LAC Jones taken from the Daily diaries.

Flying operations resumed at 0830 hours and continued all day (dual only) - night flying washed out - Ansen 8266 crashed in the afternoon on the farm of J.L.Jeeisich R.R.#2 Puslinch approximately 4 miles S.W. of Merristown, Ontario - Pilot Officer J.Caskie, LAC L.C.Jones and LAC R.B.Steelman were killed - an "A" Category crash - P.O.Caskie's address was Hamilton, Ontario while LAC Jones came from Alliance, Nebraska and LAC Steelman from Hammond, Indiana. Serviceability at 0845 hours 62 at 1330 hours 53. When 8266 crashed a complete radio installation was lost complete with two crystals. Ansen II F.P. 89¹/₄ received for storage in No.6 Hangar for long term storage. Five Aere engines shipped to Central Aircraft. Town of Caledonia visited and checked by Y/Sgt Smith in company with Y/O Gilbert for fire hazards in buildings. Escape ropes suggested for some buildings and "Opera House" placed out of bounds as a fire trap.

R.C.A.F. F. 82 (REVISED)
 50M - 26-1 (196)
 H.Q. 1953-54

SECRET

PAGE No. 1

THIS FORM IS TO BE USED IN ACCORDANCE WITH PARAGRAPHS 181 AND 182, R.M. & O. FOR THE R.C.A.F. AND AIR FORCE ADMINISTRATIVE ORDER A.M/1.

DAILY DIARY

OF No.16 S.F.T.S. Hazeltonville, Ontario RCAF
(UNIT OR FORMATION)

PLACE	DATE	TIME	SUMMARY OF EVENTS	REF. TO APPENDICES
No. 16 S.F.T.S.	Jan. 1/43		No flying New Year's day-weather fair. Station Strength R.C.A.F. (a) Officers 118 (b) Airmen & Airwomen 500 Trainees 365 Staff Personnel other than RCAF (a) R.A.F. 2 (b) R.A.A.F. 3 (c) R.N.Z.A.F. 2 (d) C.D.C. 6. Civilians 75. New Year's dinner served to Airmen and Airwomen by Officers and Senior R.C.O.'s - Movies shown by the Y.M.C.A. "Frightened Lady" Attendance 400 - Aircraft Strength 1 Stinson 115 Avro Ansons (MK I - 1 ME IX-69 MK III - 44) Serviceable 93.	
No.16 S.F.T.S.	Jan.2/43		No Flying - visibility zero - icing conditions. Informal dance in W.D.Canteen, attendance 60 - W/L Keenan C 1330 posted to No. 1 O.R.S. Summerside, P.E.I.	
No.16 S.F.T.S.	Jan.3/43		The weather was satisfactory for flying from 0900 hours - 1600 hours - no night flying. Ansen 8326 returned from Birch. Aircraft Serviceability at 0845 hrs. 63.	
No.16 S.F.T.S.	Jan.4/43		Snowed heavily throughout the night - snow ploughs and blowers have been removing snow from the runways which caused the aerodrome to be unserviceable. Work on Officers Quarters 1/2 block progressing slowly weather conditions slowed down work. Movie shown "The Wolfman" attended by 550.	
No.16 S.F.T.S.	Jan.5/43		Blower and snow ploughs still working on runways. The wind is quite strong and drifting snow prevents flying. Ideal Stoker Co. on Station installing stecker on new boiler. Aere Engines 3597/17418 and 2432/16290 received. Education G.I.S. opened to-day with full classes - Pre-Aircrow Education Syllabus being altered to suit needs - new computer class in Science began. Buildings in the township of Cayuga have been checked for fire hazard - the R.C.Parish Hall was considered the only potential fire hazard. Informal dance in Opera House attended by 150.	
No.16 S.F.T.S.	Jan.6/43		Flying operations resumed at 0830 hours and continued all day (dual only) - night flying washed out - Ansen 8266 crashed in the afternoon on the farm of J.L.Jeeisich R.R.#2 Puslinch approximately 4 miles S.W. of Merristown, Ontario - Pilot Officer J.Caskie, LAC L.C.Jones and LAC R.B.Steelman were killed - an "A" Category crash - P.O.Caskie's address was Hamilton, Ontario while LAC Jones came from Alliance, Nebraska and LAC Steelman from Hammond, Indiana. Serviceability at 0845 hours 62 at 1330 hours 53. When 8266 crashed a complete radio installation was lost complete with two crystals. Ansen II F.P. 89 ¹ / ₄ received for storage in No.6 Hangar for long term storage. Five Aere engines shipped to Central Aircraft. Town of Caledonia visited and checked by Y/Sgt Smith in company with Y/O Gilbert for fire hazards in buildings. Escape ropes suggested for some buildings and "Opera House" placed out of bounds as a fire trap.	

Handwritten initials and date: 4/10, 89/4, 5.1.43

https://heritage.canadiana.ca/view/oocihm.lac_reel_c12351/127?r=0&s=3

A few months ago Jim Christie started following my blog about the BCATP, and he began sharing some links I might be interested in. Little did I know that his father was once stationed at No. 16 SFTS Hagerville.



Collection David Christie via his son Jim (original photo scanned by Ian Walker)

I had encountered the name Phelan before. Little did I know that Terence Phelan was William Phelan's brother.

Strangely enough I did not know the existence of the British Commonwealth Air Training Plan commonly known as the BCATP before 2010 when I started looking for more information on a French-Canadian Mosquito pilot.



Eugène Gagnon DFC (1921-1947)

Little by little my interest about the BCATP grew and grew. I found pictures from the past thanks to Eugène's nephew. Eugène Gagnon was also at No.1 Manning Depot, then at Uplands for most probably guard duty.

J.27002

OFFICE

1. POSTING (INDICATE S.O.S. AND T.O.S.)		Temporary Duty (In Red)			
S.O.S. OR T.O.S.	UNIT AND PLACE	EFFECTIVE			D.R.O.
T.O.S.	1MD Toronto	8	2	41	1MD34
S.O.S.	177D Toronto	22	3	41	177D10
T.O.S.	2877S Uplands (amended)	22	3	41	28777127
S.O.S.	2877S Uplands	25	3	41	2877127
S.O.S.	2877S Uplands	27	5	41	2877124
T.O.S.	197S Toronto	28	5	41	197S126
S.O.S.	197S Toronto	3	7	41	197S137
T.O.S.	9877S St Catharines	4	7	41	98779
S.O.S.	9877S St Catharines	15	8	41	98778
T.O.S.	67S - Trenton	16	8	41	6.197
S.O.S.	K.T.S. Trenton	25	9	41	E281
T.O.S.	4MD Quebec, P.Q.	26	9	41	4MD236
S.O.S.	4MD Quebec	8	11	41	4MD269
T.O.S.	#10 EFTS, Hamilton (amended)	8	11	41	10EF266-293
T.O.S.	10 EFTS Hamilton	9	11	41	10EF293
S.O.S.	10 EFTS Mount Hope	3	1	42	10EF3
T.O.S.	6SFTS Dunnville	4	1	42	6SFB
S.O.S.	6SFTS Dunnville	28	5	42	6SFB220
T.O.S.	7BGS Paulson	9	5	42	7BG119-159

He had missed the shooting of the movie *Captains of the Clouds* but not Terence Phelan.

LAC Art O'Neil did not miss it also. I don't have his service record to prove it, but I have got pictures to prove he was there.



LAC Art O'Neil at No.1 Manning Depot, Toronto, circa 1941
Collection Art O'Neil (courtesy Paul O'Neil)

I believe Art O'Neil met LAC Terence Phelan there. I have Terence's service record. These are only a few of the pages that I found on Ancestry.

NO. **139225** PHELAN, TERENCE BENEDICT **Private** RE-ENLISTMENT **1st**

J. 17869 OFFICER RECORD OF SERVICE AIRMEN

1. POSTING AND/OR DETAIL HISTORY (See Vol. 1)			2. SERVICE RECORD (See Vol. 2)			3. TRADE AND CHARACTER			4. LEAVE			
UNIT	DATE	REMARKS	GRADE	DATE	REMARKS	TRADE	CHARACTER	DATE	REMARKS	TYPE	DATE	REMARKS
1st Lt. 2d Bomb	12.9.41	1st Lt. 2d Bomb	1st Lt.	12.9.41	1st Lt. 2d Bomb	1st Lt.	1st Lt.	12.9.41	1st Lt. 2d Bomb	1st Lt.	12.9.41	1st Lt. 2d Bomb
1st Lt. 2d Bomb	12.9.41	1st Lt. 2d Bomb	1st Lt.	12.9.41	1st Lt. 2d Bomb	1st Lt.	1st Lt.	12.9.41	1st Lt. 2d Bomb	1st Lt.	12.9.41	1st Lt. 2d Bomb
1st Lt. 2d Bomb	12.9.41	1st Lt. 2d Bomb	1st Lt.	12.9.41	1st Lt. 2d Bomb	1st Lt.	1st Lt.	12.9.41	1st Lt. 2d Bomb	1st Lt.	12.9.41	1st Lt. 2d Bomb
1st Lt. 2d Bomb	12.9.41	1st Lt. 2d Bomb	1st Lt.	12.9.41	1st Lt. 2d Bomb	1st Lt.	1st Lt.	12.9.41	1st Lt. 2d Bomb	1st Lt.	12.9.41	1st Lt. 2d Bomb

5. MEDICAL HISTORY
 6. ADMINISTRATIVE RECORD
 7. SERVICE RECORD
 8. TRADE AND CHARACTER
 9. LEAVE
 10. COURSES - TESTS - ETC.

10. COURSES - TESTS - ETC.		
COURSE	DATE	AGENCY
Aviation Cadet	1938	1st Lt. 2d Bomb
Aviation Cadet	1939	1st Lt. 2d Bomb
Aviation Cadet	1940	1st Lt. 2d Bomb

Private
1st Lt. 2d Bomb

AIR FORCE **R105286** **PHILAN, TERENCE BENEDICT** ENLISTMENT **21-5-41** RE-ENLISTMENT **21-5-41** C. R. FILE NUMBER **11**
J. 17869 **OFFICE RECORD OF SERVICE AIRMEN** *Form 1-2-43*

1. BIRTH DATE **2-9-24** PLACE **St. Louis, Mo.** CITIZENSHIP **U.S.**
2. MARRIAGE **TERENCE BENEDICT** **WILLIAM J. PHILAN**
3. RELIGION **Roman Catholic**
4. EDUCATIONAL STARTING
 HIGH SCHOOL **St. Louis, Mo.**
 JUNIOR COLLEGE **St. Louis, Mo.**
 COLLEGE **St. Louis, Mo.**
 DEGREE **B.S. in Education**
5. PREVIOUS ARMY NAVY OR AIR FORCE SERVICE
6. PREVIOUS AIR FORCE SERVICE
7. MILITARY AWARD OR DISTINCTION
8. FLIGHT EXPERIENCE ON ENLISTMENT
9. RELIGION **R.C.**
10. LANGUAGES **English**
11. SPORTS **Baseball, Football, Basketball**

12. SINGLE MARRIED WIDOWER SEPARATED DIVORCED
13. MARITAL ESTABLISHMENT
14. CHILDREN
15. NEXT OF KIN (ADDRESS AND S. S. NO. IF KNOWN)
16. PAY, RETIREMENT AND COMPENSATION (SCHEDULE 1-1-41)
17. ADDRESS PRIOR TO ENLISTMENT
18. DOCUMENT CONTROL, INDICATE RECENT BY DATE

19. ENGAGEMENTS
20. TEMPORARY DUTY AND MISCELLANEOUS DUTIES

21. SERVICE RECORDS
22. SERVICE RECORDS
23. SERVICE RECORDS
24. SERVICE RECORDS
25. SERVICE RECORDS
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99. SERVICE RECORDS
100. SERVICE RECORDS

AIR FORCE **R105286** **PHILAN, TERENCE BENEDICT** ENLISTMENT/APPPOINTMENT **21-5-41** RELIGION **R.C.**
J. 17869

TYPE OF LEAVE
TYPE OF AIRCRAFT ON WHICH MOST PROFICIENT
POSTING ATTACHMENTS & TEMPORARY DUTY
ALL OTHER CASUALTIES

SERVICE MACHINES FLOWN
CHARACTER AND TRACE ASSESSMENT
HONORS, AWARDS AND MENTIONS

ADVICE ENTRIES UNIT RECORDS RETURNED TO CANADA

2-1-41

31769
R 105 296
Pelletier
Terence Benedict
Enlistment Appointment
Locate
25-5-41
R.C.A.F.

**ROYAL CANADIAN AIR FORCE
RECORD OF SERVICE
OFFICERS, AIRMEN AND AIRWOMEN**

BIRTH DATE	PLACE	COUNTRY	CITIZENSHIP	RACIAL ORIGIN	PARTICULARS OF FAMILY																																					
30-9-20	Vancouver	Canada	British		MARITAL STATUS: MARRIED (SPOUSE) SPOUSE'S NAME (OR SPOUSE'S NAME) SPOUSE'S ADDRESS (M.O.) PLACE OF MARRIAGE: <i>St. James' Cathedral, Toronto</i> DATE OF MARRIAGE: <i>14-1-40</i> AUTHORITY: <i>10th Annular (Canada)</i>																																					
CIVIL EDUCATION																																										
PRIMARY SCHOOL: HIGH SCHOOL, EXTENT: TECHNICAL SCHOOL: LANGUAGES COURSE: CIVIL OCCUPATIONS AND EXPERIENCE: <i>Lead Unit</i>																																										
PREVIOUS SERVICE																																										
DUTY ASSIGNMENT OR RELEASED BY MEMBER TO BE REPORTED ON COMPLETELY IN DETAIL: <i>Final Duty: Canadian Forces, P.O. Box 12, St. Catharines, Ont.</i> <i>1st Lt. (Pilot) Terence Benedict, P.O. Box 12, St. Catharines, Ont.</i> <i>1st Lt. (Pilot) Terence Benedict, P.O. Box 12, St. Catharines, Ont.</i>																																										
EMPLOYMENT AS INSTRUCTOR OFFICER, AIRMAN/AIRWOMAN																																										
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NAME	GRADE	DATE	PLACE	DATE	PLACE																																					
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AIRMEN AND AIRWOMEN																																										
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**ADVISE ENTRIES
UNIT RECORDS RETURNED
TO CANADA**

ROYAL CANADIAN AIR FORCE

J.A.T.P. CANADA GENERAL CONDUCT SHEET

OFFICIAL No. E 105296 NAME AND INITIALS FORSLAR, T. B. DATE OF ENLISTMENT 26-5-41

SHEET No. 112 SIGNATURE AND RANK OF C.O. R.F. News 90 DATE 26-5-41

UNIT AND PLACE	Duty Station	Rank	Period of Discretion (in cell)	OFFENSES	Number of Referrals	Penalties exacted	Date of report to Officer (Signature with unit)	By whom awarded	Initials and Rank of Officer making entry and Remarks, with Date
				Certified no Entry:					
				<i>W.D. 1-1-41 - 1-3-41</i>					
<i>1st Lt. Terence Benedict</i>	<i>St. Catharines</i>	<i>Pilot</i>	<i>1-1-41 - 1-3-41</i>	<i>W.D. 1-1-41 - 1-3-41</i>	<i>1</i>	<i>1st Lt. Terence Benedict</i>	<i>1-1-41</i>	<i>1st Lt. Terence Benedict</i>	<i>1-1-41</i>
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R.C.A.F. FORM 380-1-41 (Rev. 1-41)

CANADIAN ACTIVE SERVICE FORCE PROCEEDINGS ON DISCHARGE

(These proceedings should be accompanied by the documents specified on fourth page)

Regimental No.	B78661	Rank	Private
Surname	Thelan		
Christian name	Terence		
<small>Note.—The name must agree strictly with that on enlistment unless changed subsequently by authority.</small>			
Unit or Corps	The Irish Regiment of Can. (A.F.)		
Date of discharge	26-5-41		
Place of discharge	Toronto, Ont.	Mil. Dist. No.	2
1. DESCRIPTION AT DATE OF DISCHARGE			
Age	20 years 9 months	Descriptive marks	
Height	6 feet 0 inches	Small scar above back of rt elbow.	
Complexion	Medium		
Eyes	Blue		
Hair	Black.		
Trade	Stock clerk.		
Intended place of residence	To enlist with R.C.A.F., Toronto, Ont.		
<small>(To be given as fully as possible: i.e., mailing address)</small>		<small>Street and Number</small>	<small>P.O., City or Town, etc.</small>
		<small>Province</small>	
2. The above-named man is discharged in consequence of R.O.1030 to enlist with R.C.A.F.			
Authority for discharge T-20-P-1431 dated 21-5-41.			
<small>N.B.—The cause of discharge must be worded in accordance with C.A.S.F. Routine Orders as may be published. If discharged by superior authority, the number and date of the letter to be quoted.</small>			
<small>To be in the handwriting of the Commanding Officer, who must certify the factual entries on the discharge certificate and initial thereon.</small>	3. Conduct while in the service has been, according to the records, etc.		
	Good		
	<small>N.B.—See K.R. Can. 385. This will be assessed when practicable, by the Commanding Officer, in the presence of the soldier and the Officer Commanding his Squadron, Battery or Company.</small>		
4. Special qualifications for employment in civil life. (Vide 384, K.R. Can.)			
Stock clerk.			

(OVER)

J17869 (DFG)

Ontario,
27th November, 1950.

Mr. W. J. Phelan,
c/o F. W. Woolworth Co. Limited,
Woolworth Building,
33 Adelaide Street W.,
TORONTO 1, Ontario.

Dear Mr. Phelan:

I wish to acknowledge your letter of November 21st, and as you were informed in March, 1949, it is now possible to visit the resting place of your son, for travel restrictions in Germany (Russian occupied zone excepted) have been removed. Your travel agency will advise you the route that should be travelled and you will experience no difficulty in visiting the Reichswald Forest British Cemetery. The cemetery is located three miles southwest of Cleve, Germany, and is close to the Holland Frontier, being only twelve miles southeast of Nijmegen, Holland. If, as stated in your letter, you will enter Germany from Switzerland, it would appear (your travel agency will confirm) that you might be routed via Cologne, Germany, as the Reichswald Forest British Cemetery is approximately seventy miles northwest of that city.

Your son, Flying Officer Terence Benedict Phelan, is, as you are aware, resting with five members of his crew in collective graves registered in their names and numbered 1 to 6, Row A, Plot 24. I am enclosing a photograph recently received from overseas and which was to be forwarded to you in a day or so. The temporary crosses and marker will be replaced by permanent headstones that will be erected by the Imperial War Graves Commission (of which Canada is a member). The stones will be erected at each grave and will be arranged alphabetically. That is to say, the first stone on the right will bear the name of Flight Sergeant J. E. Davey, while the fifth stone will bear the name of your son.

The task of erecting permanent headstones at the graves of our fallen is, unhappily, a very great one, but is proceeding and will be completed at as early a date as possible. The permanent care and maintenance of the cemetery, as you are already aware, is also entrusted to the

.....2

COPY FOR H.Q. OTTAWA		
37869	P/O Phelan, T.B.	
NUMBER	RANK	IN ME

No. 207 Squadron,
Royal Air Force Station,
SPILSBY,
Lincolnshire.

22nd February, 1945.

30 Apr 45

Dear

It is with deepest regret that I have to inform you that your husband, Flying Officer Terence Phelan, was reported missing from air operations over enemy territory on the night of 21/22nd of February, 1945.

You will appreciate that, for the safety of the crew, complete silence has to be maintained by all our aircraft from the time of take-off, and it is impossible, therefore, to know what may have happened. None of the other crews had any news to report, and with so many aircraft over the target at the same time, it is very difficult to recognise any particular one.

Your Husband's crew was one of the best on the Squadron, and had completed 29 sorties. I had every confidence in their ability, and earnestly hope they may be safe. Should they be prisoners of war, you will either hear from Terence direct, or from the Air Ministry, who receive information through the International Red Cross.

I have to explain that the request in the telegram regarding the Press, was included with the object of avoiding Terence's chances of escape being prejudiced by undue publicity in case he was still at large. This does not mean that any information about him is available, but is a precaution adopted in the case of all personnel reported missing.

I appreciate that you may wish to write to the relatives of the other boys in the crew, but although I am not permitted to disclose their addresses, I am enclosing a list of their names and if you send the letters on to me, I will forward them to the persons concerned.

Terence's personal effects have been collected and will be sent to the Central Depository Colnbrook, Slough, Bucks. You will be hearing from that department in due course, but, in the meanwhile, should you have any queries or wish for information, you should write to the Officer i/c Committee of Adjustments, here, as he deals with these matters.

On behalf of the entire Squadron with whom Terence was so popular,

W
/over....

13 APR 1945

/Contd....

I wish to convey to you, our heartfelt sympathy in this sad time, and our earnest prayer that you may be given the strength to bear his tragic loss bravely.

If there is any way, however small, in which I may be of assistance to you, please do not hesitate to write to me.

Yours

(sgd) H.R. BLACK

Wing Commander, Commanding,
No. 207 Squadron, SPIESK.

Mrs. T. Phelan,
8, John Street,
Rhos-y-Waen,
Chirk, North Wales.



Art and Terry found themselves again at No.16 SFTS Hagersville.



Collection Art O'Neil (courtesy Paul O'Neil)

Getting back to March 6, 1943, there was a big snowstorm that day.

6 Mar/43	Serviceable a/c 76. Runways unserviceable - snow, wind, drifts. Flying washed out. Students from Course 70 issued with headphones for use in radio aircraft. # 6 Tarmac (49 Air Gunners) posted to # 4 #M Depot. All W & B's equipment tied up on account of snow. An informal dance was held in the W.D. Recreational Centre attended by 75.
7 Mar/43	Runways still unserviceable owing to drifted snow. Weather bright and cold, but no flying. Snow clouds settling in. Runways later cleared of snow and equipment back in use. <u>Visitor</u> P/L Green, Medical Officer of # 33 A.N.S. paid a personal visit to the Unit.
8 Mar/43	Serviceable a/c 75. Main aerodrome serviceable. Flying in progress all day and night. 607.05 hours flown during day and night operations. Yale a/c # 3425 from Camp Borden force landed - result of faulty engine. Engine change required. C.M.O. of Camp Borden contacted by telephone and replacement engine being shipped. Anson MK II 11450 delivered in error to Brantford from Victory a/c Co. Collected from that Unit this date. W/C Phillips advised MK III Ansons in group "A" definitely grounded. Group "B" continues in service until 2nd. major inspection. Group "C" to be considered fit to continue to normal life. First Night Cross Countries for Course 70 begun - reception & procedure average. Course 76 reported to G.I.S. - 6 from

https://heritage.canadiana.ca/view/oocihm.lac_reel_c12351/145?r=0&s=3

PLACE	DATE	TIME	SUMMARY OF EVENTS	PAGE No. 2	REF. TO APPENDICES
No. 16 S.F.F.S.	4 Mar/43		and travel throughout Ontario. There were motion pictures shown and the attendance was around 200. Visited W/O Phillips, from Engineering Branch of # 1 T.O., accompanied by P/L R. Beale of Engineering Branch at # 12 A.I.D. visited the Unit to check on Anson Spares and MK III airplanes. S/L Farmer of Medical Branch at # 1 T.O. came to make a surgical survey of the Hospital. Messrs. J. Anderson and J. Averill of the Dewy Live Line Pump Co. visited Maintenance Wing to assist in rectifying hydraulic trouble on Anson Aircraft. Station Activities: the V.D.'s played Guelph again at Guelph to win the championship with a score of 30-10.		
No. 16 S.F.F.S.	5 Mar/43		Serviceable a/c 68. Flying carried out during day and night. Wings Parade for Course 68 held in # 3 Messrs at 1500 hours. 33 received their wings, which were presented by W/O R. Burnett, A.F.C., C.F.I. 19 R.C.A.F. and 5 R.A.F. were commissioned. 4 were posted to # 4 F.I.S. Ammirer - 4 - T.I.S. Trenton - 5 R.A.C. for reposting Course 83 at # 31 G.R.S. Charlottetown, P.E.I. - 2 # 8 A.O.S., London - 2 # 8 W. Depot. - 12 N.A.S. for reposting to # 31 Personnel Depot, N.E. 4 were transferred from Course 68 to 70. Messages included 5 posted to R.T.S., Trenton. - 1 killed in flying accident - 2 posted # 1 W. Depot - 1 posted # 1 Reselection Centre, Trenton - 2 retained at this Unit pending further instruction. Anson 7516 jumped runway and stuck in mud. Aase Anson Airframe MK III Serial No. 6012 - 6715 despatched to Central Air Craft. S/O Staley and S/L Cooper from A.F.H.Q. arrived on the Station at 1035 to inspect the S.P. system used on this Station. The shortage of personnel in this section has caused a good deal of inconvenience and this was explained to the Provost Marshall. A small fire in one of the barrack blocks necessitated an alarm, but the fire was quickly extinguished. Reason - lighted cigarette butt in contact with newspapers on floor. "Private Madaroo" was shown both in the Hospital and Opera House. Visited G/O D. Edwards, Camp Borden, accompanied by P/L O.B. Comans paid a visit for purposes of liaison.		
No. 16 S.F.F.S.	6 Mar/43		Serviceable a/c 76. Runways unserviceable - snow, wind, drifts. Flying washed out. Students from Course 70 issued with headphones for use in radio aircraft. # 6 Farmac (Hq. Air Gunners) posted to # 4 W. Depot. All W.D. B's equipment tied up on account of snow. An informal dance was held in the W.D. Recreational Centre attended by 75.		
No. 16 S.F.F.S.	7 Mar/43		Runways still unserviceable owing to drifted snow. Weather bright and cold, but no flying. Snow clouds settling in. Runways later cleared of snow and equipment back in use. Visited P/L Green, Medical Officer of # 35 A.S.S. paid a personal visit to the Unit.		
No. 16 S.F.F.S.	8 Mar/43		Serviceable a/c 75. Main aerodrome serviceable. Flying in progress all day and night. 607.05 hours flown during day and night operations. Tale a/c # 3425 from Camp Borden force landed - result of faulty engine. Engine change required. G.S.O. of Camp Borden contacted by telephone and replacement engine being shipped. Anson MK II 11450 delivered in error to Brantford from Victory a/c Co. Collected from that Unit this date. W/O Phillips advised MK III Ansons in group "A" definitely grounded. Group "B" continues in service until Cmd. major inspection. Group "C" to be considered fit to continue to normal life. First Night Cross Countries for Course 70 began - reception & procedure average. Course 76 reported to G.I.S. - 6 from		bell

William Gerald Phelan arrived at Hagersville on March 8. He was part of a group in Course 76.

https://heritage.canadiana.ca/view/oocihm.lac_reel_c12351/146?r=0&s=3

THIS FORM IS TO BE USED IN ACCORDANCE WITH PARAGRAPHS 1231 AND 1241, R.C.A.F. ORDER 1000 FOR THE R.C.A.F. AND AIR FORCE ADMINISTRATIVE ORDER A.30/1.

DAILY DIARY

OF No. 16 S.F.T.S., Hagersville, Ontario.

PLACE	DATE	TIME	SUMMARY OF EVENTS	REF. TO APPENDICES
No. 16 S.F.T.S.	8 Mar/43		# 7 E.F.T.S., Windsor - 20 from # 9 E.F.T.S., St. Catharines - 3 from # 10 E.F.T.S., Fendleton - 14 from # 12 E.F.T.S., Goderich, - 14 from # 20 E.F.T.S., Oshawa - 2 from # 35 E.F.T.S., Nepean, Man. Anson MK II Serial No. 11450 received from # 12 A.I.D. The urgent items required by the Equipment Section include parts necessary for A.C.G. as well as sage green paint, silver solder (hard), car fastener ring, aeroplane cleaner and "M" Glass Stores, soap. The aviation gas returns show an amount of 13015 gallons issued from March 1. The M F gas returns showed an issue of 282 gallons. Two showings of Trans-Atlantic Merry Go Round shown to approximately 1000.	
No. 16 S.F.T.S.	9 Mar/43		Serviceable a/c 60. Good flying weather in morning. Snow in the afternoon. Night flying carried out for half the evening. Course # 76 reported in to the Link Trainer. The M.T. Section reports everything in order. Tender Refuelling - 800 gal. - R.C.A.F. # 34-003 taken to Forbes Bros. Garage to have new motor installed. This should improve performance of vehicle. Anson MK II 11450 received from # 12 A.I.D., Toronto. Pity Thomas reported from Souris, Man. These airmen had been on a V.R.T.P. course with an extra two months in Souris, where they took Signals and Aircraft Recognition. Better skating party well attended by personnel and enjoyed by all present. Visits: O.R. Clarke, A/S/C J.E. Christie, S/L G.R. Rodgers, P/O W.H.M. Orange visited this Unit from # 1 F.O. on Auxiliary Services duties.	
No. 16 S.F.T.S.	10 Mar/43		Serviceable 67. Weather again spotty - cloudy, rain and misty. Flying during day but night flying cancelled. Re selection Board recommended 1 for "Air Bomber" and 1 for ground trade - suggested Link Trainer. Anson MK II P.P. 881 crashed 3 miles north and 1 mile east of Freeton on farm of Stewart Bros. - "M" Category. He is seriously injured. Extent of damage - port wing and engine damaged beyond economical repair. Underside of fuselage, forward of front spar damaged beyond repair. Skirt and longeron aft of gunner's pit bent and fractured. A/S encountered very severe icing conditions causing starboard engine to fail and a few minutes later port engine failed. Application of carburetor heat gave temporary relief but did not prevent further icing. Examination of a/c revealed no technical failure, although inspection of carburetor heater Jones was impossible. "Wick Island" was shown twice at the Opera House to-night. Visits: P/L F.H. Hunter of P.S.S. Branch visited the Unit in connection with Service Police Station Activities. Badminton Team went to Cayuga to play in tournament and were defeated 10-5 by the Cayuga Badminton Club.	
No. 16 S.F.T.S.	11 Mar/43		Serviceable a/c 66. Flying weather O.K. Re selection Board met again and recommended 1 be reselected to Air Bomber and 1 be posted to # 1 "M" Depot for ground trade. E.E. Clarke, general contractor on Station	

coll

OF No. 16 S.F.T.S., Hagersville, Ontario.

PLACE	DATE	TIME	SUMMARY OF EVENTS	REF. TO APPENDICES
No. 16 S.F.T.S.	8 Mar/43		# 7 E.F.T.S., Windsor - 20 from # 9 E.F.T.S., St. Catharines - 3 from # 10 E.F.T.S., Fendleton - 14 from # 12 E.F.T.S., Goderich, - 14 from # 20 E.F.T.S., Oshawa - 2 from # 35 E.F.T.S., Nepean, Man. Anson MK II Serial No. 11450 received from # 12 A.I.D. The urgent items required by the Equipment Section include parts necessary for A.C.G. as well as sage green paint, silver solder (hard), car fastener ring, aeroplane cleaner and "M" Glass Stores, soap. The aviation gas returns show an amount of 13015 gallons issued from March 1. The M F gas returns showed an issue of 282 gallons. Two showings of Trans-Atlantic Merry Go Round shown to approximately 1000.	

William Gerald Phelan probably flew on March 9. No.16 STFS had 60 serviceable Ansons that day.



Collection Walter Neil Dove via Greg Bell



Collection Art O'Neil (courtesy Paul O'Neil)



From Wikipedia

The Avro Anson is a British twin-engined, multi-role [aircraft](#) built by the aircraft manufacturer [Avro](#). Large numbers of the type served in a variety of roles for the [Royal Air Force](#) (RAF), [Fleet Air Arm](#) (FAA), [Royal Canadian Air Force](#) (RCAF) and numerous other air forces before, during, and after the [Second World War](#).

Initially known as the *Avro 652A*, the Anson was developed during the mid-1930s from the earlier [Avro 652](#) airliner in response to a [request for tenders](#) issued by the British [Air Ministry](#) for a [maritime reconnaissance aircraft](#). Having suitably impressed the Ministry, a single prototype was ordered, which conducted its [maiden flight](#) on 24 March 1935. Following an evaluation in which the Type 652A bettered the competing [de Havilland DH.89](#), it was selected as the winner, leading to [Air Ministry Specification 18/35](#) being written around the type and an initial order for 174 aircraft being ordered in July 1935. The Type 652A was promptly named after British [Admiral George Anson](#).

The type was placed into service with the [Royal Air Force](#) (RAF) and was initially used in the envisioned maritime reconnaissance operation alongside the larger [flying boats](#). However, by the outbreak of the [Second World War](#), the Anson was soon found to have become obsolete in front line combat roles. However, large numbers of the type were put to use as a multi-engined aircrew [trainer](#), having been found to be suitable for the role, and became the mainstay of the [British Commonwealth Air Training Plan](#). The type continued to be used in this role throughout and after the conflict, remaining in RAF service as a trainer and communications aircraft until 28 June 1968.

During the post-war climate, the Anson was increasingly produced for the civil market, being used as a light transport and executive aircraft. By the end of production in 1952, a total of 8,138 Ansons had been constructed by Avro in nine variants; in addition, a further 2,882 aircraft were manufactured by

[Federal Aircraft Ltd](#) in [Canada](#) from 1941. By the 21st century, the vast majority of Ansons had been retired from flying. However, a single Anson Mk.I, which had been originally manufactured during 1943, had been restored to airworthiness, having been refitted with later metal wings. On 18 July 2012, this restored aircraft performed its first flight.

LAC Phelan graduated and he was commissioned as a Pilot Officer 25 June 1943.



Collection William Gerald Phelan's family

PLACE	DATE	TIME	SUMMARY OF EVENTS	PAGE NO. 6	REF. TO APPENDICES
# 16 S.F.T.S.	22 June/43		Landed June 20, revealed engine failure due to # 7 piston of starboard engine broken, necessitating engine change. Four engines received from Leuro Stan Air Services for special observation purposes. Water supply at 0800 hours was 14 1/2. Visits: Mr. McDonald of Federal a/c Co. visited Maintenance Wing re servicing and overhaul of Jacobs engines. Mr. Cyr of Dowty Equipment Co. visited Maintenance Wing re hydraulic equipment.		
# 16 S.F.T.S.	23 June/43		Serviceable a/c 79. Weather bright and fairly warm. Course 80 night flying. 3 students C.E. in Course 80. 2 failed mid term Navigation Supplementary Exam and were reentered to Air Bomber and Air Gunner. One officer on the Course C.E. for flying reasons and it was recommended that he go back to his former trade - P.T. and Drill. S/L Lusk, C.M.O., went to # 6 R.D., Trenton, to be present when inspection carried out on the women of Hamilton in fatal crash of Amson # 6191. Visits: S/O D.M. MacIvor of # 10 R.C. came with the extreme heat the afternoon was quite successful. This lead is Mine shown once in the Opera House to-night.		
# 16 S.F.T.S.	24 June/43		Serviceable a/c 72. Good flying weather. Amson 7417 started to ground loop on landing, pilot unable to maintain control, struck rough ground and water carriage collapsed. "B" category, no technical failure. All ATB's major inspection will include head change and dynameter. A small informal dance was held in the Opera House to-night.		
# 16 S.F.T.S.	25 June/43.		Serviceable a/c 80. Fine flying weather. Only 2 courses flying. Amson III 6199 with student on solo practice overshoot hitting a dump of small trees - "B" category - no technical failure. The pilot was uninjured. There were 53 graduates to-day on Course 76 and the posting is as follows: 1 to #37 I.S., 1 to #4 O.C.F., Fenfield Ridge, 5 to #1 C.M.S., Summerside, P.M.I., 3 to #7 A.O.S., Portage La Prairie, 4 to #1 P.D., Moncton, N.B., 19 to #1 "I" Depot, Halifax. 1 retained on Station for operation and 1 pending Summary of Evidence. Seventeen engines received from Laurentian Air Services. The I.M.C.I. presented "Priorities on Parade" to-night for one showing. On the return baseball game to-night with the Army Invaders the Army were the winners.		
# 16 S.F.T.S.	26 June/43.		Serviceable a/c 76. Flying carried out in A.M., but washed out at 1330 hours by storm. Voluntary Church Parade, sewage disposal 13% completed. Painting to # Officers' Quarters completed. Visits: W/L A. Hind of 124th Ferry Squadron reported in on transferring a/c to this Unit. Hagersville, in the return game with Rip Eyes to-night, were the losers.		
# 16 S.F.T.S.	27 June/43.		Serviceable a/c 84. Flying carried out during day and night. Flying washed in at 2100 hours. Heating trench to # Officers' Quarters, excavation - 80% completed. Water supply at 0800 hours was 9 1/2.		
# 16 S.F.T.S.	28 June/43.		Serviceable a/c 82. Weather fine for flying, but washed out in late afternoon owing to thunder storms. Two flights carried out night flying. Two R.A.F. students were washed out of flying and reentered to "Navigator" and "Air Bomber" respectively. 60 aircrew reported in this morning on Course 84, 4 from #4 S.F.T.S. Windsor Mills, 6 from #7, Windsor, 2 from # 9, St. Catharines, 18 from #10, Penelton, 7 from #11, Cap de la Madelaine, 23 from # 12, Goderich, 10 from #20, Cobequid. Visits: W/L MacIvor of the Works and Buildings Branch of No. 1		

He was 21st in his class.

COURSE	FROM	TO	RESULT
Initial Training, Toronto, Ont.	31-8-2	23-10-2	Passed, 81 1/2 38th.
Elementary Training, St. Catherines, Ont.	26-11-42	5-2-3	Passed, 83.4% 13th.
Service Flying Training, Hagersville, Ont.	8-3-43	25-6-3	Passed, 70.76% 21st.
			Wings, 25-6-3

FORM NO. 76 - VISIBLE RECORDS LIMITED, SCARBORO P.O., CANADA
 CUT AND PUNCH TO BE USED IN "NO-FLY" SHEETS, MODEL NO. A.I.P.
 R.C.A.F. THE 3132 (CS) H.C. 1557118

NAME PHELAN, W.G. No. J.27718

2. RECLASS'NS-PROMOTIONS-ETC.

RANK	EFFECTIVE	D.R.O.
T/1st Lt	20 4 44	17M.D. 95
1st Lt	23 10 42	1115/234
T/2nd Lt (P.D.)	25 6 43	105F 154A
P/O 25-6-43 (APR 19/127 43)		
APL T/O		(APR 20/21 1 44)
T/O	25 12 43	40 815
APL	10 7 44	2128A 23
A.S.L.	5 8 44	DA 218
T/O	10 7 44	(APR 24/22 45) 1115/234
A.S.L.	21 11 44	DA 266
T/O	5 8 44	AP 1311

Before going overseas he would go on leave.

25-6-43

B. LEAVE				
FROM	TO	DAYS	REMARKS	D.R.O.
24 10 42	5 11 42	13		1115/234
24 10 42	6 11 42	14		1115/234
6 11 42	9 11 42	3		1212-266
6.2.43	6.3.43	28		265 21
3.5.43	7 7 43	14	On Embark	105F 154A

"Y" Depot, 9 July 1943.

Embarked Canada 16 July 1943

SOS	216 SFTS 014 Depot 2	6	43	20.1544/43
	Hagerstown Hal. Fra			
SOS	1170 RAT 5.2	15	7	43 DRO 19,
	Embarked Canada	16	7	43
	Disembarked N.K.	22	7	43
	Intake C-106 3 PRC.	23	7	43
TDS	3(P)AFU from 3 PRC	24	8	43 3 PRC 7/6
AT	1525 BAT	31	9	43 3(P)AFU 11
SOS	6(P)AFU to 24 OIK	16	11	43 1525 BAT 7
	Posting for 24 OIK to 61 Base	12	3	44 1525 BAT 5
SOS	24 OIK to 61 Base	10	3	44 6(P)AFU 3
AT	16159.00 from 61 Base	25	3	44 61 Base 20
SOS	61 Base to 425 Sq	25	4	44 24 OIK 21
ATT	420 Sq	24	11	44 61 Base 22
ICS	420 Sq from 425 Sq	24	11	44 1627 Cu 17

Arrival to the United Kingdom, 22 July 1943.

Posting No.3 PRC 23 July 1943

Posting No. 3 Personnel Reception Centre RAF

Date of Effect

24 July 1943

✓ Surname **PHELAN** Christian Names **William Gerald** Decorations **DFC** RCAF Personal No. **527718**

Commission **RCAF S.R. 25/6/43** Branch **SD** Category **Pilot** Symbols Nationality **RCAF**

Subs. or Tempy. **CC P/O 25/6/43. F1025/12/43** Date or Year of Birth **1917** Aircraft (Service types) flown since 1939 **Tiger moth, Anson, Oxford.**

Acting **A/F/L 10/7/44 A/S/25/8/44** Med. Category or Limitations **A1B.**

POSTINGS, etc.

P or A	Unit	To	Group	Duty	Rank of Post	Date of Effect	Acting Rank	Authority
	3 PRC B'house.			Supp.		24.7.43		
P	6(P) P.F.U.			Flying Training		28.9.43		
P	24 O.T.O.		91	" "	" "	16.11.43		D9P187C/12/47 K2/60
P	61 Base		6	Training	acting	10.3.44		919/480/44
P	425 Sqn		6	apl		25.11.44		69/1665/44
				Granted A/F/L	10/7/44 =	Accy	BC/14660/44	
				Granted A/S/L	5/8/44 =	"	BC/187066/44	
AS-P	425 Sqn		6	Flying	S/L	5/8/44	Granted A/S/L	BC/187066/44
				Awarded DFC	L.S. 1st class	3.5.46		
P	420 Sqn		6	To command	w/c	24.11.44	Granted A/W/C	BC/93453/44
P	62 Base		6	On staff	w/c	4.2.45	Retained A/W/C	BC/5275/45

R.A.F. Form 2004. Command Posting Record Card. (8458) Wt. 36084 1'00m(9) 11/43 Gp.097. C&SLtd

✓ Surname **PHELAN** Christian Names **William Gerald** Decorations **DFC** RCAF Personal No. **527718**

Commission **RCAF S.R. 25/6/43** Branch **SD** Category **Pilot** Symbols Nationality **RCAF**

Subs. or Tempy. **CC P/O 25/6/43. F1025/12/43** Date or Year of Birth **1917** Aircraft (Service types) flown since 1939 **Tiger moth, Anson, Oxford.**

Acting **A/F/L 10/7/44 A/S/25/8/44** Med. Category or Limitations **A1B.**

POSTINGS, etc.

P or A	Unit	To	Group	Duty	Rank of Post	Date of Effect	Acting Rank	Authority
	3 PRC B'house.			Supp.		24.7.43		
P	6(P) P.F.U.			Flying Training		28.9.43		
P	24 O.T.O.		91	" "	" "	16.11.43		D9P187C/12/47 K2/60
P	61 Base		6	Training	acting	10.3.44		919/480/44
P	425 Sqn		6	apl		25.11.44		69/1665/44
				Granted A/F/L	10/7/44 =	Accy	BC/14660/44	
				Granted A/S/L	5/8/44 =	"	BC/187066/44	
AS-P	425 Sqn		6	Flying	S/L	5/8/44	Granted A/S/L	BC/187066/44
				Awarded DFC	L.S. 1st class	3.5.46		
P	420 Sqn		6	To command	w/c	24.11.44	Granted A/W/C	BC/93453/44
P	62 Base		6	On staff	w/c	4.2.45	Retained A/W/C	BC/5275/45

R.A.F. Form 2004. Command Posting Record Card. (8458) Wt. 36084 1'00m(9) 11/43 Gp.097. C&SLtd

About No. 3 Personnel Reception Centre RAF

https://www.birtwistlewiki.com.au/wiki/No._3_Personnel_Reception_Centre_RAF

Brief History (edited)

The seaside town of Bournemouth was host to No 3 Personnel Reception Centre RAF, the arrival point for thousands of Commonwealth aircrew after training in Canada. They were accommodated in scores of requisitioned hotels and luxury flats, and their presence in the town prompted a heavy raid by the Luftwaffe.

At lunchtime on Sunday 23 May 1943, 26 Focke-Wulf 190 fighter-bombers, flying at sea level across the English Channel to avoid radar, swooped up over the town and bombed the central area, destroying 22 buildings and damaging a further 3,000. There were heavy casualties among the aircrew stationed there and many hotels were destroyed, in particular the Metropole where almost 200, mostly Allied airmen, lost their lives. Seven Australian airmen were killed at the Central Hotel.

While its main presence was in Bournemouth from July 1941, detachments were also located at Hastings and RCAF Innsworth (UK). The Unit disbanded at Bournemouth in February 1946.

More about the raid.

<https://www.nickchurchill.org.uk/bournemouths-bloodiest-air-raid/>

Excerpt

It was wartime, but that spring Sunday was bright and sunny, much like any other. By lunchtime the town centre streets and gardens of Bournemouth were teeming and the hotel dining rooms were filling up with people about to sit down to Sunday roast. In suburban back gardens across the conurbation, young children played as they waited for their mothers to call them in for dinner.

There had been incidents before, 47 of them. Bombs had been dropped, civilians killed, homes and businesses destroyed and damaged. The town's air raid sirens had sounded 847 times since the outbreak of war, but nothing could have prepared Bournemouth for the abject horror of 23 May 1943. In little more than a minute, roughly the time it takes to read these opening paragraphs, Bournemouth fell victim to its bloodiest raid of World War 2.

Here are the next postings after being posted at No.3 PRC and before being posted to Base 61 on 10 March 1944.

Surname PHELAN		Christian Names <i>William Gerald</i>		Decorations DFC		RCAF Personal No. 527718		
Commission RCAF S.R. 25/6/43		Branch GD		Category Pilot		Nationality RCAF		
Subs. or Tempy. RC P/O 25/6/43. F1025/12/43		Date or Year of Birth 1917		Aircraft (Service types) flown since 1939 <i>Tiger moth, Anson, Oxford.</i>				
Acting A1/F/L 10/7/44 A1/S/L 25/8/44 A1/W/C 24.11.44.		Med. Category or Limitations A1B.		<div style="border: 1px solid black; border-radius: 50%; padding: 5px; display: inline-block;"> COPIED BY C5 </div>				
POSTINGS, etc.								
P or A	Unit	To	Group	Duty	Rank of Post	Date of Effect	Acting Rank	Authority
	3 PRC B'wood.			<i>Supp.</i>		24.7.43		
P	6(P) AFU.			<i>Flying Training</i>		28.9.43		
P	24 O.T.U.		91	<i>" "</i>		26.11.43		D4P18FC/12/47 12/60
P	61 Base		6	<i>Training</i>	<i>advy</i>	10.3.44		418/420/adv.
P	425 Sqn		6	<i>apl</i>		25.11.44		69/1665/adv.
	<i>Granted A1/F/L</i>			<i>10/7/44 =</i>	<i>Accdy</i>		BC/14660/adv.	
	<i>Granted A1/S/L</i>			<i>5/8/44 =</i>	<i>" "</i>		BC/18706/adv.	
RC-P	425 Sqn		6	<i>Flying</i>	<i>SL</i>	5/8/44	<i>Granted A1/S/L</i>	BC/18706/adv.
	<i>Awarded DFC</i>			<i>25.11/44</i>	3.5.46			
P	420 Sqn		6	<i>To command</i>	<i>W/C</i>	24.11.44	<i>Granted A/W/C</i>	BC/18453/44
P	62 Base		6	<i>On staff</i>	<i>W/C</i>	14.2.45	<i>Retained A/W/C</i>	BC/5275/45

R.A.F. Form 2004. Command Posting Record Card. (8458) Wt. 36084 1'00m(9) 11/43 Gp.097. C&SLtd

No.3 (P) AFU (Pilot Advanced Flying Unit)

http://www.atlantikwall.co.uk/atlantikwall/e_g_sothrop_airfield_site.php

RAF Southrop RLG, Airfield Site



INFORMATION

RAF Southrop RLG, Airfield Site

DETAILS

A Relief Landing Ground turned into a flying training airfield 1940 to 1945.

- No 2 (P) AFU, Pilot Advanced Flying Unit.
- No 2 SFTS, Service Flying Training School.
- No 3 (P) AFU, Pilot Advanced Flying Unit.
- No 6 SFTS, Service Flying Training School.
- No 27 Gp Comms Flight, Communications Flight.
- No 27 (Signals Training) Group.
- No 1539 BAT Flight. Beamed/Blind Approach Training Flight.

Based at here and RAF South Cerney.

Next posting

1525 BAT (Beam Approach Training)

1525 Beam Approach Training Flight, Brize Norton and Docking (BAT UK)

https://en.wikipedia.org/wiki/List_of_Beam_approach_beacon_system_units

https://en.wikipedia.org/wiki/RAF_Docking

<https://howardkelsey.blogspot.com/2016/01/1519-beam-approach-training-raf-feltwell.html>

Next posting

No.6 (P) AFU (Advanced Flying Unit)

https://en.wikipedia.org/wiki/No._6_Flying_Training_School_RAF

Next posting

No.24 OTU (Operational Training Unit)

No 24 O.T.U., Honeybourne

Someone else who was posted at the same OTU.

<https://airgunnerbobgilldfm.wordpress.com/about/raf-time-line/raf-honeybourne/>

/

Another airman also posted at the same OTU.

<http://www.thewhpfamily.com/anderson/pages/page1.html>

After his posting to 24 OTU William Gerald Phelan was posted with 61 Base before joining the Alouettes.

Base 61

https://en.wikipedia.org/wiki/No._6_Group_RCAF

No. 6 Group RCAF was a group of Royal Canadian Air Force (RCAF) heavy bomber squadrons in Europe during the Second World War, between 1942 and 1945. The group operated out of airfields in Yorkshire, England.

No. 6 Group was mainly formed from 4 Group, which was based primarily in Yorkshire. Once split, most of 6 Group's airfields were north of York and most of 4 Group's were south and east of the city.[11] Like most other groups within RAF Bomber Command, the "base" system was used for station organization.[12]

Four bases comprising 11 stations made up No. 6 Group. A base consisted of a main station, or headquarters, and a number of substations. Late in 1943, Bomber Command bases were designated with a two-number identifier. The first number represented the group number, and the second number represented the base within that group. The first base within the group was the group's training base. No. 61 Base was therefore the training base for No. 6 Group. Each base was commanded by an air commodore, and each station was commanded by a group captain.

No. 61 Base	No. 62 (Beaver) Base ^[13]	No. 63 Base	No. 64 Base
RAF Topcliffe, Yorkshire (HQ)	RAF Linton-on-Ouse, Yorkshire (HQ)	RAF Leeming, Yorkshire (HQ)	RAF Middleton St. George, County Durham (HQ)
RAF Dishforth, Yorkshire	RAF East Moor, Yorkshire	RAF Skipton-on-Swale, Yorkshire	RAF Croft, North Yorkshire
RAF Dalton, Yorkshire	RAF Tholthorpe, Yorkshire		
RAF Wombledon, Yorkshire			

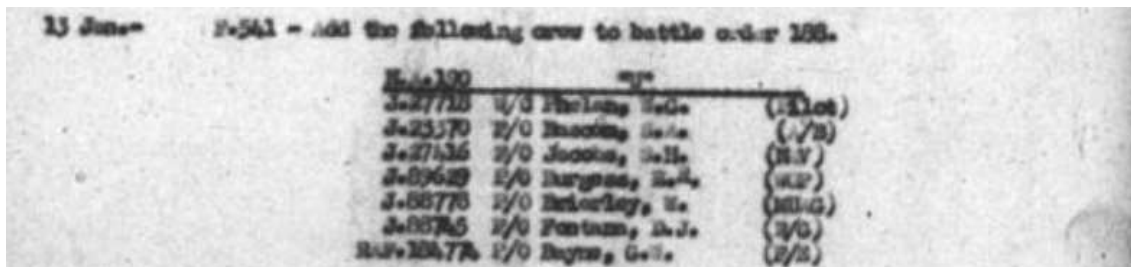
425 Alouette Squadron



https://en.wikipedia.org/wiki/425_Tactical_Fighter_Squadron

425 Squadron, the first French Canadian squadron, was formed on 22 June 1942 at RAF Dishforth in Yorkshire, England, as a bomber unit flying Vickers Wellingtons. On the night of 5/6 October 1942, the squadron went into action for the first time, bombing Aachen with a small number of aircraft. In 1943, the squadron flew to Kairouan, Tunisia, and from there, it conducted operations against Italy and Sicily, returning to the UK in November of the same year. In December, they were re-equipped with Handley Page Halifaxes and flew their first mission with these aircraft in February 1944. Their final operation took place on 25 April 1945, when they bombed gun batteries on the tiny Frisian island of Wangerooge. Following the end of the war in Europe, in May 1945, 425 Squadron re-equipped again, this time with Avro Lancaster Mk X's. In June, they flew back to Canada to prepare for their role in the Tiger Force for the continuing war against Japan. The use of atomic bombs precluded the need for Tiger Force, and 425 was disbanded on 5 September 1945 at RCAF Station Debart, less than three weeks after the Japanese surrender.

On January 13, 1944 Warrant Officer WC Phelan was taken on strength with 425 Alouette Squadron. By using the Operations Record Books we are able to follow his service with the Alouettes.



F.541- Add the following crew to battle order 188.

- W.G. Phelan Pilot
- S.A. Bascom A/B
- S.H. Jacobs Nav.
- E.R. Burgess W/AG
- D.J. Fontana R/AG
- W. Brierley MU/AG
- G.W. Bayne F/E R.A.F.



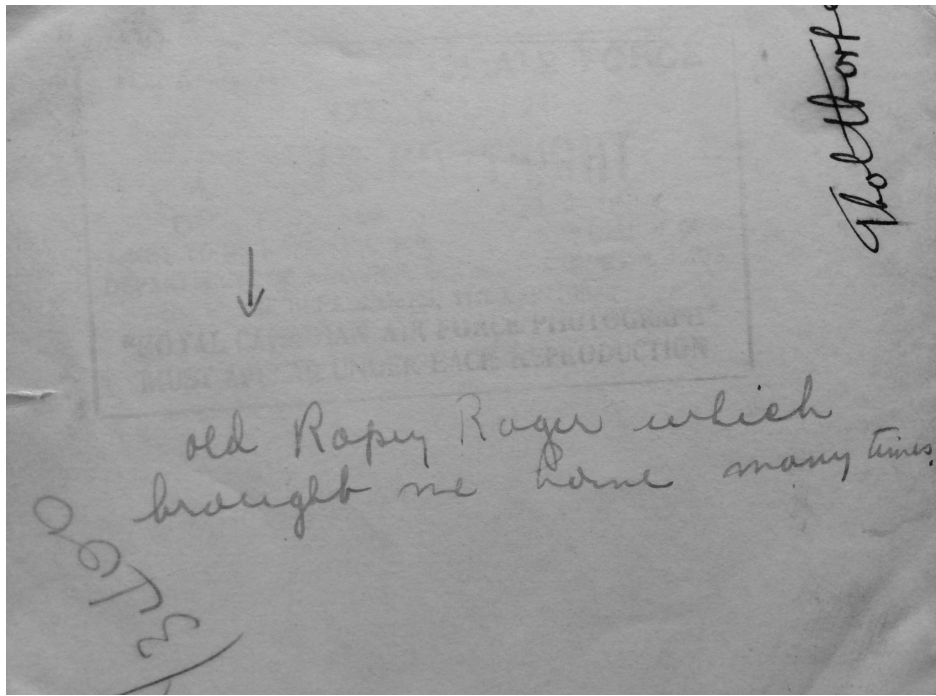
Collection W.G. Phelan

W.G. Phelan Pilot, S.H. Jacobs Nav., S.A. Bascom A/B, G.W. Bayne F/E R.A.F.
E.R. Burgess W/AG, D.J. Fontana R/AG?, W. Brierley MU/AG?



Collection W.G. Phelan

Flight Sergeant G.D. Sauvé, Cornwall, Ontario - fitter, Flight Lieutenant Phelan, LAC J.L. Belzile, Rimouski, P.Q. - fitter, Flying Officer D. Ungerman, LAC Roland Gagnon, Mont-Joli, P.Q. - fitter, LAC Léonce Lévesque, Rivière-du-Loup, P.Q. - rigger, Pilot Officer Lacaille



Collection W.G. Phelan



Collection W.G. Phelan

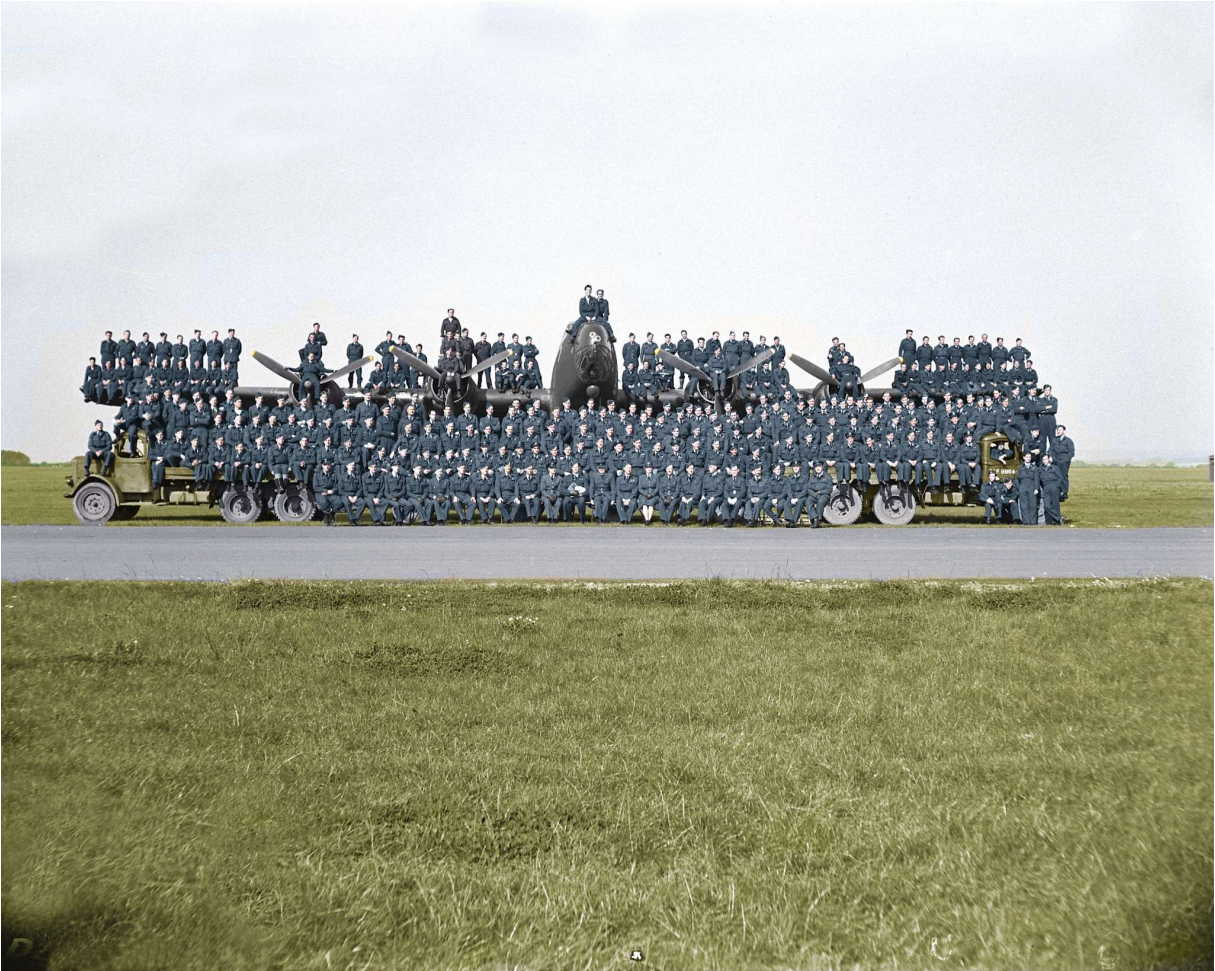


Collection W.G. Phelan

Mimi Larrow, Bill Cawsey, ? Jan Roy, Chuck Porter
Eddie Edwards, Bill Mountjoy, Thompson
Air Staff Party July 45

74

RCAF 425 Squadron



Group photo taken in September 1944

Flight Lieutenant Stephen Arthur Bascom DFC was William Gerald Phelan's bomb aimer. Like William Gerald Phelan he was also an Alouette. They flew the same sorties.

Source: <https://www.rcafassociation.ca>

Flight Lieutenant Stephen Arthur Bascom DFC

BASCOM, F/L Stephen Arthur (J23370)

– Distinguished Flying Cross

– No.420 Squadron

– Award effective 10 May 1945 as per London Gazette dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945.

Born October 1916 in Whitby, Ontario; home in Toronto (bank clerk); enlisted there 26 April 1939 as Clerk.

Promoted LAC, 24 February 1940.

Promoted Corporal, 1 May 1940.

To AFHQ, 15 June 1940.

Promoted Sergeant, 1 February 1941.

To No.4 WS, 7 July 1941.

Remustered to aircrew and posted to No.1 ITS, 1 August 1942;

to No.4 AOS, 21 November 1942; graduated 5 February 1943 when commissioned; posted next day to Mountain View; to No.1 BGS, 22 February 1943.

To \ »Y\ » Depot, 2 August 1943; to the United Kingdom, 28 August 1943.

Promoted Flying Officer, 5 August 1943; promoted Flight Lieutenant, 5 February 1945.

Retained rank of Flight Lieutenant as on 1 October 1946.

Promoted Squadron Leader, 1 June 1951.

Security Officer in postwar RCAF Headquarters.

Portrait painted overseas by Eric Aldwinckle.

Medal presented 1 April 1949.

No citation other than

« completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty ».

DHist file 181.009 D.1746 (PAC RG.24 Vol.20608) has recommendation dated 11 January 1945 when he had flown 29 sorties (133 hours 33 minutes):

As an Air Bomber, this officer has completed a large number of sorties against enemy targets, and his work in the air has always been of the highest standard. On several occasions, Flying Officer Bascom has coolly directed his skipper in an orbit in the face of very heavy defenses, to ensure the accuracy of his bombing. A resolute and determined Bomb Aimer, Flying Officer Bascom has contributed greatly to the success of his crew.

The sortie list was as follows: details added from

<http://www.6bombergroup.ca>

9 May 1944 – Calais (3.10)

20 Lancasters from 408 and 419 Squadrons were joined by 88 Halifaxes from 420, 424, 425, 426, 427, 429, 433, and 434 Squadrons in an attack of 2 coastal gun batteries at Calais and St. Valery en Caux. The crews were over the targets at between 5,000 and 11,000 feet, releasing 928,000 lbs of high explosives. According to reports, they were accurately bombed.

Note: information taken from the Operations Record Book

Phelan's crew was flying Halifax LW394 KW-H on that sortie.

Take-off 21.50

Landing 01.00

Bomb load: 1 x 1000, 14 x 500 dropped from 12,000 ft. at 2330 hrs in concentration of red T.I's. Bombs bursts well concentrated on markers. PFF markers first seen to go down 2325 hrs. PFF markers good. Route good. Bombs concentrated on T.I. markers. Appeared to be a good attack. Weather: hazy.

10 May 1944 – Ghent (4.15)

24 Lancasters from 408 and 419 squadrons were joined by 90 Halifaxes from 420, 425, 426, 428, 429, and 433 squadrons on an attack of the rail yard at Ghent. The crews were over the target at between 9,000 and 11,000 feet, releasing 957,000 lbs of high explosives. According to reports, this attack was successful.

19 May 1944 – Mouliar? Merville-Franceville (3.30)

15 Lancasters from 408 Squadron were joined by 42 Halifaxes from 420, 425, and 426 Squadrons on an attack of the coastal guns at Merville-Franceville. The crews were over the target at between 7,000 and 8,500 feet, releasing 318,000 lbs of high explosives. According to reports there was haze over the target and bombing was scattered. **F/O W. Phelan from 425 Squadron landed at Westcott on return.**

22 May 1944 – Le Mans (3.20)

112 Halifaxes from 420, 424, 425, 426, 427, 429, 432, and 433 Squadrons were ordered on an attack of the rail yards at Le Mans. The crews were over the target at between 7,000 and 9,000 feet, releasing 826,000 lbs of high explosives. According to reports, bombing was accurate and severe damage was caused.

F/O W. Phelan from 425 Squadron had the stbd inner u/s on return. They landed safely at base on 3 engines. F/Sgt J. Lecaille was involved in a collision over the target. The tail wheel was torn off. On landing the wing hit the ground and they ground looped. There were no injuries to the crew.

+ P/O E. Laporte RCAF and crew, flying Halifax III LK-810 coded KW-Y, failed to return from this operation.

+ Sgt N. Ward RAF

+ F/O J. Tetrault RCAF

+ F/Sgt J. Mallette RCAF

+ W/O1 J. Laing RCAF

+ Sgt J. Levasseur RCAF

Sgt R. McGowan RCAF–POW

6 crew were killed and 1 POW.

27 May 1944 – Bourg Léopold (4.20)

32 Lancasters from 408 and 419 Squadrons were joined by 117 Halifaxes from 420, 424, 425, 426, 427, 429, and 432 Squadrons in an attack on the military camp at Bourg Leopold. The crews were over the target at between 8,000 and 12,000 feet, releasing 1,191,000 lbs of high explosives.

According to reports, bombing was accurate.

F/O E. Kirk from 425 Squadron was attacked by an enemy aircraft, it was claimed destroyed. P/O L. Brochu landed at Chedburgh on return. P/O L. Terroux landed at Desborough on return. W/O2 J. Jean, F/Sgt J. Gaudry, W/Cdr L. Lecomte, P/O C. Jones, and P/O P. Hache landed at Barford St. John on return. W/O2 V. Vincent tried to land at Shipdham due to a fuel shortage. They overshot 4 times in poor visibility and crash-landed. The crew was not injured.

9 June 1944 – Le Mans (5.50)

76 Halifaxes from 420, 424, 425, 426, 431, 432, and 434 squadrons were joined by 24 Lancasters from 408 and 419 squadrons in attacking the airfield at Le Mans. The crews were over the target from between 1,000 and 7,000 feet releasing 838,000 lbs of high explosives. According to reports this attack was successful and the airfield was well hit.

Sgt. T. Barton of 425 squadron was hit by flak and attacked by a JU-88. There was no damage or claim on the fighter and flak damage wasn't serious.

10 June 1944 – Versailles (5.25)

100 Halifaxes from 420, 424, 425, 427, 429, 431, 432, 433, and 434 squadrons were joined by 10 Lancasters from 419 squadron on an attack of the rail yards at Versailles. The crews were over the target from between 6,000 and 8,000 feet releasing 788,000 lbs of high explosives. The rail yards were well hit.

P/O L. Brochu from 425 squadron was hit by flak, was not serious. P/O P. Hache was attacked by a twin engine enemy aircraft, there was no claim or damage.

14 June 1944 – St.Pol (3.50)

37 Lancasters from 408, 419, and 428 squadrons were joined by 155 Halifaxes from 420, 424, 425, 426, 427, 429, 431, 432, 433, and 434 squadrons on an attack of the rail yards at St. Pol and Cambrai. The crews were over the target at between 6,000 and 13,000 feet, releasing 1,518,000 lbs of high explosives. According to reports, there was some haze and cloud over the targets and bombing was scattered.

P/O L. Terroux from 425 squadron was attacked by a JU-88, there was no claim or damage.

15 June 1944 – Boulogne (3.30)

130 Halifaxes from 420, 424, 425, 426, 427, 429, 431, 432, 433, and 434 squadrons were joined by 32 Lancasters from 408, 419, and 428 squadrons on an attack of the dock and harbour area of Boulogne. Crews were over the target at between 9,000 and 17,000 feet, releasing 1,623,000 lbs of high explosives.

S/Ldr. J. Lecomte of 425 squadron was hit by flak, was not serious. F/Sgt. J. Landry was hit by flak, stbd outer u/s and holes in the fuel tanks. They landed safely at base on 3 engines. F/Sgt. J. Irvine had the stbd outer go u/s on return. They landed safely at base on 3 engines. F/O E. Kirk, RCAF (Evd), and crew failed to return from this operation.

+Sgt. C. Adams, RAF

F/O H. Facey, RCAF–POW

F/O D. Stubbs, RCAF–POW

F/O F. Hagen, RCAF–Evd

+P/O D. McEvoy, RCAF

F/Sgt. J. Furneaux, RCAF–Evd

P/O O. Collins, RCAF–Evd

2 of the crew were killed, 2 were POWs and 4 evaded capture.

16 June 1944 – Sautrecourt (3.55)

While part of the group went to Sterkrade, 101 Halifaxes from 420, 424, 425, 427, 429, and 433 squadrons were ordered to attack a V-1 site in the Pas de Calais area called Sautrecourt. The crews were over the target between 14,000 and 17,000 feet, releasing 760,000 lbs of high explosives. According to reports, the target was well hit.

F/O W. Dennett from 425 squadron was attacked by 2 ME-110s. There was no claim or damage. + F/O H. Romuld was returning from this operation when he was fired upon by another Halifax. Gun fire came through the windscreen

fatally wounding the pilot. The bomb aimer took over the controls and safely landed at Woodbridge.

21 June 1944 – St. Martin (4.10)

66 Halifaxes from 420, 425, 426, and 432 squadrons were joined by 39 Lancasters from 408, 419 and 428 squadron on an attack on a V-1 site at St. Martin L'Hortier. The crews were over the target at between 15,000 and 17,000 feet, releasing 830,000 lbs of high explosives. The target was cloud covered at the time of the attack.

23 June 1944 – Bientques (4.20)

65 Halifaxes from 420, 425, 426, and 432 squadrons were joined by 39 Lancasters from 408, 419, and 428 squadrons on an attack of a V-1 site at Bientques. The crews were over the target at between 10,000 and 14,000 feet, releasing 865,000 lbs of high explosives. According to reports, the target was well hit.

W/O2 J. Ryan from 425 squadron returned early as they were unable to raise the undercarriage. F/O H. Gregson had the port inner go u/s outbound. Crew bombed and returned safely to base on 3 engines.

27 June 1944 – Forêt d'Eary (4.05)

41 Lancasters from 408, 419, and 428 squadrons were joined by 169 Halifaxes from 420, 424, 425, 426, 427, 429, 431, 432, 433, and 434 squadrons on attack of 2 V-1 sites at Wizernes and Forêt D'Eary in the Pas de Calais area. The crews were over the targets at between 12,000 and 14,000 feet, releasing 1,513,000 lbs of high explosives. According to reports, all attacks were successful.

Sgt M. Lavoie from 425 squadron, flying Halifax III MZ-683 coded KW-A, was returning from Forêt D'Eary on 3 engines. On landing, the Halifax swung and crashed into LW-680 KW-U, which was loaded with bombs and MZ-618 KW-J, which had just returned from Forêt D'Eary. All aircraft caught fire. Aircrew and ground crew worked hard at extricating trapped crewmembers amid fires and huge explosions. All crewmembers were rescued with injuries, some serious. Air Commodore A. Ross was seriously injured in these explosions helping with the rescue of the trapped airmen, his arm was severed below the elbow. Lac MacKenzie and Lac Wolfe were also injured during this rescue. A/C A. Ross received the George Cross, F/Sgt J. St. Germain and Cpl M. Marguet the George Medal, Lac M. MacKenzie and Lac R. Wolfe a BEM, for acts of bravery during this trying time.

1 July 1944 – Biennais (4.10)

11 Halifaxes from 420, 425, 426, 431, 432, and 434 were ordered on an operation to the V-1 launching site at Biennais. The crews were over the target at between 12,000 and 14,000 feet, releasing 797,000 lbs of high explosives. According to reports, the target was cloud covered.

3 July 1944 – Biennais (3.55)

99 Halifaxes from 420, 425, 426, 431, 432, and 434 squadrons were ordered on an attack of a V-1 site at Biennais. The crews were over the target at between 12,000 and 13,500 feet, releasing 786,000 lbs of high explosives. According to reports, the sky was clear and this site was accurately bombed.

Note the date has to be validated because 4 July is mentioned in the Website Bomber Group 6.

6 July 1944 – Coquereaux (4.25)

12 Lancasters from 408 squadron were joined by 48 Halifaxes from 420, 425, 426, and 432 squadron on an attack of the V-1 site at Coquereaux. The crews were over the target at between 12,000 and 13,000 feet, releasing 389,000 lbs of high explosives. According to reports, the target was clear and accurate bombing took place.

15 July 1944 – Nucourt (4.10)

27 Lancaster from 408 and 419 squadrons were joined by 64 Halifaxes from 420, 425, 426, and 432 squadron on an attack of the Nucourt V-1 storage site and the launching site at Bois des Jardines. The crews were over the targets at between 6,000 and 12,000 feet, releasing 1,023,000 lbs of high explosives. According to reports, both targets were accurately bombed.

F/O N. Streight and crew from 425 Squadron flying Halifax III LW-381 coded KW-B was attacked by a single engine enemy aircraft, which fired 2 rockets, there was no claim or damage.

17 July 1944 – Caen A.1 (4.05)

42 Lancasters from 408, 419, and 428 were joined by 155 Halifaxes from 420, 424, 425, 426, 427, 429, 431, 432, 433, and 434 squadrons on a number of attacks in the Caen and Mondeville areas. These attacks were made at dawn in direct support of the army. All the crews were over the targets from between 7,000 to 9,000 feet, unloading 1,750,000 lbs of ordinance. The German troops on the ground were hit hard and this was one of the best bombing raids that supported the army. A total of 6,800 tons of ordinance was dropped.

Note the date has to be validated because 18 July is mentioned in the Website Bomber Group 6.

18 July 1944 – Wesseling (5.20)

42 Lancasters from 408, 419, and 428 squadrons were joined by 111 Halifaxes from 420, 424, 425, 426, 427, 429, 432, and 433 squadrons in an attack on the oil plant Wesseling. The crews were over the target at between 11,000 and 14,000 feet, releasing 1,286,000 lbs of high explosives. According to reports, the weather was clear and severe damage was done to this facility.

P/O V. Lacaille from 425 squadron returned early as the stbd outer caught fire after takeoff. They returned safely to base on 3 engines. + F/O A. Taillon RCAF and crew, flying Halifax III LW-672 coded KW-N, failed to return from this operation.

+F/Sgt. W. Cameron RCAF

+Sgt. P. Kinnear RAF

+P/O J. Dufour RCAF

Sgt. J. Arsenault RCAF–POW

+P/O W. Watson RCAF

+P/O J. Giroux RCAF

+P/O N. Boucher RCAF

7 crew members were killed and one was a POW.

3 August 1944 – Forêt de Nieppe (4.15)

210 Halifaxes from 408, 425, 420, 424, 425, 426, 427, 429, 431, 432, 433, and 434 squadrons were joined by 51 Lancasters from 408, 419 and 428 squadrons on an attack of two V-1 storage sites at Forêt de Nieppe and Bois de Cassan. The crews were over these targets at between 14,000 and 16,000 feet, releasing 2,266,000 lbs. of high explosives. According to reports, the weather was clear and severe damage was caused.

4 August 1944 – Bois de Cassan (4.55)

159 Halifaxes from 408, 415, 420, 424, 425, 426, 427, 429, 431, 432, 433, and 434 were joined by 42 Lancasters from 408, 419 and 428 squadrons on an attack on the V-1 storage site at Bois De Cassan. The crews were over the target at between 13,000 and 16,000 feet, releasing 1,856,000 lbs of high explosives. According to reports, the target was damaged.

5 August 1944 – St. Leu d'Esserent (5.05)

172 Halifaxes from 408, 415, 420, 424, 425, 426, 427, 429, 431, 432, 433, and 434 squadrons were joined by 52 Lancasters from 408, 419 and 428 squadrons on an attack of a V-1 storage site at St. Leu D'Esserent. The crews were over the target at between 14,000 and 17,000 feet, releasing 2,553,000 lbs of high explosives. According to reports, bombing was good and damage was caused.

S/Ldr G. Philbin RCAF–Evd and crew from 425 squadron, flying Halifax III LL-594 coded KW-U, failed to return from this operation.

+F/Sgt W. Gracie RCAF

+P/O R. Reed RCAF

+P/O T. Lee RCAF

+F/O L. Stamp RAF

Sgt C. Hilliard RCAF–POW

+F/O G. Beresford RAF

+W/O B. Clark RAF

1 crew member evaded, 1 was a POW and 6 were killed after they were shot down by flak.

7 August 1944 – La Hogue (4.15)

182 Halifaxes from 408, 415, 420, 424, 425, 426, 427, 429, 431, 432, 433, and 434 squadrons were joined by 40 Lancasters from 408, 419, and 428 squadrons on an attack of German positions around Caen. The crews were over the target at between 8,000 and 10,000 feet, releasing 1,457,000 lbs of high explosives. According to reports, roads and the strong points were well cratered.

F/O H. Gregson from 425 squadron returned early as the stbd inner was u/s. They landed safely at base on 3 engines. All other crews did not bomb on the master bomber's orders. Note: The target has to be validated because Caen is mentioned in the Website Bomber Group 6.

9 August 1944 – Forêt de Nieppe (3.55)

104 Halifaxes from 408, 415, 420, 425, 426, and 432 squadrons were joined by 9 Lancasters from 408 squadron, on an attack of a V-1 launching and storage site at Foret de Nieppe in the Pas de Calais area. The crews were over the targets at between 11,000 and 17,000 feet, releasing 1,092,000 lbs of high explosives. According to reports, the weather was good and all sites were accurately bombed.

W/O2 J. Ryan from 425 Squadron returned early, one engine was u/s after take off. They proceeded on to the target and the second engine threw the propeller. They landed safely at Manston on 2 engines. F/O N. Streight and crew, flying Halifax III LW-381 coded KW-B, was attacked by an ME-109, there was no claim or damage.

14 August 1944 - Falaise (3.55)

165 Halifaxes from 408, 415, 420, 424, 425, 426, 427, 429, 432, 433, and 434 Squadrons were joined by 59 Lancasters from 408, 419, 428, and 431 Squadrons on an attack of German troop positions at Falaise, Aisy, and Bons Tassilly. The crews were over the targets between 6,000 and 9,000 feet, releasing 2,131,000 lbs of high explosives. According to reports the attack was going well and then some bombing started to fall back into Canadian army 3rd Division positions. This problem was made worse when ground troops started firing yellow flares, which happened to be the same colours as the Target Indicators, attracting more loads of explosives. This carried on for more than an hour and little could be done but for the troops to head for their slit trenches and wait the attack out. 13 army personnel were killed and many injured along with some equipment being destroyed.

https://en.wikipedia.org/wiki/Falaise_pocket

Excerpt

The Falaise pocket or battle of the Falaise pocket (German: Kessel von Falaise; 12–21 August 1944) was the decisive engagement of the Battle of Normandy in the Second World War. A pocket was formed around Falaise, Calvados, in which the German Army Group B, with the 7th Army and the Fifth Panzer Army (formerly Panzergruppe West) were encircled by the Western Allies. It is also referred to as the battle of the Falaise gap (after the corridor which the Germans sought to maintain to allow their escape).[nb 2] The battle resulted in the destruction of most of Army Group B west of the Seine, which opened the way to Paris and the Franco-German border for the Allied armies on the Western Front.

F/O J. Dargis from 425 Squadron was hit by flak, there were holes in the stbd tail plane.

16 August 1944 – Kiel (5.30)

144 Halifaxes from 408, 415, 420, 424, 425, 426, 427, 429, 431, 432, and 434 squadrons were ordered to attack the port city of Kiel. The crews were over the target at between 16,000 and 20,000 feet, releasing 310,000 lbs of high explosives and 545,000 lbs of incendiaries. According to reports the dock area and ship-building firms were damaged.

6 October 1944 – Dortmund (5.55)

248 Halifaxes from 408, 415, 420, 424, 425, 426, 427, 429, 431, 432, 433, and 434 squadrons were joined by 45 Lancasters from 419 and 428 squadrons on an attack at Dortmund. This was the greatest effort that the 6 group would send out during the war. The crews were over the target between 17,000 and 20,500 feet releasing 1,510,000 lbs of high explosives and 383,000 lbs of incendiaries. According to reports, bombing was accurate and the transportation and industrial sections were well hit.

P/O A. Martel from 425 Squadron returned early due to the stbd inner going u/s. Landed at base on 3 engines. F/O G. Lareau returned early as they were unable to raise the undercarriage. F/O T. MacKinnon and crewn flying Halifax III LW-381 coded KW-B were attacked by an ME-110, some strikes were seen and it was claimed damaged.

Two sorties flown with 420 Squadron

4 December 1944 - Karlsruhe (7.10)

144 Halifaxes from 408, 415, 420, 424, 425, 426, 427, 429, 432, and 433 squadrons were joined by 46 Lancasters from 419, 428 and 431 squadrons on an attack at Karlsruhe. The crews were over the target at between 17,000 and 19,000 feet, releasing 854,000 lbs of high explosives and 678,000 lbs of incendiaries. According to reports, bombing was accurate with severe damage being caused. Among the factories destroyed was the important Durlacher Machine-tool building.

6 January 1945 - Hanau (7.05)

132 Halifaxes from 408, 415, 420, 424, 425, 426, 427, 429, 432, and 433 squadrons were joined by 57 Lancasters from 419, 428, 431, and 434 squadrons on an attack at Hanau. The crews were over the target at between 18,000 to 20,000 feet, releasing 522,000 lbs of high explosives and 954,000 lbs of incendiaries. This attack was aimed at the important rail junction. This area was seriously damaged as well as a large portion on the built up area.

F/O Stuart Henry Jacobs, DFC

F/O Stuart Henry Jacobs, DFC, J/27416, was the navigator in W.G. Phelan's crew. His residence was 613 Mary St., Oshawa, Ont. (1944) (1946). He flew 29 missions with the Phelan crew of 425 Alouette Squadron between May 9, 1944 and October 6, 1944. On 24th November 1944, S/L W.G. Phelan, J/24789, was promoted to 420 Squadron Commander. His crew followed him to 420 Squadron including navigator Jacobs.

On 24 February 1945, Jacobs returned to 425 Alouette. This is Violette's photo part of Réal St-Amour's collection of 425 Alouette Squadron official RCAF photos.



F/O Stuart Henry Jacobs, DFC, flew two operations with the Violette crew on March 7/8 and 8/9 1945. On 21 May 1945, he was transferred to RCAF « R » Depot.

Information taken from RCAF Association website

Source:

<https://www.rcafassociation.ca>

JACOBS, F/O Stuart Henry (J27416)

- Distinguished Flying Cross
- No.425 Squadron
- Award effective 5 April 1945 as per London Gazette dated 13 April 1945 and AFRO 824/45 dated 18 May 1945.

Born 26 January 1922. Home in Oshawa; enlisted Toronto 9 July 1942 and posted to No.1 Manning Depot. To No.14 SFTS, 28 August 1942. To No.1 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942; to No.4 AOS, 6 February 1943; graduated and commissioned on 25 June 1943.

To “Y” Depot, 9 July 1943; to United Kingdom, 15 July 1943.

Promoted Flying Officer, 28 December 1943.

Repatriated 1 June 1945.

To No.1 Air Command, 12 June 1945.

To No.1 WS, 14 July 1945.

To No.2 Release Centre, 3 September 1945.

Released 3 September 1945.

Died in Toronto, 10 October 2004.

RCAF photo PL-32814 (ex UK-14850 dated 18 September 1944) shows a group of navigators of No.425 Squadron – F/L John Houser (Hamilton), F/O Stuart Jacobs (Oshawa), Flight Sergeant Cecil Davies (Toronto, described as “the artist of their ‘gen’ room), F/L Marcel Regimbald (Montreal) and F/O K. Calverley (Poplar Point, Manitoba).

No citation other than « completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty. » DHist file 181.009 D.1730 (PAC RG.24 Vol.20607) has recommendation dated 17 November 1944 when he had completed 29 sorties (127 hours 55 minutes):

A navigator of outstanding ability who has completed twenty-nine operational sorties against some of the enemy's most heavily defended targets including Wesseling, Kiel and Dortmund.

When proceeding to attack Coquereaux, France, on 6th July 1944, the starboard outer engine of the aircraft in which he was flying had to be feathered directly after setting course. In spite of all navigational aids being unserviceable, by exceptional skill, Flying Officer Jacobs directed the pilot by the most direct route and succeeded in reaching the objective on time, thereby completing his task.

A member of a gallant crew, Flying Officer Jacobs has consistently set a high standard by his efficiency, confidence and devotion to duty.

His display of commendable courage and fine fighting spirit in circumstances of great difficulty, together with his eagerness to help junior navigators renders him worthy of my recommendation for the Non-Immediate award of the « Distinguished Flying Cross ».

The sortie list was as follows: some details added from

<http://www.6bombergroup.ca/>

9 May 1944 – Calais (3.10)

20 Lancasters from 408 and 419 Squadrons were joined by 88 Halifaxes from 420, 424, 425, 426, 427, 429, 433, and 434 Squadrons in an attack of 2 coastal gun batteries at Calais and St. Valery en Caux. The crews were over the targets at between 5,000 and 11,000 feet, releasing 928,000 lbs of high explosives. According to reports, they were accurately bombed.

Note: information taken from the Operations Record Book

Phelan's crew was flying Halifax LW394 KW-H on that sortie.

Take-off 21.50

Landing 01.00

Bomb load: 1 x 1000, 14 x 500 dropped from 12,000 ft. at 2330 hrs in concentration of red T.I's. Bombs bursts well concentrated on markers. PFF markers first seen to go down 2325 hrs. PFF markers good. Route good. Bombs concentrated on T.I. markers. Appeared to be a good attack. Weather: hazy.

10 May 1944 – Ghent (4.15)

24 Lancasters from 408 and 419 squadrons were joined by 90 Halifaxes from 420, 425, 426, 428, 429, and 433 squadrons on an attack of the rail yard at Ghent. The crews were over the target at between 9,000 and 11,000 feet, releasing 957,000 lbs of high explosives. According to reports, this attack was successful.

19 May 1944 – Mouliar? Merville-Franceville (3.30)

15 Lancasters from 408 Squadron were joined by 42 Halifaxes from 420, 425, and 426 Squadrons on an attack of the coastal guns at Merville-Franceville. The crews were over the target at between 7,000 and 8,500 feet, releasing 318,000 lbs of high explosives. According to reports there was haze over the target and bombing was scattered.

F/O W. Phelan from 425 Squadron landed at Westcott on return.

22 May 1944 – Le Mans (3.20)

112 Halifaxes from 420, 424, 425, 426, 427, 429, 432, and 433 Squadrons were ordered on an attack of the rail yards at Le Mans. The crews were over the target at between 7,000 and 9,000 feet, releasing 826,000 lbs of high explosives. According to reports, bombing was accurate and severe damage was caused.

F/O W. Phelan from 425 Squadron had the stbd inner u/s on return. They landed safely at base on 3 engines. F/Sgt J. Lecaille was involved in a collision over the target. The tail wheel was torn off. On landing the wing hit the ground and they ground looped. There were no injuries to the crew.

+ P/O E. Laporte RCAF and crew, flying Halifax III LK-810 coded KW-Y, failed to return from this operation.

+ Sgt N. Ward RAF

+ F/O J. Tetrault RCAF

+ F/Sgt J. Mallette RCAF

+ W/O1 J. Laing RCAF

+ Sgt J. Levasseur RCAF

Sgt R. McGowan RCAF–POW

6 crew were killed and 1 POW.

7 May 1944 – Bourg Léopold (4.20)

32 Lancasters from 408 and 419 Squadrons were joined by 117 Halifaxes from 420, 424, 425, 426, 427, 429, and 432 Squadrons in an attack on the military camp at Bourg Leopold. The crews were over the target at between 8,000 and 12,000 feet, releasing 1,191,000 lbs of high explosives.

According to reports, bombing was accurate.

F/O E. Kirk from 425 Squadron was attacked by an enemy aircraft, it was claimed destroyed. P/O L. Brochu landed at Chedburgh on return. P/O L. Terroux landed at Desborough on return. W/O2 J. Jean, F/Sgt J. Gaudry, W/Cdr L. Lecomte, P/O C. Jones, and P/O P. Hache landed at Barford St. John on return. W/O2 V. Vincent tried to land at Shipdham due to a fuel shortage. They overshot 4 times in poor visibility and crash-landed. The crew was not injured.

9 June 1944 – Le Mans (5.50)

76 Halifaxes from 420, 424, 425, 426, 431, 432, and 434 squadrons were joined by 24 Lancasters from 408 and 419 squadrons in attacking the airfield at Le Mans. The crews were over the target from between 1,000 and 7,000 feet releasing 838,000 lbs of high explosives. According to reports this attack was successful and the airfield was well hit.

Sgt. T. Barton of 425 squadron was hit by flak and attacked by a JU-88. There was no damage or claim on the fighter and flak damage wasn't serious.

10 June 1944 – Versailles (5.25)

100 Halifaxes from 420, 424, 425, 427, 429, 431, 432, 433, and 434 squadrons were joined by 10 Lancasters from 419 squadron on an attack of the rail yards at Versailles. The crews were over the target from between 6,000 and 8,000 feet releasing 788,000 lbs of high explosives. The rail yards were well hit.

P/O L. Brochu from 425 squadron was hit by flak, was not serious. P/O P. Hache was attacked by a twin engine enemy aircraft, there was no claim or damage.

14 June 1944 – St.Pol (3.50)

37 Lancasters from 408, 419, and 428 squadrons were joined by 155 Halifaxes from 420, 424, 425, 426, 427, 429, 431, 432, 433, and 434 squadrons on an attack of the rail yards at St. Pol and Cambrai. The crews were over the target at between 6,000 and 13,000 feet, releasing 1,518,000 lbs of high explosives. According to reports, there was some haze and cloud over the targets and bombing was scattered.

P/O L. Terroux from 425 squadron was attacked by a JU-88, there was no claim or damage.

15 June 1944 – Boulogne (3.30)

130 Halifaxes from 420, 424, 425, 426, 427, 429, 431, 432, 433, and 434 squadrons were joined by 32 Lancasters from 408, 419, and 428 squadrons on an attack of the dock and harbour area of Boulogne. Crews were over the target at between 9,000 and 17,000 feet, releasing 1,623,000 lbs of high explosives.

S/Ldr. J. Lecomte of 425 squadron was hit by flak, was not serious. F/Sgt. J. Landry was hit by flak, stbd outer u/s and holes in the fuel tanks. They landed safely at base on 3 engines. F/Sgt. J. Irvine had the stbd outer go u/s on return. They landed safely at base on 3 engines. F/O E. Kirk, RCAF (Evd), and crew failed to return from this operation.

+Sgt. C. Adams, RAF
F/O H. Facey, RCAF–POW
F/O D. Stubbs, RCAF–POW
F/O F. Hagen, RCAF–Evd
+P/O D. McEvoy, RCAF
F/Sgt. J. Furneaux, RCAF–Evd
P/O O. Collins, RCAF–Evd
2 of the crew were killed, 2 were POWs and 4 evaded capture.

16 June 1944 – Sautrecourt (3.55)

While part of the group went to Sterkrade, 101 Halifaxes from 420, 424, 425, 427, 429, and 433 squadrons were ordered to attack a V-1 site in the Pas de Calais area called Sautrecourt. The crews were over the target between 14,000 and 17,000 feet, releasing 760,000 lbs of high explosives. According to reports, the target was well hit.

F/O W. Dennett from 425 squadron was attacked by 2 ME-110s. There was no claim or damage. + F/O H. Romuld was returning from this operation when he was fired upon by another Halifax. Gun fire came through the windscreen fatally wounding the pilot. The bomb aimer took over the controls and safely landed at Woodbridge.

21 June 1944 – St. Martin (4.10)

66 Halifaxes from 420, 425, 426, and 432 squadrons were joined by 39 Lancasters from 408, 419 and 428 squadron on an attack on a V-1 site at St.Martin L'Hortier. The crews were over the target at between 15,000 and 17,000 feet, releasing 830,000 lbs of high explosives. The target was cloud covered at the time of the attack.

23 June 1944 – Bientques (4.20)

65 Halifaxes from 420, 425, 426, and 432 squadrons were joined by 39 Lancasters from 408, 419, and 428 squadrons on an attack of a V-1 site at Bientques. The crews were over the target at between 10,000 and 14,000 feet, releasing 865,000 lbs of high explosives. According to reports, the target was well hit.

W/O2 J. Ryan from 425 squadron returned early as they were unable to raise the undercarriage. F/O H. Gregson had the port inner go u/s outbound. Crew bombed and returned safely to base on 3 engines.

27 June 1944 – Forêt d'Eary (4.05)

41 Lancasters from 408, 419, and 428 squadrons were joined by 169 Halifaxes from 420, 424, 425, 426, 427, 429, 431, 432, 433, and 434 squadrons on attack of 2 V-1 sites at Wizernes and Forêt D'Eary in the Pas de Calais area. The crews were over the targets at between 12,000 and 14,000 feet, releasing 1,513,000 lbs of high explosives. According to reports, all attacks were successful.

Sgt M. Lavoie from 425 squadron, flying Halifax III MZ-683 coded KW-A, was returning from Forêt D'Eary on 3 engines. On landing, the Halifax swung and crashed into LW-680 KW-U, which was loaded with bombs and MZ-618 KW-J, which had just returned from Forêt D'Eary. All aircraft caught fire. Aircrew and ground crew worked hard at extricating trapped crewmembers amid fires and huge explosions. All crewmembers were rescued with injuries, some serious. Air Commodore A. Ross was seriously injured in these explosions helping with the rescue of the trapped airmen, his arm was severed below the elbow. Lac MacKenzie and Lac Wolfe were also injured during this rescue. A/C A. Ross received the George Cross, F/Sgt J. St. Germain and Cpl M. Marguet the George Medal, Lac M. MacKenzie and Lac R. Wolfe a BEM, for acts of bravery during this trying time.

1 July 1944 – Biennais (4.10)

11 Halifaxes from 420, 425, 426, 431, 432, and 434 were ordered on an operation to the V-1 launching site at Biennais. The crews were over the target at between 12,000 and 14,000 feet, releasing 797,000 lbs of high explosives. According to reports, the target was cloud covered.

3 July 1944 – Biennais (3.55)

99 Halifaxes from 420, 425, 426, 431, 432, and 434 squadrons were ordered on an attack of a V-1 site at Biennais. The crews were over the target at between 12,000 and 13,500 feet, releasing 786,000 lbs of high explosives. According to reports, the sky was clear and this site was accurately bombed.

Note the date has to be validated because 4 July is mentioned in the Website Bomber Group 6.

6 July 1944 – Coquereaux (4.25)

12 Lancasters from 408 squadron were joined by 48 Halifaxes from 420, 425, 426, and 432 squadron on an attack of the V-1 site at Coquereaux. The crews were over the target at between 12,000 and 13,000 feet, releasing 389,000 lbs of high explosives. According to reports, the target was clear and accurate bombing took place.

15 July 1944 – Nucourt (4.10)

27 Lancasters from 408 and 419 squadrons were joined by 64 Halifaxes from 420, 425, 426, and 432 squadron on an attack of the Nucourt V-1 storage site and the launching site at Bois des Jardines. The crews were over the targets at between 6,000 and 12,000 feet, releasing 1,023,000 lbs of high explosives. According to reports, both targets were accurately bombed.

F/O N. Streight and crew from 425 Squadron flying Halifax III LW-381 coded KW-B was attacked by a single engine enemy aircraft, which fired 2 rockets, there was no claim or damage.

17 July 1944 – Caen A.1 (4.05)

42 Lancasters from 408, 419, and 428 were joined by 155 Halifaxes from 420, 424, 425, 426, 427, 429, 431, 432, 433, and 434 squadrons on a number of attacks in the Caen and Mondeville areas. These attacks were made at dawn in direct support of the army. All the crews were over the targets from between 7,000 to 9,000 feet, unloading 1,750,000 lbs of ordinance. The German troops on the ground were hit hard and this was one of the best bombing raids that supported the army. A total of 6,800 tons of ordinance was dropped.

Note the date has to be validated because 18 July is mentioned in the Website Bomber Group 6.

18 July 1944 – Wesseling (5.20)

42 Lancasters from 408, 419, and 428 squadrons were joined by 111 Halifaxes from 420, 424, 425, 426, 427, 429, 432, and 433 squadrons in an attack on the oil plant Wesseling. The crews were over the target at between 11,000 and 14,000 feet, releasing 1,286,000 lbs of high explosives. According to reports, the weather was clear and severe damage was done to this facility.

P/O V. Lacaille from 425 squadron returned early as the stbd outer caught fire after takeoff. They returned safely to base on 3 engines. + F/O A. Taillon RCAF and crew, flying Halifax III LW-672 coded KW-N, failed to return from this operation.

+F/Sgt. W. Cameron RCAF

+Sgt. P. Kinnear RAF

+P/O J. Dufour RCAF

Sgt. J. Arsenault RCAF–POW

+P/O W. Watson RCAF

+P/O J. Giroux RCAF

+P/O N. Boucher RCAF

7 crew members were killed and one was a POW.

3 August 1944 – Forêt de Nieppe (4.15)

210 Halifaxes from 408, 425, 420, 424, 425, 426, 427, 429, 431, 432, 433, and 434 squadrons were joined by 51 Lancasters from 408, 419 and 428 squadrons on an attack of two V-1 storage sites at Forêt de Nieppe and Bois de Cassan. The crews were over these targets at between 14,000 and 16,000 feet, releasing 2,266,000 lbs. of high explosives. According to reports, the weather was clear and severe damage was caused.

4 August 1944 – Bois de Cassan (4.55)

159 Halifaxes from 408, 415, 420, 424, 425, 426, 427, 429, 431, 432, 433, and 434 were joined by 42 Lancasters from 408, 419 and 428 squadrons on an attack on the V-1 storage site at Bois De Cassan. The crews were over the target at between 13,000 and 16,000 feet, releasing 1,856,000 lbs of high explosives. According to reports, the target was damaged.

5 August 1944 – St. Leu d'Esserent (5.05)

172 Halifaxes from 408, 415, 420, 424, 425, 426, 427, 429, 431, 432, 433, and 434 squadrons were joined by 52 Lancasters from 408, 419 and 428 squadrons on an attack of a V-1 storage site at St. Leu D'Esserent. The crews were over the target at between 14,000 and 17,000 feet, releasing 2,553,000 lbs of high explosives. According to reports, bombing was good and damage was caused.

S/Ldr G. Philbin RCAF–Evd and crew from 425 squadron, flying Halifax III LL-594 coded KW-U, failed to return from this operation.

+F/Sgt W. Gracie RCAF

+P/O R. Reed RCAF

+P/O T. Lee RCAF

+F/O L. Stamp RAF

Sgt C. Hilliard RCAF–POW

+F/O G. Beresford RAF

+W/O B. Clark RAF

1 crew member evaded, 1 was a POW and 6 were killed after they were shot down by flak.

7 August 1944 – La Hogue (4.15)

182 Halifaxes from 408, 415, 420, 424, 425, 426, 427, 429, 431, 432, 433, and 434 squadrons were joined by 40 Lancasters from 408, 419, and 428 squadrons on an attack of German positions around Caen. The crews were over the target at between 8,000 and 10,000 feet, releasing 1,457,000 lbs of high explosives. According to reports, roads and the strong points were well cratered.

F/O H. Gregson from 425 squadron returned early as the stbd inner was u/s. They landed safely at base on 3 engines. All other crews did not bomb on the master bomber's orders.

Note:

The target has to be validated because Caen is mentioned in the Website Bomber Group 6.

9 August 1944 – Forêt de Nieppe (3.55)

104 Halifaxes from 408, 415, 420, 425, 426, and 432 squadrons were joined by 9 Lancasters from 408 squadron, on an attack of a V-1 launching and storage site at Foret de Nieppe in the Pas de Calais area. The crews were over the targets at between 11,000 and 17,000 feet, releasing 1,092,000 lbs of high explosives. According to reports, the weather was good and all sites were accurately bombed.

W/O2 J. Ryan from 425 Squadron returned early, one engine was u/s after take off. They proceeded on to the target and the second engine threw the propeller. They landed safely at Manston on 2 engines. F/O N. Streight and crew, flying Halifax III LW-381 coded KW-B, was attacked by an ME-109, there was no claim or damage.

16 August 1944 – Kiel (5.30)

144 Halifaxes from 408, 415, 420, 424, 425, 426, 427, 429, 431, 432, and 434 squadrons were ordered to attack the port city of Kiel. The crews were over the target at between 16,000 and 20,000 feet, releasing 310,000 lbs of high explosives and 545,000 lbs of incendiaries. According to reports the dock area and ship-building firms were damaged.

6 October 1944 – Dortmund (5.55)

248 Halifaxes from 408, 415, 420, 424, 425, 426, 427, 429, 431, 432, 433, and 434 squadrons were joined by 45 Lancasters from 419 and 428 squadrons on an attack at Dortmund. This was the greatest effort that the 6 group would send out during the war. The crews were over the target between 17,000 and 20,500 feet releasing 1,510,000 lbs of high explosives and 383,000 lbs of incendiaries. According to reports, bombing was accurate and the transportation and industrial sections were well hit.

P/O A. Martel from 425 Squadron returned early due to the stbd inner going u/s. Landed at base on 3 engines. F/O G. Lareau returned early as they were unable to raise the undercarriage. F/O T. MacKinnon and crewn flying Halifax III LW-381 coded KW-B were attacked by an ME-110, some strikes were seen and it was claimed damaged.

RCAF 420 Squadron



On 24th November 1944, S/L W.G. Phelan, J/24789, was promoted Wing Commander to 420 Squadron.



His crew followed him at 420 Squadron.

N.A. 178	"R"	
J27718	W/O Phelan	W.G. CAPT(30)
J23370	F/O Badcock	S.A. A/B
J27416	F/O Jacobs	S.H. Nav
J89629	P/O Burgess	E.R. WOP
J88778	P/O Brierly	W. MUXG
J88745	P/O Pontana	D.J. AG
RAF184774	P/O Bayne	G.W. F/E

Battle Order for the 6th of January 1945

Wing Commander Phelan did not fly operations in November nor in December 1944.

Details for operations flown by 420 Squadron in November and December 1944 (taken from Bomber Group 6 Website)

November 27/28, 1944

173 Halifaxes from 408, 415, 420, 424, 425, 426, 427, 429, 432, 433, and 434 Squadrons were joined by 53 Lancasters from 419, 428, and 431 Squadrons on an attack at Neuss. The crews were over the target at between 16,000 and 19,000 feet, releasing 1,880,000 lbs of high explosives and 240,000 lbs of incendiaries. According to reports there was widespread damage with many industrial places damaged.

F/O M. Stock from 420 Squadron had both bomb doors bent by a 1000 lb bomb which fell through, they landed at Waddington on return due to poor weather at base. F/O J. Cox landed at Waddington on return due to poor weather at base. F/O W. Shotton, F/O G. Haslop, F/O M. Davidson, P/O R. MacMillan, F/O H. Asher, F/Lt D. Buchanan, F/O J. A. Sefton, F/Lt H. Ledingham, S/Ldr A. Plummer, P/O D. McLellan, F/O E. McKeown, F/O R. Field, F/O S. Young, and F/O E. Watson landed at Seething on return due to poor weather at base.

November 30/December 1, 1944

172 Halifaxes from 408, 415, 420, 424, 425, 426, 427, 429, 432, 433, and 434 were joined by 52 Lancasters from 419, 428, and 431 squadrons on an attack at Duisberg. The crews were over the target at between 17,000 and 20,000 feet, releasing 1,869,000 lbs of high explosives and 169,000 lbs of incendiaries. According to reports the target was cloud covered and the attack was scattered.

S/Ldr. A. Plummer from 420 squadron returned early as the stbd inner was u/s. They landed safely at base on 3 engines. F/O J. A. Sefton had the stbd inner go u/s over the target. The landed safely at base on 3 engines. All crews landed at Middleton St. George or Croft on return.

December 2/3, 1944

131 Halifaxes from 408, 415, 420, 424, 425, 426, 427, 429, 432, 433, and 434 squadrons were joined by 48 Lancasters from 419, 428 and 431 squadrons on an attack at Hagen. The crews were over the target at between 16,000 and 18,000 feet, releasing 1,424,000 lbs of high explosives and 262,000 lbs of incendiaries. According to reports, bombing was accurate with severe damage being caused. A factory making batteries for U-Boats was completely destroyed. All crews commented on the severe icing to and from the target on this night.

F/Lt L. Brand from 420 squadron landed at Linton on Ouse on return.

December 4/5, 1944

144 Halifaxes from 408, 415, 420, 424, 425, 426, 427, 429, 432, and 433 squadrons were joined by 46 Lancasters from 419, 428 and 431 squadrons on an attack at Karlsruhe. The crews were over the target at between 17,000 and 19,000 feet, releasing 854,000 lbs of high explosives and 678,000 lbs of incendiaries. According to reports, bombing was accurate with severe damage being caused. Among the factories destroyed was the important Durlacher Machine-tool building.

December 5/6, 1944

152 Halifaxes from 408, 415, 420, 424, 425, 426, 427, 429, 432, 433, and 434 squadrons were joined by 42 Lancasters from 419, 428, and 431 squadrons on an attack at Soest. The crews were over the target between 17,000 and 19,000 feet, releasing 1,348,000 lbs of high explosives and 335,000 lbs of incendiaries. According to reports there was severe damage in the northern part of the town that contained the rail yards.

F/O E. Watson from 420 squadron returned early as the hydraulics were u/s.

December 6, 1944

140 Halifaxes from 408, 415, 420, 424, 425, 426, 427, 429, 432, and 433 Squadrons were joined by 59 Lancasters from 419, 428, 431, and 434 Squadrons on an attack at Osnabruck. The crews were over the target at between 16,000 and 21,000 feet, releasing 1,310,000 lbs of high explosives and 193,000 lbs of incendiaries. According to reports, the attack was scattered but the railyards and a munitions factory were damaged.

F/O W. MacDonald from 420 Squadron returned early as they could not raise the undercarriage.

December 18, 1944

188 Halifaxes from 408, 415, 420, 424, 425, 426, 427, 429, 432, 433, and 434 Squadrons were joined by 42 Lancasters from 419, 428, and 431 Squadrons on an attack at Duisberg. The crews were over the target at between 17,000 and 21,000 feet, releasing 1,636,000 lbs of high explosives and 258,000 lbs of incendiaries. According to reports, severe damage was caused.

F/Lt V. Glover from 420 squadron returned early as the throttle linkage on the port outer was broken. F/Lt F. McCarthy did not bomb as they could not get the bomb doors opened. F/Lt H. Ledingham and crew, flying Halifax III NR-123 coded PT-F, were attacked by an unidentified twin engine enemy aircraft, there was no claim or damage. They landed at Bardney on return due to poor weather at base. P/O C. Reid, F/O G. Haslop, P/O R. MacMillan, F/Lt D. Buchanan, F/O S. Young, F/O J. Bonner, F/O J. A. Sefton, F/O R. Field, and S/Ldr V. Motherwell landed at Bardney on return due to poor weather at base. F/O W. MacDonald landed at Winthorpe on return due to poor weather at base. F/O O. Austenson landed at Tholthorpe on return due to poor weather at base.

December 24, 1944

98 Halifaxes from 408, 415, 420, 425, 426, and 432 squadrons were joined by 53 Lancasters from 419, 428, 431 and 434 squadrons on an attack of the Lohausen airfield at Dusseldorf. The crews were over the target at between 14,000 and 18,000 feet, releasing 1,633,000 lbs of high explosives. According to reports, the weather was good and severe damage was caused in a concentrated attack.

F/O E. Watson from 420 Squadron was hit by flak, not serious. They landed at Langham on return due to poor weather at base. S/Ldr V. Motherwell was hit by flak, there were holes in the wings and fuselage. They landed at Langham on return due to poor weather at base. F/O E.

McCutcheon landed at Charterhall on return due to poor weather at base. F/Lt G. Jones, F/O J. Bonner, F/O W. Shotton, F/O E. McKeown, F/Lt D. Buchanan, F/O J. A. Sefton, F/Lt V. Glover, P/O R. MacMillan, F/O M. Davidson, F/O O. Austenson, F/Lt H. Ledingham, F/O H. Asher, and P/O C. Reid landed at Langham on return due to poor weather at base.

December 28, 1944

105 Halifaxes from 408, 415, 420, 424, 425, 426, 427, 429, 432, and 433 squadrons were joined by 45 Lancasters from 419, 428, 431 and 434 squadrons on an attack of the rail yards at Opladen. The crews were over the target at between 17,000 and 21,000 feet, releasing 1,469,000 lbs of high explosives.

December 29/30, 1944

48 Lancasters from 419, 428, 431, and 434 squadrons were ordered to attack the oil refinery at Scholven/Buer. The crews were over the target at between 17,000 and 20,000 feet, releasing 540,000 lb of high explosives. According to reports, the target was cloud covered but the refinery was seriously damaged along with serious damage to the Hugo coal mines.

149 Halifaxes from 408, 415, 420, 424, 425, 426, 427, 429, 432, and 433 squadrons were ordered to attack the rail yards at Troisdorf. The crews were over the target at between 17,000 and 20,500 feet, releasing 1,168,000 lbs of high explosives. According to reports, much of the bombing missed the target.

P/O R. MacMillan from 420 squadron had the hydraulics go u/s on return.

December 30/31, 1944

151 Halifaxes from 408, 415, 420, 424, 425, 426, 427, 429, 432, and 433 squadrons were joined by 49 Lancasters from 419, 428, 431, and 434 squadrons on an attack of the Kalk rail yards at Cologne. The crews were over the target at between 16,000 and 20,000 feet, releasing 1,768,000 lbs of high explosives and 134,000 lbs of incendiaries. According to reports the rail yards were severely damaged and 2 ammunition trains blew up.

P/O R. MacMillan from 420 squadron landed at Woodbridge on return. F/Lt. L. Brand and crew noticed many aircraft flying to the target with their navigation lights on.

Wing Commander Phelan flew only two sorties with 420 Squadron.

January 6/7, 1945

6.1.45	Halifax III N.A.178 "F"	(8)	J27718 W/C PHELAN, W.G.	Bombing	1500	2205	Target: HANAU. Bomb Load: Same as in aircraft N.A.192 - "G". There was 10/18ths strato. cu. cloud, with tops at 23,000 ft. Visibility was poor. Target identified by means of T.L.R. and nightglare - Red Green stars. Primary attacked at 1900 hrs. from 19,000 ft. Heading: 135 degrees true. I.A.S. 165 m.p.h. Bombed on only skymarker visible. Red glow seen below cloud which may have been T.L.'s but no other assessment possible. Pilot reports raid appeared scattered and target poorly marked. The strata was not concentrated. The camera did not operate.	39
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132 Halifaxes from 408, 415, 420, 424, 425, 426, 427, 429, 432, and 433 squadrons were joined by 57 Lancasters from 419, 428, 431, and 434 squadrons on an attack at Hanau. The crews were over the target at between 18,000 to 20,000 feet, releasing 522,000 lbs of high explosives and 954,000 lbs of incendiaries. This attack was aimed at the important rail junction. This area was seriously damaged as well as a large portion of the built up area.

January 13/14, 1945

13.1.45	Halifax III N.A.190 "F"	(8)	J27718 W/C PHELAN, W.G. DFC.	Bombing	1510	2305	Target: SAARBRUCKEN. Bomb Load: 3 x 500 G.P. (HR), 5 x 500 G.P. (USA), 8 x 250 G.P. (HR). The weather was clear, and visibility good. Target identified by means of T.L. Red and Green, also River. Primary attacked at 1916.6 hrs. from 18,500 ft. Heading: 110 degrees true. I.A.S. 160 m.p.h. Wind Setting: 115/30 Ind. Bombed on T.L.R. - Bomb-aimer reports attack appeared like a good effort. One explosion noted at 1922 hrs. Pilot reports R.F.F. very good, and plenty of them.	59
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130 Halifaxes from 408, 415, 420, 424, 425, 426, 427, 429, 432, and 433 squadrons were ordered on an attack on the rail yards at Saarbrucken. The crews were over the target at between 17,000 and 20,000 feet, releasing 892,000 lbs of high explosives. According to reports, bombing was accurate and severe damage was caused.

F/Lt. E. Watson from 420 squadron was attacked by a twin engine enemy aircraft. There was no claim or damage.

On January 25th Wing Commander Phelan leaves his command to S/L F.S. McCarthy on the left.



Tholthorpe, Yorks.	25th Jan.	Due to poor weather conditions there was no flying training and operations were not called for. Pilots received a lecture in the morning from S/L McKee on flying control and S.B.A. G.12578. S/L McCarthy F.S. appointed acting Squadron Commander vice J.27718, <u>W/O Phelan W.G. DFC</u> who proceeded on 9 days leave to-day.
	26th Jan.	In the morning due to poor visibility there was no flying training, and no operations were called for. In the afternoon six aircraft carried out training cross country exercises. There was nothing further of importance.

On the 28th Wing Commander Phelan is screened and S/L F.S. McCarthy is appointed as Commanding Officer.

28th Jan.	Operations were called for today, and 14 aircraft were detailed to attack "SPUTNIK". Two aircraft made abortive sorties. F/L Shotton swung off the runway on take-off, ending up on the taxi-track and was too badly shaken up to take off again. F/B Bishop returned early with the port outer engine I/S, which would have made his late on target. All other A/C successfully attacked the primary target. All A/C were diverted, the majority landing at an American Base in Cheltenham. <u>J.27718, W/C W.G. Phelan, Commanding Officer of the Squadron was screened today, and C.12578, S/L F.S. McCarthy appointed as Commanding Officer.</u>
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R.C.A.F. OPERATIONAL BADGE-DECLARATION BY C.O.

420/53-2
346/45

R.C.A.F. OPERATIONAL BADGE-
DECLARATION BY C. O.

No. J.27718 Rank W/C Name W.G. Phelan

Squadron 420 Type BOMBER

No. of sorties 32 No. of Flying hours 146.50

Period--from 8.5.44 to 13.1.45

(State accumulated hours completed in another command or squadron, if applicable).

I hereby declare that the above named has completed an operational tour and is therefore eligible for the R.C.A.F. Operational Badge.

Date 3.2.45 Signature of C.O. F.L. McCarthy

Date 16.2.45 Confirmed F.L. McCarthy
A.O.C.-in-C, Royal Canadian Air Force Overseas.

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Wing Commander F.L. McCarthy signed the declaration on February 3, 1945.

W.G. Phelan, J.27718, Wing Commander, Squadron 420, flew 32 sorties from 8 May 1944 to 13 January 1945 (30 sorties with 425 Squadron and 2 with 420 Squadron).