



**RCAF
in
St. Catharines**

by

Gene M. Labiuk

**A postal history and a military historical account
of the RCAF in St. Catharines involving the following:**

St. Catharines Flying Club (S.C.F.C.)

St. Catharines Flying Training School (S.C.F.T.S.)

No. 9 Elementary Flight Training School (E.F.T.S.)

No. 4 Wireless School Flying Squadron (W.S.F.S.)

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PREFACE

At the outbreak of World War Two, it became apparent to the British Government that they would be unable to train pilots and air crew in the United Kingdom. The British turned to the Commonwealth Nations to assist them in the training of these air personnel, a big asset in turning the tide of war to the allied cause. Training schools were opened throughout the Commonwealth with Canada having the largest number of training schools. In Canada this training process became known as the British Commonwealth Air Training Plan (BCATP) and involved the training of Canadians, Australians, New Zealanders, and Americans as well as personnel from overrun European countries.

Training schools were formed in the cities as well as many small towns throughout Canada that had flying clubs. These flying clubs were the backbone of the BCATP as they had the facilities, the trained pilots and the mechanical staff to service the planes.

A lot of information is known about the BCATP, but very little has appeared in print regarding a town or city and the contribution of its citizens to this vast story of keeping the United Kingdom alive so the allies could win the war.

This manuscript deals with the St. Catharines Flying Club and the city of St. Catharines and their citizens in the formation of No. 9 Elementary Flying Training School, and later the No. 4 Wireless School Flying Squadron.

Introduction

This is the story of the formation of the training facilities of the RCAF (Royal Canadian Air Force) in St. Catharines, Ontario, from the early training of pilots for the RCAF by the St. Catharines Flying Club through the opening of No. 9 Elementary Flying Training School until its closing and the introduction of No. 4 Wireless School Flying Squadron.

[Ed note: When *The St. Catharines Standard* was moving to the digital age of photography, they donated all their negatives in their possession to the St. Catharines Museum and Archives; these have been scanned and are now available to researchers. The quality is far superior than reproducing from the newspapers themselves. Where possible I have used these original photos and provided the headings and captions, rather than using the newspaper stories and photos from the microfilm reels.]

... “On September 3, 1939, the day England declared war, Mr. Seymour recalled that the Canadian Flying Clubs Association at the request of the Dominion Government commenced elementary training of pilots for the RCAF through 22 Canadian clubs and this continued until June 24 when the first elementary flying training schools under the Commonwealth Plan were opened.” – *The St. Catharines Standard*, November 18, 1940.

British Commonwealth Air Training Plan (BCATP)

With the United Kingdom declaring war on Germany on September 3, 1939, a need arose for the training of air personnel from the United Kingdom and the British Commonwealth Countries. The Empire Air Training Scheme (EATS) was established in 1939 and was renamed the British Commonwealth Air Training Plan (BCATP). The thought of training air personnel in the U.K. was quickly turned down because of the activity of the German Luftwaffe bombing raids. Canada was the most practical and the safest place from the Luftwaffe and closer to the U.K. than Australia or New Zealand. On December 17, 1939, the final agreement was signed by Canada, Australia, the United Kingdom and New Zealand. Although Canada was the primary Commonwealth training nation for air force personnel, small training facilities existed in Bermuda (Bermuda Flying School), Southern Rhodesia (Rhodesian Air Training Group), South Africa (Joint Air Training Scheme), Australia (Empire Air Training Scheme) and New Zealand. The British Defence Ministry also had arrangements to train pilots in the United States (British Flying Training Schools, seven schools).

Figure 1 shows a photo of the participants at the BCATP conference that was held in Ottawa on November 23, 1939, with dignitaries and air military staff from Canada, United Kingdom, Australia and New Zealand.¹



Figure 1. Photo of the participants at the BCATP conference at Ottawa on November 23, 1939. – *Photo National Film Board of Canada, Library and Archives Canada, E011198224*

After completion of the various training programs, Canada had graduated approximately 73,000 men into the Royal Canadian Air Force, Australia approximately 9,600 into the Royal Australian Air Force, New Zealand approximately 7,000 into the Royal New Zealand Air Force and the Royal Air Force graduated approximately 42,100 of which 800 were Belgian and Dutch, Czechs 900, Free French 900, Norwegians 677 and Polish 448. The Naval Fleet Arm received approximately 5,300 graduates.

St. Catharines Flying Club (S.C.F.C.)

The St. Catharines Flying Club is one of the oldest flying clubs in Canada. It was formed in 1928 and received its charter in May 1928, Figure 2. Originally, the Flying Club was situated at Homer, Ontario in the present day area of the Queen Elizabeth Highway and the Welland Canal. After an increase of funds was spent on the flying field, the land proved unsatisfactory and in 1935 its licence to operate was cancelled by the Department of Transport at Ottawa. With the assistance of the City Council of St. Catharines, 66 acres of land were leased from Mr. W. Welstead on the north side of the Niagara Side Road, which was later to become the center of the Air Force operations.

The S.C.F.C. received their first aircraft, a De Havilland Moth, on June 15, 1929 as described in Figure 3. At the end of the second paragraph of the story it is mentioned that papers were carried on the flight over St. Catharines and were dropped from the plane, Figure 4 shows an example of this paper (leaflet) to inform the public of the arrival of the S.C.F.C.'s first airplane.



Figure 2. Newspaper story detailing information that the St. Catharines Flying Club has been granted a charter, making them an incorporated organization so it can now apply to the federal government for flying machines. – *The St. Catharines Standard*, May 15, 1928

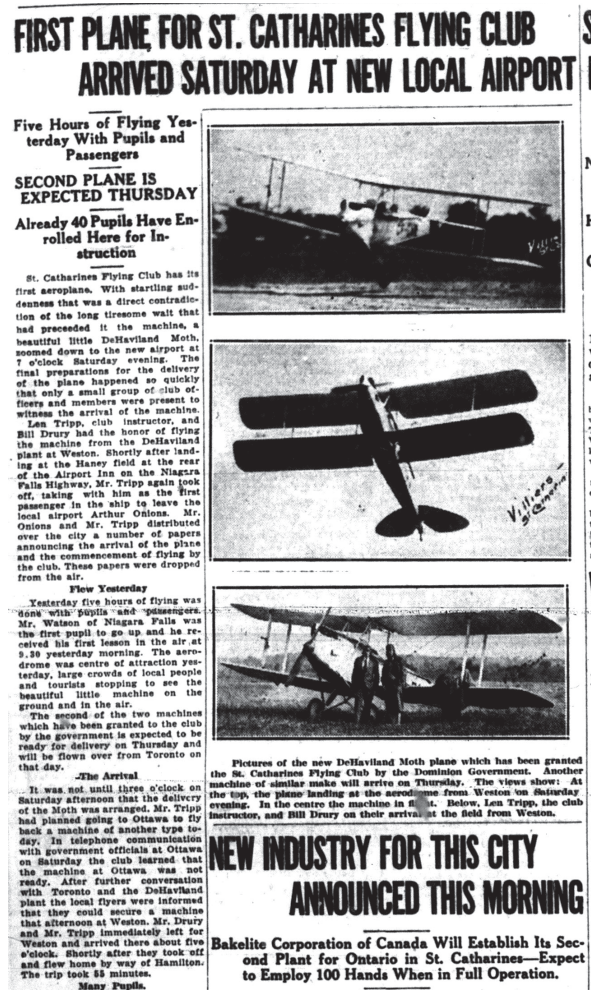


Figure 3. Newspaper story outlining the arrival of the first airplane given to the S.C.F.C. – *The St. Catharines Standard*, June 17, 1929.

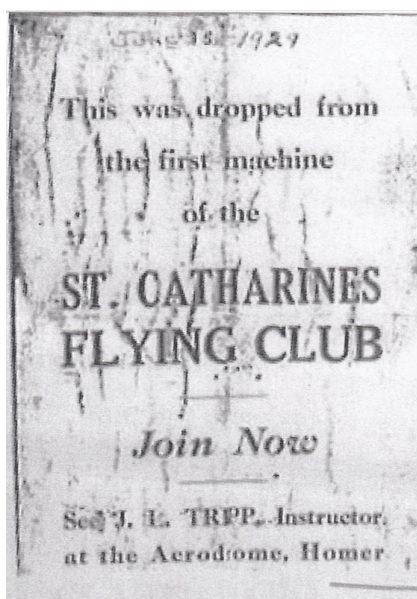


Figure 4. Copy of the paper/leaflet which was dropped over St. Catharines on June 15, 1929. Details of this is described at the end of the second paragraph of the above newspaper story. – *courtesy St. Catharines Flying Club, History.*

In 1939, the city of St. Catharines purchased the Flying Club Airport for \$8,000 and turned it over to the Crown for one dollar on the premise that the Department of National Defence (DND) would establish a flying training school here. The city retained a strip of land that contained the Flying Club hangar and a new hangar was also erected by the city for the club. With DND establishing a Flying School, they were able to increase the total acreage to 234 acres. With the declaration of war in September of 1939, the S.C.F.C. began training pilots for the RCAF and the RAF well before the formation of the British Commonwealth Air Training Plan. Figure 5 depicts a photo of an instructor with five trainees of the RCAF, while Figure 6 illustrates pilots being trained for service in the RAF.



Figure 5. Newspaper photo of pilots being trained by the S.C.F.C. for the RCAF. – *The St. Catharines Standard*, October 18, 1939; *photo courtesy St. Catharines Archives*



Figure 6. Newspaper photo of pilots being trained by the S.C.F.C. for the RAF. – *The St. Catharines Standard*, January 27, 1940, photo courtesy St. Catharines Archives

The S.C.F.C. which had been working with the RCAF and RAF in training pilots prior to the establishment of the BCATP was also working with ground forces in the Niagara Peninsula. The *St. Catharines Standard* issue of September 23, 1940 printed two photos in the paper of bombing the 2nd-10th Dragoons in a training exercise, Figure 7.

Canadian WWII war hero Leonard J. Birchall had his first flight in an aircraft at the St. Catharines Flying Club. His father was a charter member of the club and Leonard had stated that he wanted to fly, so his father arranged for a pilot to take him up and do everything in the air to encourage or discourage him. Upon landing, when he was asked “what he thought of it”, Leonard’s reply was, “I’m sure now that I want to fly”. Birchall was born and raised in St. Catharines and when he completed his schooling there he attended the Royal Military College in Kingston, from

Dragoons Bombed to Smithereens Yesterday



ST. CATHARINES Flying Club planes yesterday dropped "bombs" of flour on "A" squadron of the 2nd-10th Dragoons, N.P. A.M., in manoeuvres near Effingham. The squadron was almost "wiped out" by the aerial attack. Left, Capt. F.D. Marsh and a small detachment, hiding, from the attack in the shade of trees, watch one of the planes diving to the attack. Right picture shows Capt. Marsh examining one of the small bags of flour which dropped about eight yards from his camouflaged "armoured" car. Also in the picture are John Robertson, 8, left, and Jimmy Marsh, son of Capt. Marsh, who are two enthusiastic participants of the Company's activities. Lance-Corp. Stanley Wilmot is at right"

Figure 7. Photos of 2nd-10th Dragoons being bombed in a training exercise. – *The St. Catharines Standard*, September 23, 1940, photo courtesy St. Catharines Archives

1933 to 1937, and then joined the RCAF as a pilot officer. In 1940 he was appointed as a squadron leader. He was a navigation and mathematics instructor for the BCATP at No. 1 Air Navigational School (A.N.S.) Rivers, Manitoba, later moving to Winnipeg, Montreal, and back to Winnipeg. On April 4, 1942 Birchall along with his 413 squadron were on patrol in the Indian Ocean for an intel report of some Japanese activity. Towards the end of their mission they decided to take one more pass and spotted black dots on the horizon, which they decided to check out and discovered it was a Japanese invasion fleet consisting of five carriers, battle ships, destroyers, cruises and troopships, all of which were on their way to Ceylon. His crew were able to get one radio message to Columbo, Ceylon alerting them to the attack fleet before they were shot down. Of the nine crew on board, six survived and spent the rest of the war in prisoner of war camps in Japan. With the



Figure 8. Photo of some of the officers and airmen of 413 Squadron in Ceylon. – *courtesy LAC, reel 14039, Vol 16, Scrapbook 1942-1943, May 2016*

radio message, the British were able to get usable ships out of harbour to an atoll west of Ceylon, prepare anti-aircraft defences and have their planes ready to intercept. The British did take losses, but so did the Japanese and this thwarted the invasion of Ceylon. If the Japanese were not detected it is believed this would have been a second Pearl Harbour. For this effort Birchall was referred to as “The Saviour of Ceylon”. Figure 8 is a photo which depicts some officers and airmen of 413 Squadron in Ceylon.

St. Catharines Flying Training School Limited (S.C.F.T.S.)

The S.C.F.C. along with other flying clubs across Canada had to register themselves as a separate corporate identity from their flying club so they could instruct students for the RCAF and RAF. This registering removed any liability to the flying clubs in the event of any unfortunate events. Figure 9 shows the first page of an agreement between His Majesty and the St. Catharines Flying Training School Limited, which states that the S.C.F.T.S. will be compensated for expenses prior to the start of training as well as training and administration costs after the start of the No. 9 Elementary Flying Training School (E.F.T.S.).

THIS IS SCHEDULE II TO THE FOREGOING AGREEMENT BETWEEN
HIS MAJESTY AND ST. CATHARINES FLYING TRAINING SCHOOL LIMITED
DATED 12TH DAY OF SEPTEMBER, 1940.

It is understood and agreed that the foregoing agreement is entered into on the understanding that the School therein referred to shall be an Elementary Flying Training School having approximately forty-eight (48) pupils, and with an intake of approximately twenty-four (24) pupils every four (4) weeks, and His Majesty agrees to remunerate the Company for its services under the said agreement on the following basis, and in accordance with the following provisions:-

- (1) The actual expenses, as proven to the satisfaction of His Majesty, incurred by the Company during the period prior to the date on which the instruction and training of pupils commences, in respect of the cost to the Company of the necessary preparation for the instruction and training of pupils.
- (2) The sum of Fourteen Thousand, One Hundred and Eighty-Five Dollars (\$14,185) in respect of the first period of four weeks after the date of commencement of instruction and training of pupils during which approximately one-half ($\frac{1}{2}$) of the maximum number of pupils are undergoing training and instruction, to cover the cost of the operation of the School by the Company for the said period, except as provided in paragraphs (6), (7) and (8) hereof.
- (3) -----
- (4) The sum of Sixteen Thousand, One Hundred and Eighty-Five Dollars (\$16,185) in respect of each of the four periods of four weeks subsequent to the period mentioned in paragraph (2) hereof, to cover the cost of operation of the School for each said period of four weeks, except as provided in paragraphs (6), (7) and (8) hereof. Thereafter such amount shall continue unchanged in respect of each period of four weeks of each subsequent twenty-four week period, (and similarly after the close of each subsequent twenty-four week period, the amount in effect during such twenty-four week period shall continue unchanged) unless and until a new amount shall become effective. His Majesty shall, not more than four weeks nor less than two weeks, before the start of any twenty-four week period, notify the Company of any proposed change in amount to become effective for such twenty-four week period, and such new amount shall be deemed to be accepted by the Company unless within two weeks after the receipt of such notification the company notifies His Majesty that the new amount is not accepted. In such instance and failing mutual agreement on amount, the said agreement, notwithstanding anything to the contrary therein contained, shall be terminated.
- (5) Notwithstanding anything to the contrary in the preceding paragraphs, any sum paid or payable thereunder shall be subject to adjustment or revision in the manner following:-

Figure 9. Copy of the first page of the agreement between His Majesty and the St. Catharines Flying Training School Limited which starts to outline the costs and remunerations for the administrative and training duties of the S.C.F.T.S. — courtesy Fred Pattison Aviation Collection, St. Catharines Archives.



Figure 10. Envelope of the St. Catharines Flying Club to a member of the RCAF Overseas, who was unable to be found and was returned to the sender, postmarked November 3, 1941. – courtesy Fred Pattison Aviation Collection, St. Catharines Archives

The E.F.T.S. schools across the county were run by local flying clubs who were responsible for the administration and training of the trainee pilots for the RCAF. All other schools within the BCATP were run and operated by the RCAF or the RAF. The schools that were numbered 31+ were run by the RAF; even though these schools were RAF they still had trainees from all over.

Administrative work and the training for No. 9 E.F.T.S were provided by the S.C.F.T.S. The St. Catharines Flying Club supplied all administrative personnel, and club members provided instruction for the trainees and were also responsible for the maintenance and upkeep of the planes, equipment and buildings. RCAF staff were present at No. 9 E.F.T.S., which consisted of officers and airmen. Their main purpose pertained to RCAF matters, relating to the students, equipment, crashes and communication between the civilian administration and RCAF HQ. Figure 10 illustrates a St. Catharines Flying Club cover postmarked St. Catharines, November 3, 1941 to a Sgt. C. F. Marsh, RCAF Overseas, with many military postal markings of the Canadian military, India and Ceylon, with the label on the back indicating “that the address is reported missing on war service.” This letter returned to St. Catharines in 1944. [Ed note: the story regarding Sgt. C. F. Marsh will be told at the end of this essay.]

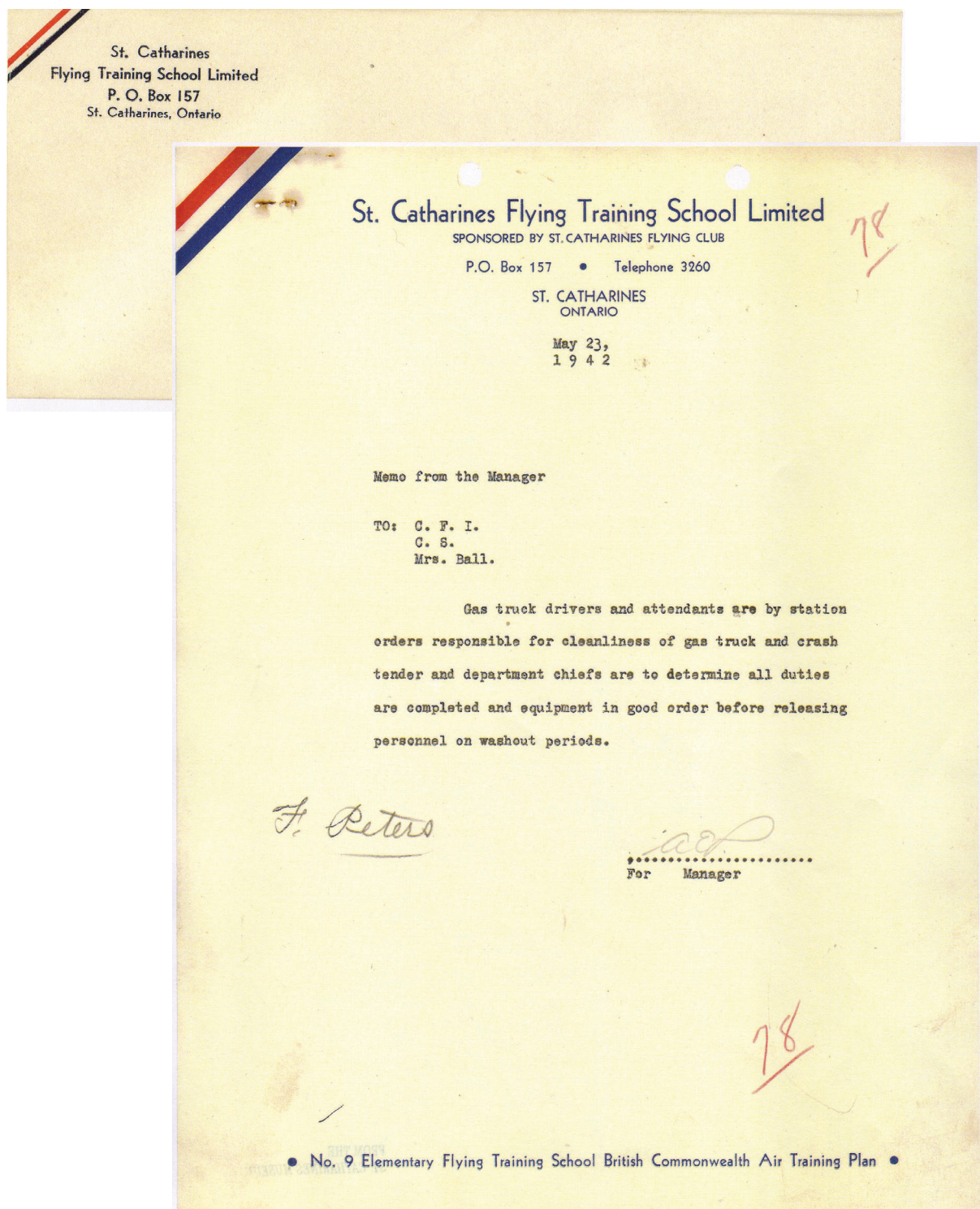


Figure 11. Copies of the S.C.F.T.S. envelope and letterhead. – courtesy Fred Pattison Aviation Collection, St. Catharines Archives

With the formation of the S.C.F.T.S., office stationery had to be changed to the new name as reflected in Figure 11 which displays an unused envelope that now has the name St. Catharines Flying Training School Limited and a letterhead in which the bottom has printed “No. 9 Elementary Flying Training School British Commonwealth Air Training Plan”.

The administrative staff and instructors at these Elementary Flying Training Schools (E.F.T.S.) across Canada were not members of the Royal Canadian Air Force (RCAF), but were civilians hired by the schools for the instruction of the trainees. The flying schools instructors and staff were encouraged to wear uniforms to show "command" to the students. Most schools had a dark-blue pattern and some were charcoal grey. Figure 12 shows the uniform specifications for civilian personnel as established by the Canadian Flying Clubs Association (CFCA).

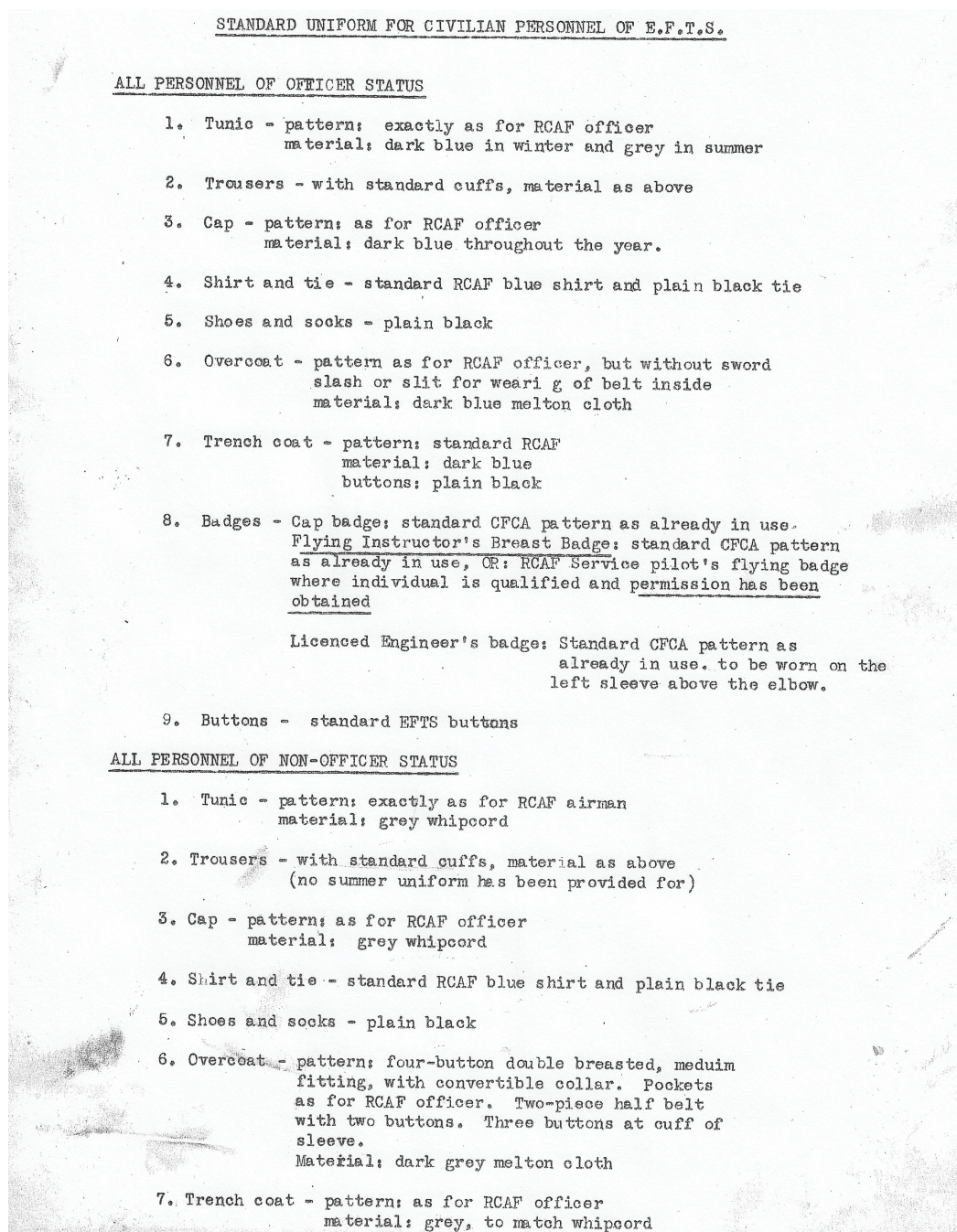


Figure 12. Uniform specification sheet for civilian personnel of the as set by the CFCA. – courtesy Fred Pattison Aviation Collection, St. Catharines Archives

The use of military uniforms and insignias by civilians was illegal, so the CFCA designed standard E.F.T.S. badges so the schools could use these badges on their uniforms and keep some kind of unity throughout the E.F.T.S. across the country as exhibited in Figure 13, or each school could designed their own set of badges.

The S.C.F.T.S. designed their own set of badges for their uniforms and are displayed as Figure 14.

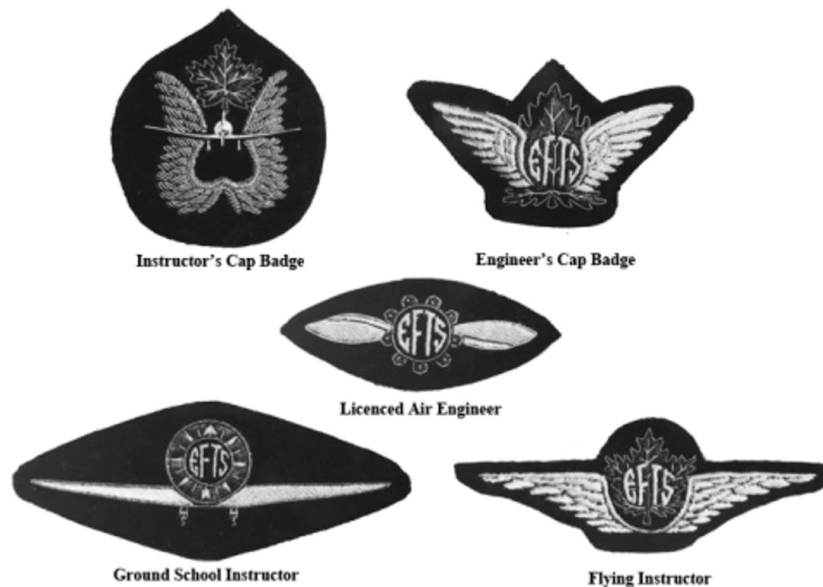


Figure 13. An example of the standard badges as designed by the CFCA for use in the flying school members throughout Canada. – *courtesy milart.blog²*

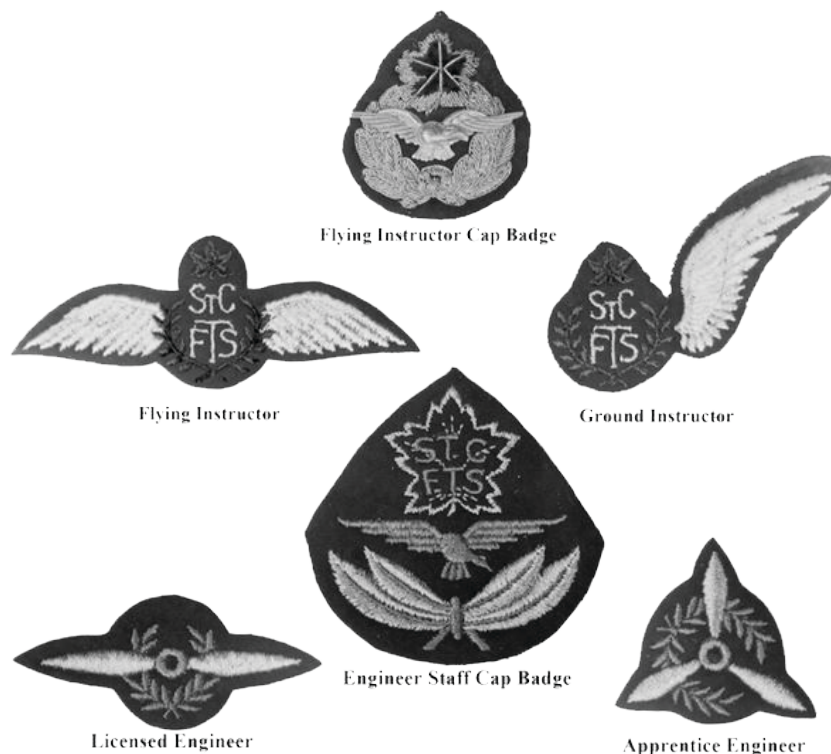


Figure 14. An example of the set of badges as designed by the S.C.F.T.S. for use at No. 9 E.F.T.S. – *courtesy milart.blog²*



Figure 15. June 1941 photo of some of the administrative and instructional staff at the S.C.F.T.S., wearing their insignia and cap badges. – *courtesy milart.blog²*

Figure 15 is a June 1941 photo of some of the administrative and instructional staff at the S.C.F.T.S. wearing their insignia and cap badges. [Ed note: Third from the left is Fred Pattison, manager of the school; he had kept every piece of paper that came into his office as well as carbon copies of every piece of paper which left his office, and all of his documents and photographs have been donated to the St. Catharines Archives, which was an invaluable source for the writing of this manuscript.]

With the large turnover of trainees of the E.F.T.S., Fred Pattison would send out 1 cent reply post cards to the last current address that he had on record, as he had to update his records to post their income tax returns as well as other items. Figure 16 displays the front and back of a reply card originally set to No. 12 E.F.T.S., Goderich, re-directed to No. 25 E.F.T.S. Assiniboia, Saskatchewan, post marked March 27, 1944, the reply portion was post marked Assiniboia, Sask, April 3, 1944.

Figure 17 illustrates the type of pass used by the employees of the S.C.F.T.S. A record of employment card is depicted as Figure 18. Note at the bottom of the card “Left Jan. 23/44”. Figure 19 shows the unemployment form given to the employees when No. 9 E.F.T.S. had closed; the form states the cause to be “School Closing”.



Figure 16. Reply card originally sent from the S.C.F.T.S. (No. 9) to the No. 12 E.F.T.S. at Goderich and then re-directed to the No. 25 E.F.T.S. at Assiniboia, Saskatchewan. Reply card was sent back to the St. Catharines Flying Training School Ltd., postmarked April 3, 1944. – courtesy Fred Pattison Aviation Collection, St. Catharines Archives

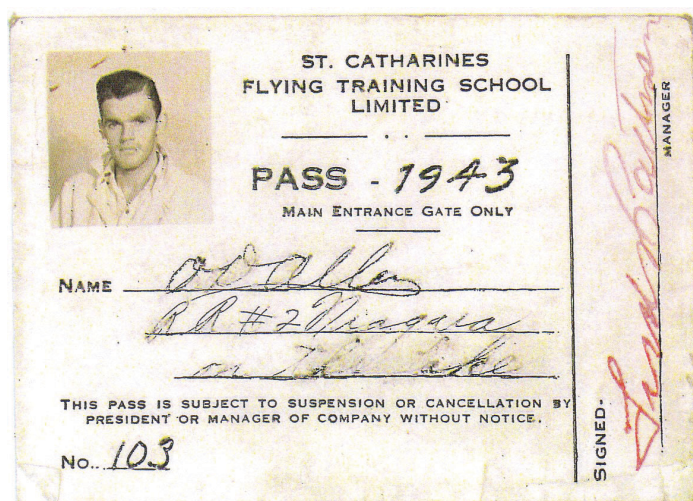


Figure 17. Example of the employee pass used to enter No. 9 E.F.T.S. – courtesy Fred Pattison Aviation Collection, St. Catharines Archives

Allen, Oliver D		Air Engineer		Allen	
R.R. #2, Niagara-on-the-Lake, Ont.		11/4/40	\$28	FSP	
Age 21 years	Date of Birth 28 April 1919	Born in Peterborough, Ont.	6/6/41	\$29	FSP
Religion - Roman Catholic.	Single - 1 Depdt.		6/20/41	\$30	FSP
Education - 1 year High School	Height 5'8" Weight 135 lbs.		14/9/41	31	FSP
Trade or profession - 2 1/2 yrs. Ottawa Flying Club and Peterborough			18/1/42	32	FSP
Fingerprints taken - 1st April 1941	Air Service		7/6/42	33	FSP
Last Employment - Mr. Lucas, Dominion Skyways Training			8/2/42	\$34	
References - Mr. J.O. Noury, Ottawa, Ont.		NOV 10/12/42	\$35	FSP	
Mr. Lucas, Dominion Skyways.			\$36	FSP	
Mr. Sleight, R.R. #1 Weston Ont.		MAY 18 1943	37		
Qualifications - 2 years at the Western Clock Co., Peterboro.		Aug. 29/43	38.80	FSP	
1 1/2 years air service apprentice at Peterboro		Sept. 26/43	\$39.40	FSP	
6 months at #1 Observer School, Malton.		Oct. 10/43	\$40.00	FSP	
Next of kin--Mrs. Robt. Allen, 476 Gilmour St., Peterboro, Ont.		Dec. 5/43	\$41.00	FSP	
Date employed - November 4, 1940. Left Jan. 23/44					

Figure 18. Record of employment card that detailed the employee's information. – courtesy Fred Pattison Aviation Collection, St. Catharines Archives

NAME (10-11200-9-41)		A B C D	
NAME (LAST NAME - NOY DE FAMILLE)	Boles Mrs Phyllis	CHECK (V)	MALE
ADDRESS	R.R. #2, St Catharines Ont	WOMAN	FEMALE
OCCUPATION	Wash Crew	DEPARTMENT - DÉPARTEMENT	Engineering
PAYROLL NO. - NO. DE FEUILLE DE PAIE	CO. PASS NO. - NO. DU LAISSEN-PASSER DE LA CIE	UNEMPLOYMENT NO. - NO. D'ASSURANCE DU S.E.A. 100-9-11-41	7605364
EMPLOYER NAME	St Catharines Flying Training School	TELEPHONE NO. - NO. DE TÉLÉPHONE	3260
ADDRESS	St Catharines Ont	CHECK (V) WHETHER NOTICED BY EMPLOYEE	DATE NOTICE GIVEN - DATE QUE L'AVIS A ÉTÉ DONNÉ
POINTED (V) IF C'AVIS A ÉTÉ DONNÉ	BY EMPLOYEE	BY EMPLOYER	Jan 14/44
CHECK (V) REASON FOR SEPARATION	LEAVING VOLUNTARILY	DISMISSAL FOR CAUSE	LAYOFF DUE TO WORK SHORTAGE
POINTED (V) MOTIF DE CESSATION	ABANDON VOLONTAIRE	REMOVAL FOR CAUSE	REMOVAL PAR SUITE DE MANQUE DE TRAVAIL
IF OTHER CAUSE, SPECIFY	School closing	DATE OF PAY - SALAIRE PAYÉ	\$18 PER WEEK
SIGNATURE OF PARTY GIVING NOTICE (EMPLOYER OR EMPLOYEE)	SIGNATURE OF PARTY RECEIVING NOTICE (EMPLOYER OR EMPLOYEE)	DATE	
L.M. Baillon	Phyllis Boles		
NOTICE OF AT LEAST 7 CALENDAR DAYS DURATION MUST BE GIVEN UN AVIS D'AU MOINS SEPT JOURS DU CALENDRIER DOIT ÊTRE DONNÉ			

Figure 19. Copy of the unemployment form which was given to employees when No. 9 E.F.T.S. closed. – courtesy Fred Pattison Aviation Collection, St. Catharines Archives

No. 9 Elementary Flying Training School (E.F.T.S.)

On Saturday, November 16, 1940, the official opening ceremony of the No. 9 Elementary Flight Training School took place in one of the hangars at the airfield in St. Catharines. The school had been in operation from October 14. Figure 20 illustrates a page from No. 9 E.F.T.S. war diary with the entry date 14-10-40 "School Officially Opened . . .", but the official ceremony was held back to ensure that any difficulties in the start-up operation could be dealt with and would not have an affect on the opening ceremony. The Monday, November 18 issue of the *St. Catharines Standard*, had front-page coverage of the opening ceremonies. A portion of the front page is shown as Figure 21. The ceremony was to compliment the residents of St. Catharines and to let them know of the great contribution the city was making to the war effort.

R.C.A.F. R.45
FORM 1-10 (1934)
R.Q. 1942-4-30

THIS FORM IS TO BE USED IN ACCORDANCE
WITH PARAGRAPHS 121 AND 122, K.R. & O.
FOR THE R.C.A.F. AND AIR FORCE ADMINIS-
TRATIVE ORDER A-370.

DAILY DIARY
OF
(UNIT OR FORMATION) No. 9 Elementary Flying Training School.

PLACE	DATE	TIME	SUMMARY OF EVENTS	REFERENCE TO APPENDICES
St. Catharines, Ont.	11-10-40		FINCH a/c Nos. 4561, 64, 66, 67, 68 ferried in from London, Ont. Construction work progressing rapidly. Weather clear and fine.	
	12-10-40		FINCH a/c Nos. 4562, 63, 65, 69, 70 ferried in from London, Ont. Well drilling crew still at work, very little success as yet. Weather clear and fine.	
	13-10-40		FINCH a/c Nos. 4553, 56, 4605, 06, 07, 08, 09, 10 ferried in from London, Ont. Water is still being brought in in large barrels for washing and drinking purposes for permanent staff and aircrew on guard duty. Weather clear.	
	14-10-40		School officially opened, and flying instruction commenced at 0935 hours. Lack of flying equipment and instructors seriously hampering instruction. Lack of roads, water, sewage disposal, etc. make things very difficult. One sgt. and 17 A.C.'s posted here for guard duty departed for No. 1 Manning Depot. As heavy rains has rendered the R.C.A.F. aerodrome unserviceable, permission has been obtained from the directors of the St. Catharines Flying Club to use their flying field.	
	15-10-40		Sgdn.Ldr. Morani and Col. Goldig from A.T.C. and R.Q. arrived at 0900 hours to find everything in chaos due to an all night rain, which has made the station into a veritable	JAC

Figure 20. Page from No. 9 E.F.T.S. war diary with the entry date 14-10-40 "School Officially Opened . . .". - courtesy RCAF INFO.³

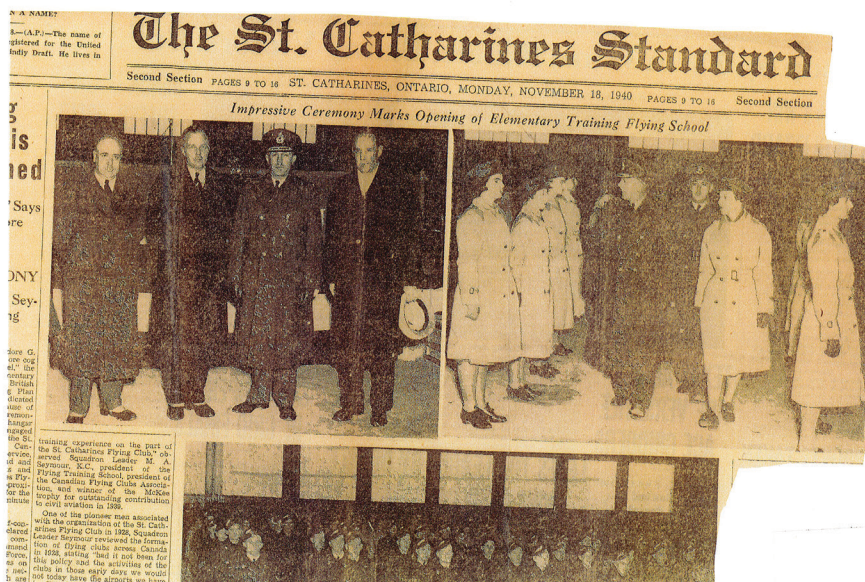


Figure 21. Portion of the front page of the *St. Catharines Standard* with the story of the opening of the Elementary Flight Training School. – *The St. Catharines Standard*, November 18, 1940



Figure 22. Photo of four of the dignitaries who spoke at the opening, left to right Dr. H. G. Fox, K.C., a member of the board of directors of the private company operating the school and chairman of Saturday's program; Squadron Leader M. A. Seymour, K.C., president of the company and speaker at the opening; Air Commodore G. E. Brookes, O.B.E., officer commanding No. 1 Training Command, who declared the school open; H. J. Carmichael, honorary president of the company, and one of the speakers. – *courtesy St. Catharines Archives*

On the front page of the newspaper were three photos of the ceremony, reproduced here. Figure 22 shows a photo of four of the dignitaries who spoke at the opening.

Figure 23 shows a photo of the St. Catharines unit of the Canadian Women's Transport Service.



Figure 23. Photo of Commodore Brookes inspecting the St. Catharines unit of the Canadian Women's Transport Service, with Mrs. Robert Rankin, commandant of the unit, and Flight Lieutenant W. H. E. Drury, senior supervisory officer at the school. – *courtesy St. Catharines Archives*



Figure 24. Photo of some of the RCAF students on parade in a hangar. – *courtesy St. Catharines Archives*

Figure 24 shows a photo of some of the RCAF students at the school.

While going through the employee records of the archival collection, I found that many of the civilian personnel were either enlisting or were trying to re-locate. Figure 25 shows a case of re-locating in which an Everett Bird, an engineer at the No. 9 E.F.T.S. was looking to re-locate to Thunder Bay to be closer to his family.

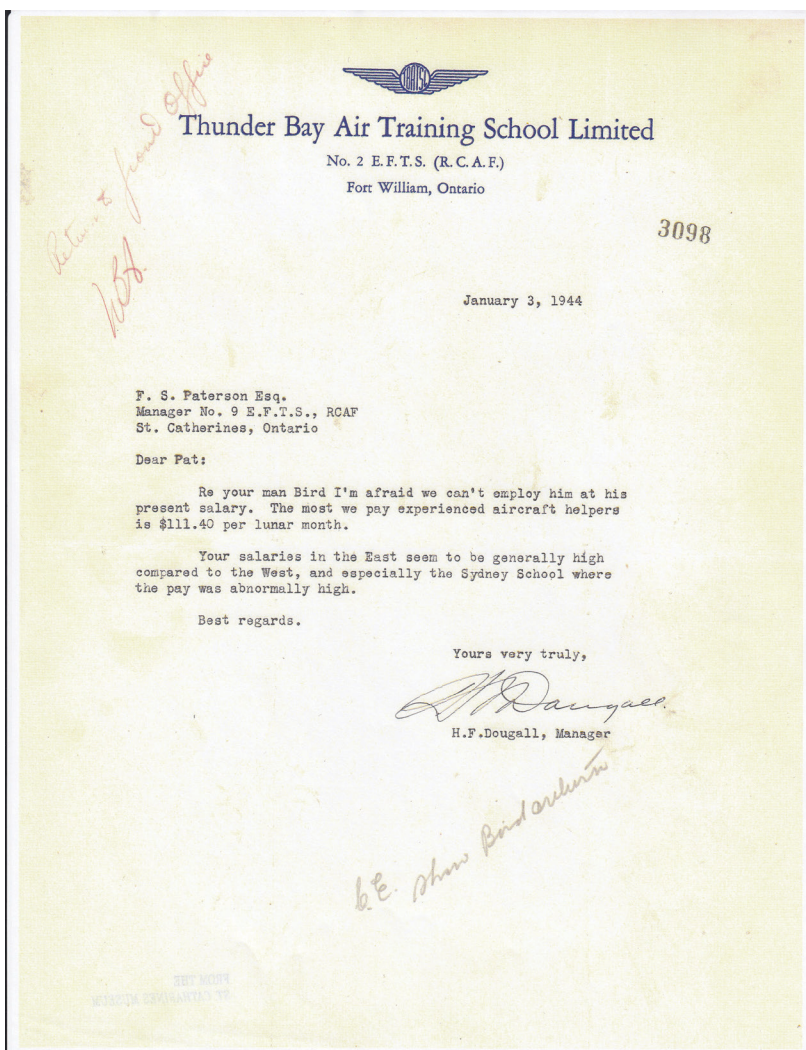


Figure 25. Letter from the manager of the Thunder Bay Air Training School Limited, No. 2 (RCAF) to Fred Pattison, manager of No. 9. – *courtesy Fred Pattison Aviation Collection, St. Catharines Archives*

Figure 26 displays a cover and letter written by an RCAF trainee at the No. 9 E.F.T.S., posted at St. Catharines June 9, 1943 to Toronto. RCAF envelopes used by the trainees at the various training facilities had the RCAF crest printed on the back flap. Various types of note paper were used by various training facilities across the country; these were just white or blue note paper printed with the RCAF crest as shown in the note to the receiver. These note papers were not printed with their location, this was added in manuscript. This clearly shows that the flying schools were kept separate from the RCAF trainees.

Figure 26. Cover and page 1 of the letter from an RCAF trainee at the No. 9 E.F.T.S.

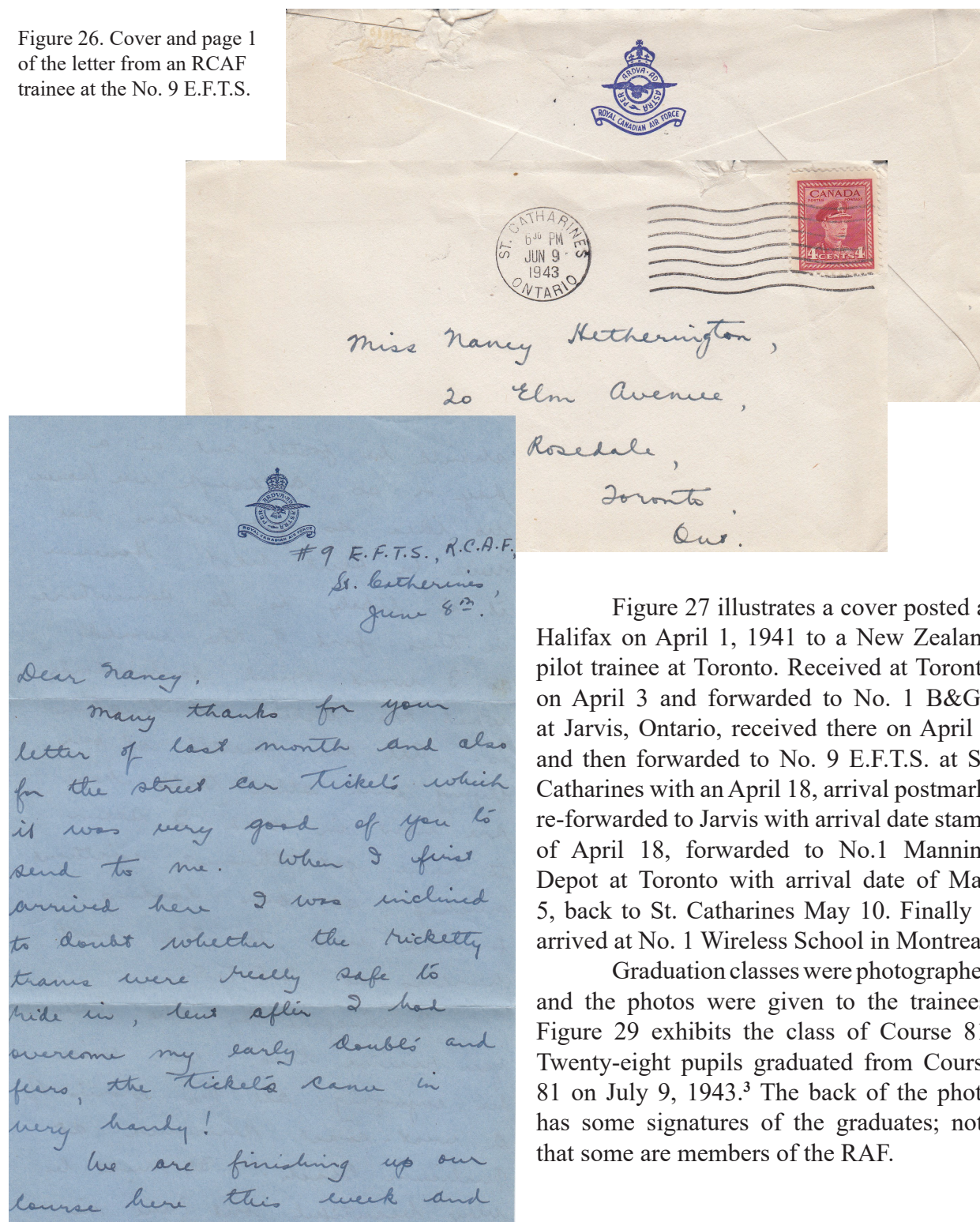


Figure 27 illustrates a cover posted at Halifax on April 1, 1941 to a New Zealand pilot trainee at Toronto. Received at Toronto on April 3 and forwarded to No. 1 B&GS at Jarvis, Ontario, received there on April 9 and then forwarded to No. 9 E.F.T.S. at St. Catharines with an April 18, arrival postmark, re-forwarded to Jarvis with arrival date stamp of April 18, forwarded to No.1 Manning Depot at Toronto with arrival date of May 5, back to St. Catharines May 10. Finally it arrived at No. 1 Wireless School in Montreal.

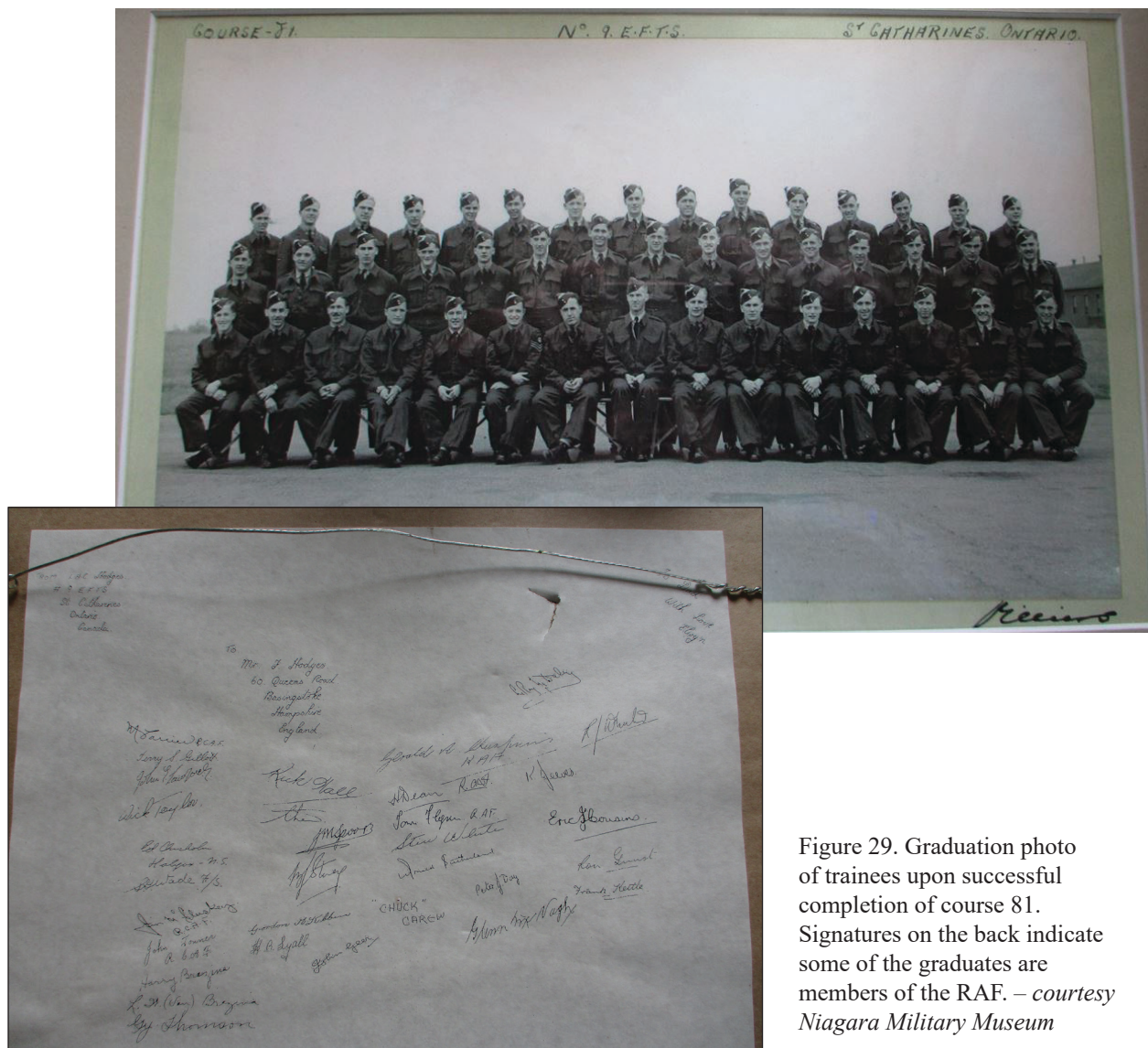
Graduation classes were photographed and the photos were given to the trainees, Figure 29 exhibits the class of Course 81. Twenty-eight pupils graduated from Course 81 on July 9, 1943.³ The back of the photo has some signatures of the graduates; note that some are members of the RAF.



Figure 27. Cover re-directed many times to finally get to the addressee in Montreal. – courtesy ebay #403327448980



Figure 28 depicts two students side by side with a magnifier, checking a drawing/photo and comparing it to their note book.



The time at No. 9 E.F.T.S. was not all training and studying. The trainees were allowed leisure time as exhibited by Figure 30, which depicts a group of students at the Capital Theatre to view the movie “Britain’s R.A.F.”

The first-time members of the RCAF paraded through St. Catharines on August 8, 1942. The 2nd/10th Dragoons marched with them, as depicted in photo Figure 31. This parade was to Fitzgerald ball park, where a baseball game was played between No. 9 E.F.T.S and the 2nd/10th Dragoons. Figure 32 illustrates a photo of officers from the 2nd/10th Dragoons and No. 9 E.F.T.S. watching a softball game between the two forces. The entry in the No. 9 E.F.T.S. war diary of August 21, 1942 gave details of the parade and the ball game as follows:

“Parade held at 1815 hrs with 2-10th Dragoons, led by their trumpet band through St. Catharines to Fitzgerald Ball Park. Officers in attendance were Lt. Col. Harris, Major Marsh, Lt. O. Darte as well as a full complement of Officers from #9 E.F.T.S. The 2-10th Dragoons defeated our baseball team handily, 20-1. This was the first time that the RCAF has held a parade in St. Catharines and the comments were very favourable.”



Figure 30. Photo of a group of students outside the Capital Theatre. – *The St. Catharines Standard*, January 16, 1941; photo courtesy St. Catharines Archives



Figure 31. Photo of the first march of the RCAF in St. Catharines. The 2nd/10th Dragoon also marched with them. – *The St. Catharines Standard*, August 22, 1942; photo courtesy St. Catharines Archives

For emergency purposes, if a pilot got in trouble while in the air, No. 9 E.F.T.S. had an emergency relief landing field at Willoughby (Ontario).

The planes used at St. Catharines for training purposes were the De Havilland Tiger Moths, Figure 33.

On April 24, 1943, Squadron Leader A. H. Sims arrived to take over duties of Chief Flying Instructor. On April 29, 1943 Squadron Leader J. A. Simpson departed via C.N.R. To 31 Personnel Depot, Moncton N.B.³ Exhibited as Figure 34 is a photo of Squadron Leader Sims and Squadron Leader Simpson discussing the planned open house on the weekend.



Figure 32. Photo of officers from the 2nd/10th Dragoons and of the No. 9 E.F.T.S. – *The St. Catharines Standard*, August 22, 1942; photo courtesy St. Catharines Archives



Figure 33. A photo of a De Havilland Tiger Moth which is the type of plane used at No 9 E.F.T.S. – photo courtesy, Canadian Warplane Heritage Museum, Hamilton, Ontario

On Sunday, May 2, 1943, an open house was held at No. 9 E.F.T.S. from two to five o'clock in which the residents of St. Catharines were allowed on to the grounds to view flying as well as tour the various buildings. A special bus service was provided by the N.S.&T. (Niagara, St. Catharines & Toronto Railway) to the school as there was limited vehicle parking, Figure 35 displays a newspaper article outlining the bus transportation system to the school.

Figure 36 depicts a photo of some of the 5,000 people who attended the open house to view pilots taking off and landing as well as what training goes on in the various buildings.

In the war diary of No. 9 E.F.T.S., there is no mention of the open house. This shows that the civilian administration was civilian oriented and wanted to let the residents of St. Catharines see and know what was going on at the school, while the RCAF were mainly interested in the military affairs of the school. [Ed note: another photo of the open house is shown as Figure 43 under the heading of Civilian Women Volunteers, later in this essay.]

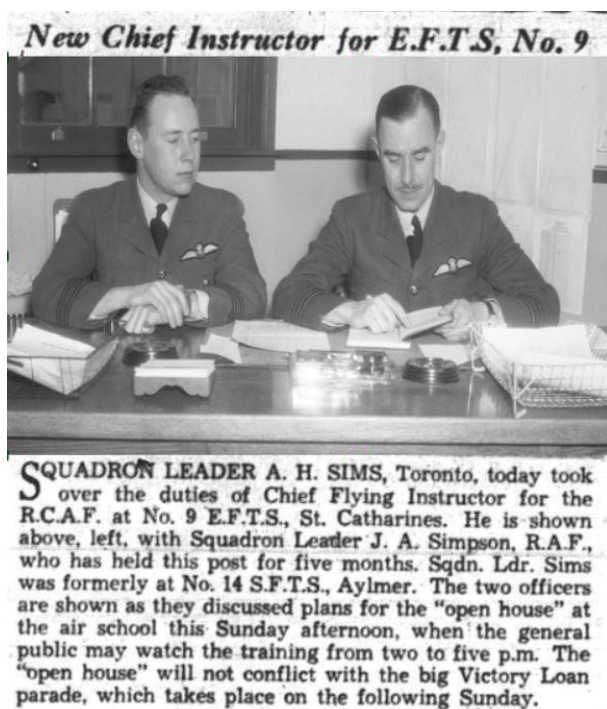


Figure 34. Photo of Squadron Leaders Sims and Simpson discussing the planned open house on the weekend. – *The St. Catharines Standard*, August 29, 1942; photo courtesy St. Catharines Archives

In August 1943, three high-ranking officers of the Chilean Air Force came to Canada to see the various instructional schools in operation throughout the BCATP, because Chile was in the process of developing their own air force. Figure 37 illustrate the three Chilean officers in their white uniforms and two RCAF officers along with two staff members of NO. 9 E.F.T.S.

No. 9 E.F.T.S. Women's Auxiliary

With military bases across the country, the women's auxiliary played an important part for the bases and the men. The auxiliary for the No. 9 E.F.T.S. was no different. Figure 38 shows a letter head of the No. 9 Auxiliary. This all-volunteer women's group was composed of some of the wives of the S.C.F.T.S. officers and women residents of St. Catharines. Figure 39 exhibits a report by one of the committees that was presented to the members at the General Meeting.

As indicated by the above report of the Women's Auxiliary, they were very active in providing support for the young men at No. 9 E.F.T.S. Figure 40 is a good example of this support in which they are able to secure an old building and turn it into a recreation club for the students at No. 9. In the No. 9 E.F.T.S. war diary entry for March 20, 1941, the following entry was made: "In the evening the Ladies Auxiliary of No. 9 E.F.T.S. entertained about thirty of the station personnel at a dance in their recently opened airmen's recreational centre in St. Catharines. Sgt. Clayton, disciplinarian, was in charge of the group from this station."³



Figure 35. A special bus service was provided by the Niagara, St. Catharines & Toronto Railway to the school.

Citizens See What Their Victory Bonds Are Paying For



Part of the crowd of about 5,000 persons watch the student fliers take off and land as they continue their training with equipment paid for by Victory Bonds. – *Staff Photo, Standard Engraving*

Figure 36. Photo of some of the 5,000 people who attended the open house. – *The St. Catharines Standard*, September 3, 1943; photo courtesy *St. Catharines Archives*



Figure 37. Photo of three Chilean Air Force officers along with two RCAF officers and two civilian members of No. 9 E.F.T.S. – *The St. Catharines Standard*, August 27, 1943; photo courtesy *St. Catharines Archives*

Women Civilian Volunteers

Because of a shortage of man power due to the war effort, many women volunteered at No. 9 E.F.T.S. Women who had volunteered at No. 9 E.F.T.S. performed the same duties as men. The volunteers allowed trainees more time to study and learn the art of flying. Duties performed by the women included refueling of planes, plane maintenance, and packing of parachutes. Figure 41 illustrates two female civilians washing down a plane, and Figure 42 exhibits a photo of two female apprentice mechanics working on a plane engine with supervision.



Figure 41. Photo of two women washing down a plane. – *courtesy St. Catharines Archives*

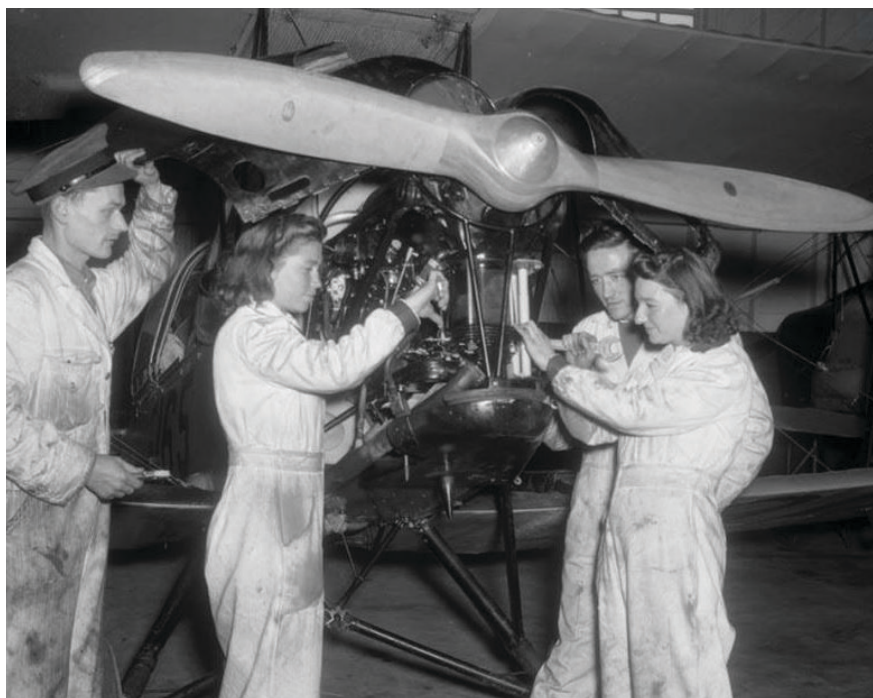


Figure 42. Photo of two female apprentices working on a plane engine. – *courtesy St. Catharines Archives*

Civilian women volunteers at No. 9 E.F.T.S. wore uniforms very similar to the women of the Women's Division of the RCAF. Two civilian women volunteers are seen in an open house (May 2, 1943) photo, Figure 43.

The manager of No. 9 E.F.T.S. had made a request to the RCAF to have a female civilian take a course in parachute packing. The RCAF responded in a letter to the Manager as depicted in Figure 44 regarding sending a female civilian to Toronto to learn the art of parachute packing.

Public to Visit St. Catharines Flying School Sunday Afternoon



At An 'Open House' at No. 9 E.F.T.S., St. Catharines, Sunday afternoon, the general public may watch actual training of airmen of the R.C.A.F. Most of the civilian women helpers on the station now wear uniforms similar to those of the Women's Division of the R.C.A.F. At top, W.L. Key secures a propeller from the stores department, where Audrey Jacobi, Niagara-on-the-Lake, and Hilda Howkeness, Thorold South, issue equipment. - *Staff Photographer, St. Catharines Standard*

Figure 43. A photo of two civilian women volunteers in uniform working in the stores department.
– The *St. Catharines Standard*, May 3, 1943, photo courtesy *St. Catharines Archives*

Another open house was held on Sunday October 24, 1943 at No. 9 E.F.T.S., which enabled the residents of St. Catharines to see what was going on at the school. Figure 45 exhibits a photo of a female civilian explaining the procedure of parachute packing to residents of St. Catharines at the open house.

[Ed note: the civilian administration of No. 9 E.F.T.S. held several open houses at the school for the citizens of St. Catharines.]

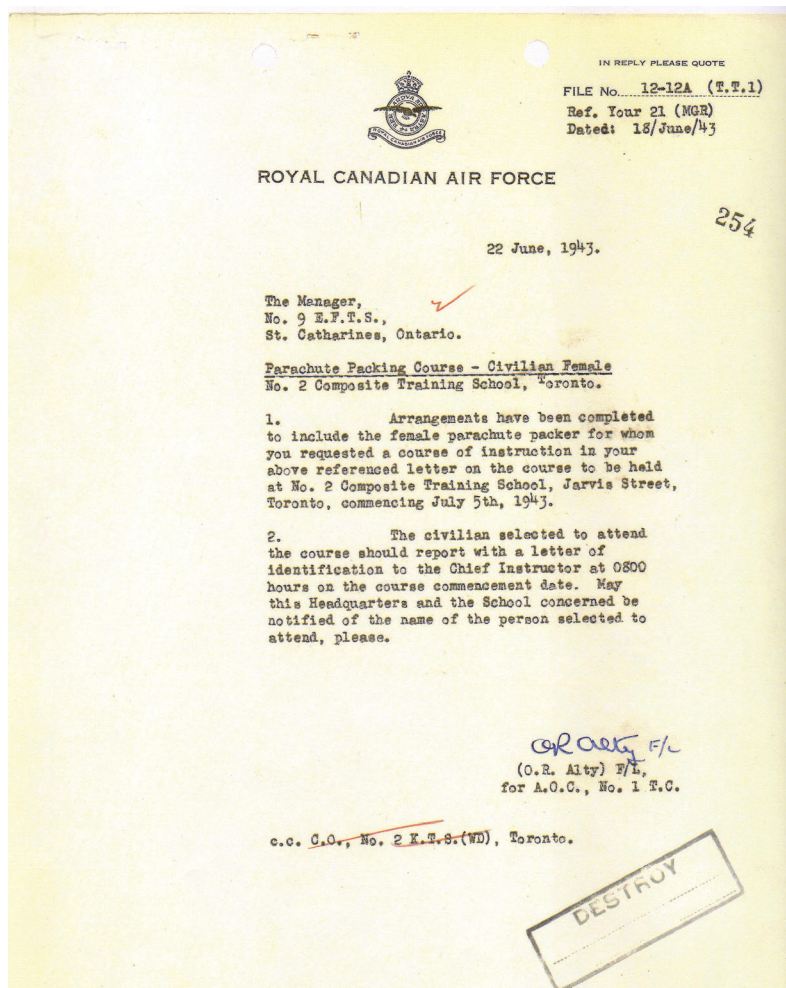


Figure 44. Letter from the RCAF in Toronto informing the manager at No. 9 E.F.T.S. that arrangements have been completed to include a civilian female for course instruction on parachute packing. – *courtesy Fred Pattison Aviation Collection, St. Catharines Archives*



Figure 45. A photo showing a female civilian explaining the procedure of parachute packing at the open house. – *The St. Catharines Standard*, October 25, 1943; *photo courtesy St. Catharines Archives*

Women's Division

Every school within the BCATP had members of the Women's Division of the RCAF on duty. Since they were members of the RCAF, they had serial numbers for identification with the letter "W" preceding the serial number. These women members of the RCAF were an invaluable service as their original role was to replace male personnel, who would then be available for combat roles. Originally referred to as the Canadian Women's Auxiliary Air Force (CWAAF), the name was changed to Royal Canadian Air Force Women's Division in February 1942. Women's Division personnel were commonly known as WDs. The RCAF was the first branch of the Canadian armed services to actively recruit women. A photo illustrating a recruiting booth in St. Catharines for the RCAF Women's Division, Figure 46. An example of the poster which is on the table is displayed as Figure 47.



Figure 46. Photo of a recruiting booth for the Women's Division located at St. Catharines. – The *St. Catharines Standard*, September 14, 1943, photo courtesy *St. Catharines Archives*



Figure 47. Women's Division recruiting poster which is displayed on the desk.

Closing of No. 9 E.F.T.S.

On December 17, 1943 the manager of No. 9 E.F.T.S. received a letter from RCAF headquarters informing them "that it is intended to discontinue elementary training at your school", Figure 48.

On December 22, 1943, Organization Order No. 314, Figure 49 was issued re: "DISBANDMENT OF NO. 9 E.F.T.S., ST. CATHARINES ONTARIO"

"In accordance with the recent decision to reduce the output of pilots and increase the output of navigators within the Combined Training Organization, it has become expedient to disband No. 9 Elementary Flying Training School, St. Catharines. The aerodrome and buildings are to be used by the Flying Squadron of No. 4 Wireless School, Guelph. This Flying Squadron is at present using the Relief Field at Burtch, R. 1 to No. 5 Service Flying Training School, Brantford. . . ."

In a January 6, 1944 letter to the Manager of No. 9. E.F.T.S, the C.O. of No. 4 W.S.F.S. at Burtch and the C.O. of No. 5 S.F.T.S. Brantford. This letter explains the process as to how equipment was to be allotted, with the closing of No. 9 E.F.T.S. and the movement of No. 4 W.S.F.S to St. Catharines, Figure 50.

OUR FILE 1038TT-88 (Eq. 2)
REF. YOUR
DATED


ROYAL CANADIAN AIR FORCE
Toronto, December 16th, 1943.

The Manager,
No. 9 Elementary Flying Training School,
St. Catharines, Ontario.

Dear Sir:

Re: Withdrawal of Tiger Moth Aircraft

Advice has been received from Air Force Headquarters that it is intended to discontinue elementary training at your School and that Tiger Moth Aircraft are to be withdrawn in four equal parts each two weeks commencing December 10th.

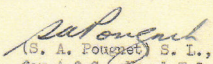
As this information was only received from Air Force Headquarters on December 11th, you are requested to advise the serial numbers, both airframe and engine, of the first 18 Tiger Moths which you will have ready for withdrawal as discussed between Mr. Fatterson and Squadron Leader Fougnet in telephone conversation on December 11th.

Inspection Reports need only be submitted for such aircraft as are already time expired or approaching time-expiry or which your School would not recommend for transfer to another School for immediate use.

The aircraft in better condition will be immediately allotted on Command Headquarters' transfer orders to other Units or to Stored Reserve at No. 6 Repair Depot.

It is further requested that subsequent lots of 18 aircraft be reported in a similar manner to this Headquarters during each two week period.

Yours truly,


(S. A. Fougnet) S. L.,
for A.O.C. No. 1 T.C.

Information Copy to: Commanding Officer,
No. 1 Equipment Depot, TORONTO.

R.C.A.F. G. 32
3200M-5-42 (2491)
H.Q. 885-G-32

Figure 48. RCAF letter no. 9 E.F.T.S. informing them that the school will be closing. – courtesy Fred Pattison Aviation Collection, St. Catharines Archives

THE MANAGER
NO. 9 ELEMENTARY FLYING TRAINING SCHOOL
ST. CATHARINES.

ORGANIZATION ORDER NO. 514

COPY: 60
FILE: 192-10-15/9 (D of O)
DATE: 22nd December, 1943.

DISBANDMENT OF NO. 9 E.F.T.S., ST. CATHARINES, ONTARIO

(This Order cancels Organization Order No. 46)

INFORMATION

1. In accordance with the recent decision to reduce the output of pilots and increase the output of navigators within the Combined Training Organization, it has become expedient to disband No. 9 Elementary Flying Training School, St. Catharines. The aerodrome and buildings are to be used by the Flying Squadron of No. 4 Wireless School, Guelph. This Flying Squadron is at present using the Relief Field at Burch, R.1 to No. 5 Service Flying Training School, Brantford. To continue to use Burch as an R.1 and a Flying Squadron Aerodrome would necessitate considerable additional construction.

Figure 49. Notice of the disbandment of No. 9 E.F.T.S. – courtesy Fred Pattison Aviation Collection, St. Catharines Archives

OUR FILE 31-140A (Eq.1)
REF. YOUR
DATED

ROYAL CANADIAN AIR FORCE

Toronto, January 6, 1944.

Commanding Officer,
No. 4 Wireless School,
GUELPH.

Move of No. 4 Wireless School Flying Squadron

1. Movement Order No. 7 authorizes the transfer of No. 4 W.S.F.S. from Burch to No. 9 E.F.T.S., St. Catharines.

2. In order that this Headquarters may be advised of the action being taken with regard to the equipment involved, the following steps are to be taken:

(a) An officer from your Unit is to proceed to No. 9 E.F.T.S., St. Catharines, to determine what equipment, if any, presently on charge to the civilian operated school could be used by the flying squadron. A list of this equipment is to be made and forwarded to this Headquarters for information and necessary action.

(b) An officer from your Unit, together with an officer from No. 5 S.F.T.S., Brantford, is to review the equipment presently on charge at No. 4 Wireless School Flying Squadron to determine what equipment will be required by No. 5 S.F.T.S. and what equipment, not required by that unit, can be transferred to the new location at St. Catharines, Ontario. Separate lists of such equipment, suitably annotated, are to be forwarded to this Headquarters for information and further action.

(c) A further list of equipment presently on charge to the flying squadron at Burch which will not be required on the move to St. Catharines due to the fact that equipment is already located at that point and is not required for use by No. 5 S.F.T.S.

3. This information is required as soon as possible in order that the detailed instructions may be issued to the units concerned to carry out the transfer of equipment as necessary.

Information Copy to:
C.O., No. 4 W.S.F.S., BURCH.
C.O., No. 5 S.F.T.S., BRANTFORD.
Manager, No. 9 E.F.T.S., ST. CATHARINES.

(W.G. Dever) W.C.
for A.O.C., No. 1 T.C.

R.C.A.F. G. 32
3303-42 (25)
H.Q. 85-0-32

Figure 50. Letter explaining to No. 9 E.F.T.S., No. 4 W.S.F.S. and No. 5 S.F.T.S. as to how the equipment was to be allotted upon the closing of No. 9 and the movement of No. 4 W.S.F.S. to St. Catharines. – courtesy Fred Pattison Aviation Collection, St. Catharines Archives

In a further follow up letter dated January 8, 1944 from the RCAF to the C.O. of No. 4 Wireless School, Guelph and the Manager of No 9. E.F.T.S., St. Catharines, Figure 51 explains that instructions are attached for the taking over of equipment of No. 9 E.F.T.S.

The last entry in the war diary for No. 9 E.F.T.S was January 14, 1944, displayed as Figure 52 mentions that No. 9 E.F.T.S. was now disbanded. Although this was the end of instructions about flying. it was the beginning of a new era at the airport.

Certificates were issued to graduating trainees when they completed their respective course. Figure 53 shows such a certificate issued to a trainee who completed a course as a Jr. App. Engineer; at the bottom of the certificate "reason for Discharge:" *Closing of School.*


ROYAL CANADIAN AIR FORCE

OUR FILE..... 31-88A (Eq.1)
REF. YOUR.....
DATED.....

3/20 3185 3186

Toronto, January 8, 1944.

C.O., No. 4 Wireless School, GUELPH.
The Manager, No. 9 E.F.T.S., ST. CATHARINES.

Organization Order No. 314
Disbandment of No. 9 E.F.T.S., St. Catharines

1. Attached herewith for your information is a copy of the instructions issued to the Board of Officers appointed to take over the equipment presently on charge to No. 9 E.F.T.S., St. Catharines.

2. This information is forwarded in order that you may be ~~informed~~ of the procedure which will be followed to dispose of such equipment.


(W.G. Dever) W.C.
for A.O.C., No. 1 T.C.

Enc.

multi-form copies

R.C.A.F. G. 32
8200M-8-42 (2491)
H.Q. 885-G-32

Figure 51. Copy of a letter informing of an attachment regarding the taking over of equipment left with No. 9 E.F.T.S. – courtesy Fred Pattison Aviation Collection, St. Catharines Archives

PLACE	DATE	TIME	SUMMARY OF EVENTS	REF. TO APPENDICES																				
St. Catharines, Ont.	11/Jan/44		Routine normal																					
	12/Jan/44		According to the local newspaper, No. 4 Wireless School Flying Squadron, now at Burlington, Ontario, will take over about the middle of February. It quoted Sgt. E.J. Lister as saying that completed personnel and equipment would be transferred to this unit in the next four weeks.																					
	13/Jan/44		Busy with clearing of staff, packing up, etc. P/O H.A. Prescott (COW15) and W/O Germain arrived from No. 1 Training Command to assist board. Destruction of correspondence and packing up of documents. Final list of posting of instructors arrived by signal just before noon and over 40 instructors were cleared in about one and one-half hours.																					
	14/Jan/44		This is last day of No. 9 E.F.T.S., St. Catharines, Ontario, which is disbanded on the authority of organization order No. 514 d/22/December/43.																					
			STRENGTH, as of 2359 hours 14/January/44																					
			<table border="0"> <tr> <td>STAFF</td> <td></td> <td>TRAINEES</td> <td></td> </tr> <tr> <td>R.C.A.F. OFFICERS</td> <td>0</td> <td>R.C.A.F. OFFICERS</td> <td>0</td> </tr> <tr> <td>R.M.A.F. OFFICERS</td> <td>0</td> <td>R.C.A.F. AIRMEN</td> <td>0</td> </tr> <tr> <td>R.C.A.F. AIRMEN</td> <td>0</td> <td>R.M.A.F. AIRMEN</td> <td>0</td> </tr> <tr> <td>R.M.A.F. AIRMEN</td> <td>0</td> <td></td> <td></td> </tr> </table>	STAFF		TRAINEES		R.C.A.F. OFFICERS	0	R.C.A.F. OFFICERS	0	R.M.A.F. OFFICERS	0	R.C.A.F. AIRMEN	0	R.C.A.F. AIRMEN	0	R.M.A.F. AIRMEN	0	R.M.A.F. AIRMEN	0			
STAFF		TRAINEES																						
R.C.A.F. OFFICERS	0	R.C.A.F. OFFICERS	0																					
R.M.A.F. OFFICERS	0	R.C.A.F. AIRMEN	0																					
R.C.A.F. AIRMEN	0	R.M.A.F. AIRMEN	0																					
R.M.A.F. AIRMEN	0																							
			Total Hours flown for period ending 2359 hours 14/January/44: 531.48																					
			Aircraft Strength (Tiger Moth SIC - 40)																					
			Serviceable - 40																					
			Unserviceable - 1																					
			<i>L. R. Haffell</i> [L.R. Haffell] Pilot Lieutenant, Commanding Officer, RCAF Personnel, No. 9 E.F.T.S., St. Catharines, Ont.																					

Figure 52. Notice of the disbandment of No. 9 E.F.T.S.³

When the school closed, it had accepted under 2500 student pilots, of which over 1800 had graduated from the program. Those who did not graduate were sent to other BCATP schools to obtain other skills.

A prominent student at No. 9 E.F.T.S. was John Magee Jr., born in China, whose father was an American Missionary and his mother a British missionary. Magee joined the RCAF in October 1940 and received his initial flight training at No. 9 E.F.T.S. Upon graduating he continued with flight training at No. 2 S.F.T.S. at Uplands, in Ottawa. He received his pilot wings on graduation in June 1941 and then transferred to the United Kingdom. Magee was killed on December 11, 1941

No. 246

British Commonwealth Air Training Plan
Royal Canadian Air Force
No. 9 E.F.T.S., St. Catharines, Ontario

This is to Certify

That W. M. McLean
served on this Station, operated under and forming
part of The British Commonwealth Air Training
Plan, from 6th July 1943 to 27th Dec 1943
in the trade of Jr. App. Engineer.

Description:

Age 16 years Height feet ins.
Colour of (1) Eyes (2) Hair
Specimen Signature
Conduct and Character whilst serving: Good.

Reason for Discharge: Closing of School.

Leslie Patterson
Manager, No. 9 E.F.T.S., R.C.A.F.

Countersigned
Financial Advisor, C.F.S.
Department of National Defence for Air

Figure 53. Copy of a certificate of a trainee who completed an engineering course and at the bottom of the certificate "reason for Discharge. Closing of School.

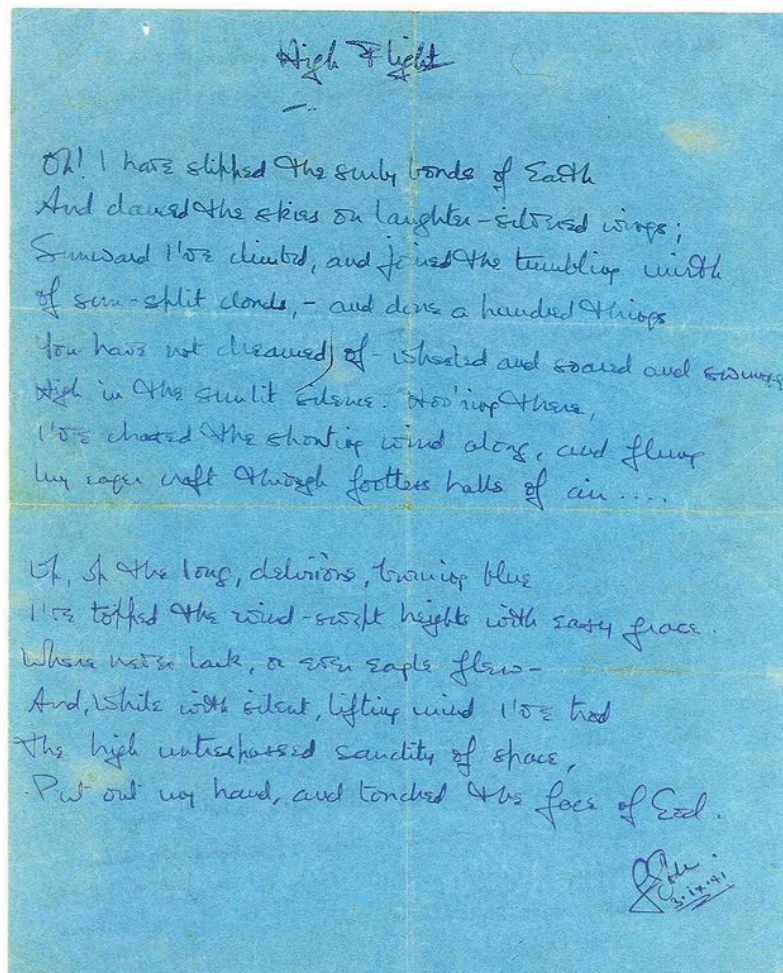


Figure 54. The hand-written copy of the poem that John Magee Jr. had given to his parents. – courtesy https://en.wikipedia.org/wiki/John_Gillespie_Magee_Jr.



in a mid-air collision of his plane with another plane. He was unable to escape his plane in time to open his parachute and he fell to the ground. In his flying days he had written a poem entitled “High Flight”. This poem went on to become the official poem of the RCAF and the RAF. The handwritten poem that he had given to his parents is displayed as Figure 54.

A plaque is in place at the Niagara District Airport honouring the former home of No. 9 Elementary Flying Training School, Figure 55. On the plaque is the poem entitled “High Flight” written by P/O John G. Magee Jr.

Figure 55. Plaque honouring the students at No. 9 E.F.T.S.

No. 4 Wireless School Flying Squadron (W.S.F.S.)

The No. 4 Wireless School (W.S.) originally opened at the Ontario Agricultural College in Guelph, Ontario, on July 7, 1941, with the official opening taking place on Saturday, August 9, 1941. The war diary for No. 4 Wireless School has its first entry dated July 7, 1941. It tells about the important date for the opening of the school, Figure 56. The official invitation is exhibited as Figure 57, which has a date of August 9, 1941.

R.C.A.F. Form 42 REVISED 1940 R.C. 100-100		SECRET	
THIS FORM IS TO BE USED IN ACCORDANCE WITH REGULATIONS 1001 AND 1002, R.C.A.F. & C. FOR THE R.C.C.F. AND AIR FORCE ADMINISTRATIVE ORDER A-261.			
DAILY DIARY OF (UNIT OR FORMATION) NO. 4 WIRELESS SCHOOL, R.C.A.F.			
PLACE	DATE	TIME	SUMMARY OF EVENTS
Guelph, Ontario	7-7-41		This day July 7, 1941 will go down on the records as a very important day for No. 4 Wireless School, Guelph, Ontario. The official starting of classes on this day brought to a climax the culmination of meetings and boards resulting in the fourth unit of Wireless Schools under the British Commonwealth Air Training Plan. Premier Mitchell Hepburn of Ontario is credited with making the original offer to the Dominion Government to turn over certain buildings of the Ontario Agricultural College at Guelph in order that the Province of Ontario might further assist greatly in the War Effort. Air Commodore Guffe instructed Wing Commander Russell to make a full report with Wing Commander Godwin after an inspection of the buildings. Once the Premier's offer became publically known great activity immediately started by The Guelph Board of Trade and Guelph City Council in order that their city might be honored by the presence of a Wireless School and to show that Guelph and vicinity wanted to do their share in the War Effort. About the same time other sites for a similar purpose were being considered at Hamilton and other locations. However, the layout of the buildings and the congenial surroundings at the Ontario Agricultural College property coupled with the report of Wing Commanders Russell and Godwin was the deciding factor concerning Guelph. On February 3, 1941 an inspecting party consisting of Squadron Leader B. Hall (C. S. O. No. 1 Training Command), Squadron Leader E. J. Meade (Directorate of Air Signals), Flight Lieutenant J. G. Ireland, A. F. C. (D. T. P. R.), Flight Lieutenant A. D. Batten, (D. T. T.), completed a detailed report of the suitability of the Ontario Agricultural College properties at Guelph for their development as No. 4 Wireless School. This was followed by a Board of Officers being appointed to assemble at the Ontario Agricultural College, Guelph, on the sixth day of March, 1941. The Board consisted of Squadron Leader P. Marzani, V. D. (C1739), Flight Lieutenant E. J. Meade (C1124), Flying Officer E. V. Hopkins (C2844).

Figure 56. The first entry into the war diary of No. 4 Wireless School talks about the opening of the school.⁴

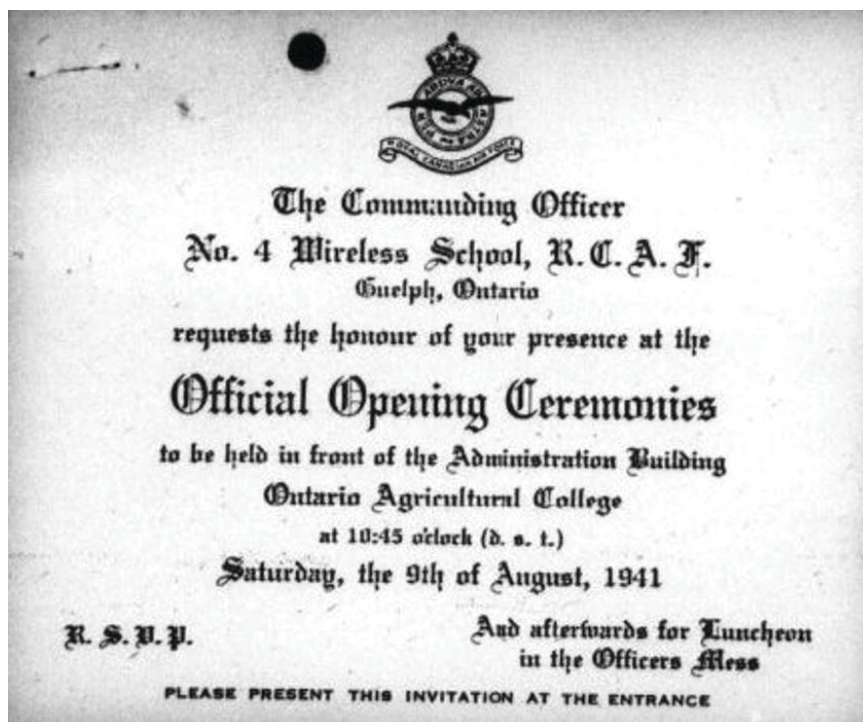


Figure 57. Copy of the invitation for the official opening of No. 4 W.S.⁴

Upon graduation of the wireless course at the wireless school, a W.A.G. (Wireless Air Gunner) student would then transfer to the W.S.F.S., where he would get at least 30 hours flying time in various types of aircraft depending on what was available at each wireless school. He would also learn maintenance of radio equipment, instruments, batteries and handling of spare parts. When this had been completed and the students graduated, he then obtained his aircrew wings and was now able to perform his trained duties on flying aircraft.⁵

In the war diary of No. 4 W.S. the first mention of the formation of a flying squadron was written on September 19, 1941 when the first personnel were being transferred to Burtch, Ontario, Figure 58. Burtch was the Relief Landing field for No. 5 S.F.T.S. Brantford.

“The entry in the war diary for September 30, 1941 reads as follows:
Squadron Leader Volk reported for temporary duty from No. 1 Wireless School in Montreal. Squadron Leader Volk will organize the flying squadron at Burtch. He paid a visit to Burtch, the flying field-to-be of No. 4 Wireless. . . .”

The October 1, 1941 entry in the war diary states:
“. . . Twenty-four Nemasco Moths are still hangered at Jarvis and five Norseman at Fingal. These have been wired for wireless and are ready for their air test. . . .”

PLACE	DATE	TIME	SUMMARY OF EVENTS	REFERENCE APPENDICES
Guelph, Ontario	17-9-41		Country Club, the Legion proving too much for the officers of No. 4 Wireless. Through the courtesy of the T.V.C.A. and the Canadian Legion, an aircrew's dance was held in the local T.V.C.A. and from the numerous comments heard, an enjoyable time was had by all. It is reported that some thirty-five Australians enjoyed this dance, having been let out of quarantine the night of the 16th. This was the first time that the Australians have been off the Station since their arrival here. They apparently enjoyed their freedom to the fullest extent. Pilot Officer A. Mitchell, an equipment officer off the course from St. Thomas reports for duty. Wing Commander Shoulders, Command Accountant Officer, visited the Station. Seventy-five aircrew from No. 4 Wireless School made up from the first few from each class, attended a special showing of "Five Women". The test proved an inducement to the aircrew who were the guests of the local Palace Theatre Manager, Mr. Vern Hudson. The men paraded from the School to the theatre for the event in charge of Flying Officer Ritter.	
	18-9-41		Flight Lieutenant E. D. Sharpe, Equipment Officer from No. 1 Training Command, paid an official visit to the Station. Flying Officer A. Fairburn, Officer in charge of Security Guards at No. 1 Training Command, visited the Station and as a result of his visit we learned that guards have arrived at Burtch, Ontario, flying field-to-be of No. 4 Wireless. This is the first personnel posted to Burtch, preceding the organization of the Flying Squadron.	
	19-9-41		Nothing to report.	
	20-9-41		All R.A.F. Personnel enjoyed a trip to Niagara Falls, making the trip in the two buses and the station wagon of No. 4 Wireless. As a result a flood of mail left Niagara Falls for Australia. The Australians were able to stay for the illumination and from the reports the trip was enjoyed by all. A delightful afternoon tea was held in the basement of Memorial Hall for the benefit of the aircrew. The basement was suitably decorated and the occasion provided by the T.V.C.A. War Services Committee was very much appreciated by the aircrew.	
	21-9-41		Flying Officer J. F. Gaschler reports from No. 1 Bombing & Gunnery School, Macdonald, Manitoba, to commence his duties as Armament Officer at this Station.	
	22-9-41		A picked squad of forty-five men from No. 4 Wireless will enter a competition in drill. These men are in training now and will participate at Exhibition Park in a program drawn up for Thanksgiving weekend.	
	23-9-41		Nothing to report.	
	24-9-41		Nothing to report.	
	25-9-41		Nothing to report.	
	26-9-41		At the conclusion of the Wing Commander's usual Friday morning inspection and parade, a presentation was made to each graduate of the School of Cookery. Among the graduates were two members of the R.A.F. The Wing Commander pointed out to the aircrew the importance of their work and that it could not be over-estimated and that the whole efficiency of the Air Force depended upon the food that the cooks prepared. A banquet was held in the evening for	

Figure 58. War diary page of No. 4 W.S., with the entry of Sept 19, 1941, which mentions for the first time a flying squadron to be formed for the No. 4 W.S.⁴

The first entry in the war diary for No. 4 W.S.F.S. is dated October 10, 1941; the entries from this day on only relate to the flying squadron, Figure 59.

The relief landing field at Burtch was 43 air miles south of Guelph, Figure 60. This map and story appeared in *Sparks*, the monthly newsletter for No. 4 Wireless School. Students were bused 1½ hours from Guelph to the airfield at Burtch for their “air experience flying”. A photo of the aerodrome at Burtch is entitled “High Flight” (Figure 61) which shows the runways and the buildings.

R.C.A.F. R. 52 REV. 1-1-41 R.G. 100-10			SECRET		
THIS FORM IS TO BE USED IN ACCORDANCE WITH PARAGRAPH 101 AND 102, R.C.A.F. R. 52 FOR THE R.C.A.F. AND AIR FORCE ADMINIS- TRATIVE UNDER A-311.			DAILY DIARY		APPENDIX "A"
			OF		
			(UNIT OR FORMATION) No. 4 Wireless School Flying Squadron		
PLACE	DATE	TIME	SUMMARY OF EVENTS	REFERENCE APPENDICES	
Burtch, Ontario	10-10-41		Squadron Leader M.K.G. Burden, Squadron Leader S. Volk, Flying Officer S. G. Rice, Flying Officer C. M. Hill, Flying Officer J. M. Jennings, and Flying Officer J. G. Colling arrived at Burtch.		
	11-10-41		Five aircraft slightly damaged (still under control of Jarvis).		
	12-10-41		Nothing to report.		
	13-10-41		First Moth landed at Burtch at 1630 hours piloted by Squadron Leader Burden, the O.G. Flying Officers Hill, Jennings and Colling went to Jarvis.		
	14-10-41		Following Flying Officers (Pilots) reported to Burtch: O. Vinterbetton, W. J. Carroll, G. Butten, R. S. Connor, H. M. Lashbrook, and W. J. Williams. Following Flying Officers went from Burtch to Jarvis: Butten, Connor, Lashbrook and Williams.		
	15-10-41		New first ration for Flying Squadron.		
	16-10-41		Served first meal. Supper at night. Temporary arrangement to accommodate some living on station. Temporary tent in M.G.O.'s Quarters. Hired bus, for two trips early morning, two at noon and one trip in the evening.		
	17-10-41		Fire truck arrived at Burtch. Hired bus, 1 trip early morning, two at noon and one trip in the evening. Water drains tested.		
	18-10-41		First Flight of trainees arrived (214) at 0930 hours. Thirty-nine in all, who returned to Guelph in the evening. Water chlorinated - off for twenty-four hours until 0530 hours Monday morning.		
	19-10-41		Flying started for trainees.		
	20-10-41		Mixed half day flights, due to rain and low ceiling, and breaking of tubes in Radio equipment.		
	21-10-41		Commanding Officer arrived on Station at 1000 hours (Standard). Fog and low ceiling until 0945 hours. Partly cleared by 0900 hours. Squadron Leader Gehill, Command Padre, visited the station to arrange for Padre here for one day per week, from 1600 hours to 2000 hours. Messmen #2056, nose down while being taxi'd at from five to seven miles. Brane		
	22-10-41				
	23-10-41				

Figure 59. First page of the war diary for the Flying Squadron, listing the location as Burtch.⁴

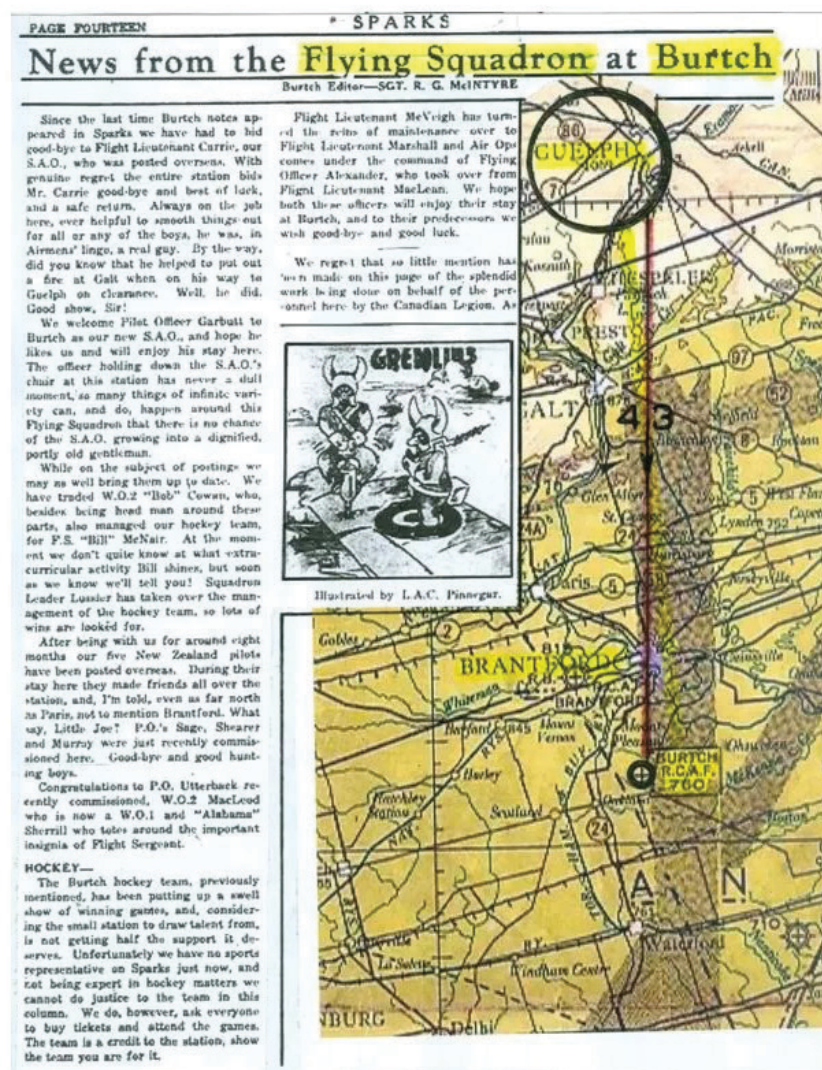


Figure 60. Map showing the straight-line distance from Guelph to Burtch. —Sparks, October 1941



Figure 61. Photo of the aerodrome at Burtch, which shows the runways and buildings. – *Library and Archives Canada*

Students at Burtch spent their days studying, working and learning the wireless and telegraph machines as well as flying the planes. Figure 62 illustrates a photo of students in the wireless and telegraph room. (A room similar to this would have been set up in St. Catharines.)

Figure 63 illustrates a cover from Australia paying the 1d military concessionary rate for an Australian military person stationed in Australia or the British Empire. The families of the Australian and New Zealand airmen may not have known what school their family members were stationed at in Canada so a lot of their mail was addressed to the respective air force headquarters of the RAAF and the RNZAF in Ottawa. From there the mail was redirected to the appropriate school. This cover was sent to the RAAF in Ottawa and they redirected it to “4WS” (No. 4 Wireless School at Guelph, Ontario). Upon arrival there it was re-directed to “#4 Wireless School Flying Squadron at Brantford, Ontario”. The cover was censored in Australia and postmarked August 28, 1942, The Guelph back stamp is October 12, 1942.



Figure 62. Photo of students working and learning in the wireless and telegraph room. – Library and Archives Canada

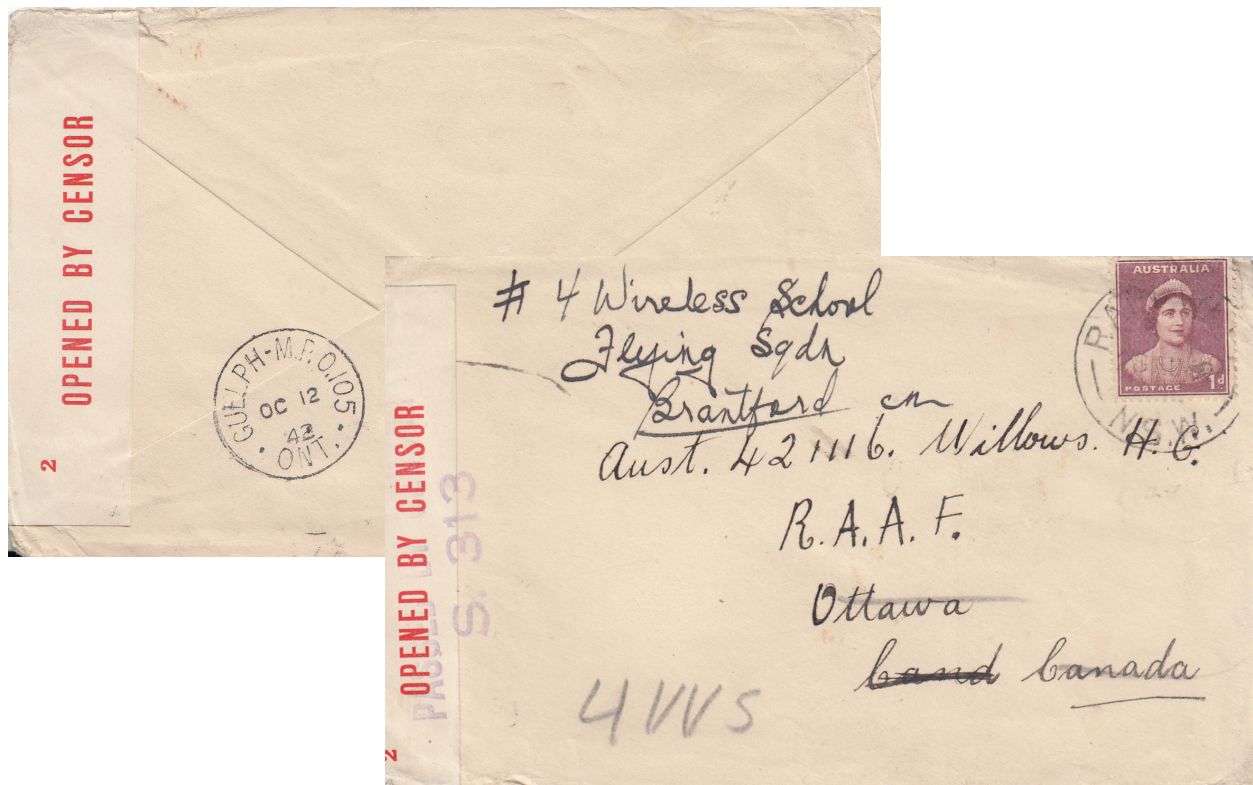


Figure 63. Australian censored cover to an Australian airman in Canada redirected to No. 4 Wireless School Flying Squadron at Brantford (Burtch), Ontario.

PAGE NO. 2			NO. TO APPROPRIATE
PLACE	DATE	TIME	SUMMARY OF EVENTS
Murich, Ontario	10/Dec/35		Unlimited ceiling. Visibility ten to fifteen miles in the forenoon. Barometer falling rapidly. Flw the 0800 hr. flight and up to 1730 hrs. Officer's Commanding parade at 0705 hrs. S/L Hawker, M.P., inspected the Squadron.
	11/Dec/35		Ceiling unlimited. Good weather. Occasional snowflurries. Flw all day. New class of V.A.S.'s arrived.
	12/Dec/35		Good ceiling and visibility in the morning. Flw Hurricanes and Yale aircraft at 0815 hrs. Strong surface wind with gusts at 36 m.p.h. Squall at 1800 hrs. Hurricane recalled. Flw from 1500 to 1700 hrs. Station movie and dance.
	13/Dec/35		Ceiling and visibility unlimited. Few scattered snowflurries. Temp. 5° F. Flw all day. Party of section commanders flw to St. Catharines to look over the Station. Men lost basketball game vs T.A.S.A. Score 35-25.
	14/Dec/35		Ceiling 4000 feet in the morning. Ceiling in the afternoon generally unlimited. Snowflurries. Flw all day. Troop from Hamilton entertained the Station personnel. Dance and lunch after much enjoyed by all present. Late 3350 taxi'd into Moth 4699; no one injured.
	15/Dec/35		Ceiling and visibility unlimited all day. Flw all day. Station Movie at night.
	16/Dec/35		C.A.T.V. flw all day. S/O Hixlop called V.D.'s together and forwarded the order (no civilian dresses for New Year's Dance). Basketball game V.D. team lost to Residents 21-5. R.C.A.F. team won 27-25.
	17/Dec/35		Heavy, strong winds. Unlimited ceiling. Flw all day. Gusts up to 36 m.p.h. Officer's Commanding parade. S/L Hawker inspected the Squadron. Very cold. Margate held very nice New Years Dance in their Mess.
	18/Dec/35		Heavy, ceiling 1200-4500 Feet. Visibility 8-3 miles. Flw all day.
	19/Dec/35		Ceiling 1000-1800 Feet. Flw very strong. Flw in the morning. Washed out at 1200. No flying in the p.m. Station movie and dance in the Airman's Mess.
	20/Dec/35		Hockey game: Stars vs. No. 5 S.F.T.S. Lost 5-4. Windy with snow squalls forecast. Flw 0800 hrs. washed out about 1000 hrs. Washed in at 1100 hrs. Washed out at 1530 hrs. Strong winds. Station movie in Airman's Mess. W.D. had Xmas party in their lounge.

A.C.F. R. 43 (REVISED)
 100-10-10-10
 10-10-10-10

Blue 36

Figure 64. War diary page with the first reference of St. Catharines.⁴

The first reference regarding St. Catharines in the war diary occurs on December 13, 1943, Figure 64:

"Party of section commanders flew to St. Catharines to look over the station."

Figure 50 showed the letter from the RCAF to the Commanding Officer of No. 4 Wireless School advising him that a movement order is in place for the transfer of No. 4 W.S.F.S. from Burtch to the facility of the previous No. 9 E.F.T.S. at St. Catharines. The first indication of personnel transferring from Burtch to St. Catharines was in the entry of January 27, 1944 in the war diary, Figure 65.

The Women's Division first appeared at St. Catharines on February 11 and 12 as indicated in the entry of the war diary. February 13, 1944 has the first entry indicating that No. 4 W.S.F.S. was now established at St. Catharines, Figure 66. On the same page on February 16 "*Senior N.C.O.'s and Officers moved into their new quarters today and seem to be quite pleased about them.*"

Figure 67 exhibits a cover posted by a member of No. 4 W.S.F.S. on October 15, 1944 to Lansing, Ontario.

R.C.A.F. R. 42 (REVISED)
1-2-54
R.Q. 40-2-6

SECRET

PAGE NO. 3

THIS FORM IS TO BE USED IN ACCORDANCE
WITH R.C.M. 12, 2, FOR THE R.C.A.F. PERSONNEL
AND THE AIR FORCE ADMINISTRATION
THE ORDER A.M.S.

DAILY DIARY

"APPENDIX 'A' "

OF No. 4 Wireless School Flying Squadron, R.C.A.F.

UNIT OR FORMATION

PLACE	DATE	TIME	SUMMARY OF EVENTS	REF. TO APPENDICES
Burth, Ontario	23/Jan/44		Clearing towards noon. Flew all day. Church Parade at 0900 hours.	
	24/Jan/44		Ceiling unlimited, flew all day. Show "Watch on the Rhine" at the Airman's Canteen.	
	25/Jan/44		Rain, freezing on surface, washed in 1310 hours, flew all afternoon.	
	26/Jan/44		Very hazy, flew all day.	
	27/Jan/44		Rain and drizzle, visibility poor, washed out all day. F.O. Ford/mons, S.A. - 0207H, D.A.P.M. visited the Station from No. 1 Training Command. First party of airman went to St.Catharines, the party consisted of Fireman, Firefighters, Guards. Binge in the Airman's Canteen.	
	28/Jan/44		Low ceiling, flying washed in at 0930 hours. Conditions improved, flew rest of day.	
	29/Jan/44		Fog until 1600 hours. Flying washed in at 1600 hours flew until 1800 hours. Burth airman played hockey in the semi-finals against Cockentons. It was a well fought game and the score was a tie 4 - 4. O.O.'s Parade at 0800 hours, S/L Insister inspected the Squadron.	
	30/Jan/44		Overcast in morning, improved in afternoon, flew all day. Church Parade at 0900 hours. Show in the Canteen "Of Mice and Men".	
	31/Jan/44		Flying washed in at 0800 hours. Snow storm came on suddenly at 1000 hours. Flying washed out all day.	
TOTAL SUPPLEMENT FLYING HOURS:			3905 HOURS: 20 MINUTES	
				<i>D.A. Williams</i> (D.A. Williams) Group Captain, Commanding Officer, No. 4 Wireless School, R.C.A.F., Sault, Ontario.

Figure 65. War diary page making the first reference of personnel transferring from Burtch to St. Catharines.⁴

PLACE	DATE	TIME	SUMMARY OF EVENTS	REF. TO APPENDICES
Burich, Ont.	10/Feb/44		Snowflurries. Visibility 10 miles or better. Flew all day.	
	11/Feb/44		Flying washed out. Snowstorm with lots of snow on the runways. Sgt. Road (Women's Division) and 3 W.D.'s with 3 Works & Buildings airmen proceeded to St. Catharines.	
	12/Feb/44		No flying. Fate decided to turn the fine weather we have had most of the winter into a real storm, as our Squadron endeavoured to move to its new abode. A bus load of cooks and W.D.'s proceeded to St. Catharines by civilian bus, whilst the airmen bringing maintenance and wireless equipment had to come by stake truck and army trucks, many arriving at night, and many worked all night, putting up equipment so that flying could commence on Monday. Taking effect immediately, it has been arranged to have duty runs to Guelph on Monday, Wednesday and Friday.	
St. Catharines, Ont.	13/Feb/44		60 W.D.'s arrived from Guelph today. Also all aircraft were flown down from Burich. Weather was O.K. for flying.	
	14/Feb/44		Flew until 1630 hours. Flying washed out at that time on account of heavy snow. The station is very busy trying to get organised.	
	15/Feb/44		Flying washed out at 1500 hours after flying all morning and afternoon up to that time. The washout was not so much on account of the stormy weather but because of the high wind blowing snow in drifts on the runways. A dance was held in one of the rooms in the Admin. Building and although not very well attended was thoroughly enjoyed by the ones who were there.	
	16/Feb/44		Flew all day from 0800 hours to 1930 hours. Little bit of haze, but visibility was anywhere from one to three miles. Ceiling pretty good, wind light and variable. Senior W.D.O.'s and Officers moved into their new quarters today and seem to be quite pleased about them. Practically all the Station is at St. Catharines now with the exception of a few men.	
	17/Feb/44		High overcast all day long, little bit of haze. Visibility 3-5 miles in haze. Flew all day. The personnel who remained at Burich to finish moving; also arrived at St. Catharines today. Station entertainment consisted of bingo with prizes.	
	18/Feb/44		No flying. Heavy snowfall night before. Snow ploughs very busy cleaning off runways. Very high wind 35-40 miles per hour, quite variable, only one runway clear and wind was across that one.	
	19/Feb/44		Good weather, flew all day.	

Figure 66. War diary entries for February 11 and 12 mention the first appearance of the Women's Division at St. Catharines, and also the first entry under St. Catharines indicating that senior N.C.O.'s and officers have moved in.⁴



Figure 67 . Cover posted by a member of No. 4 WSFS at St. Catharines, October 15, 1944 to Lansing, Ontario.

As mentioned earlier, the Relief Landing Field for No. 9 E.F.T.S. was located at Willoughby, Figure 68 illustrates RCAF orders to the CO. of No. 4 WS, that he is responsible for the care and maintenance of the property until its disposal.

For the 13 months when No. 4 W.S.F.S. was at St. Catharines, a good proportion of trainees were undergoing instructions to become WAGs as indicated by the chart Figure 69.⁶

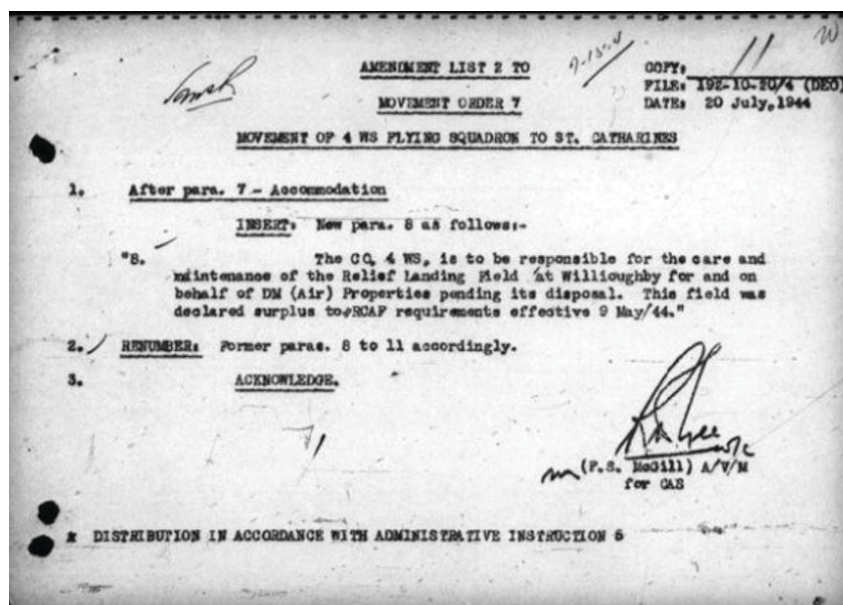


Figure 68. RCAF orders to the CO of NO. 4 WS that he is responsible for the care and maintenance of the Relief Landing Field at Willoughby until its disposal.⁴

No. 4 Wireless School Flying Squadron Monthly Activity 1944 - 1945		
Month	Personnel	Flying Time (hours)
January	400	3,906
February	400	3,680
March	390	4,152
April	400	4,642
May	525	4,257
June	593	4,155
July	525	4,200
August	443	4,316
September	379	4,026
October	364	4,013
November	375	3,128
December	400	908
January 1945	54	0

Figure 69. Chart showing flying time of the trainees at No. 4 W.S.F.S., St. Catharines.⁶

There were three types of planes used for training purposes at No. 4 W.S.F.S.: the Menasco Moth (a bi-plane), Figure 70, The North American Harvard, Figure 71, and the North American Yale, Figure 72. These planes were all equipped with wireless sets and a student had to learn how to send wireless messages while performing air flight duties. Also, the students were trained in the Link Trainer, displayed as Figure 73.



Figure 70. Menasco Moth. – *photo courtesy Government of Canada, RCAF*



Figure 71. North American Harvard. – *photo courtesy Canadian Museum of Flight*



Figure 72. North American Yale. – *photo courtesy Canadian War Plane Heritage Museum*



Figure 73. The blue Link trainer and it's instrument panel. – *photo courtesy Canadian Museum of Flight*

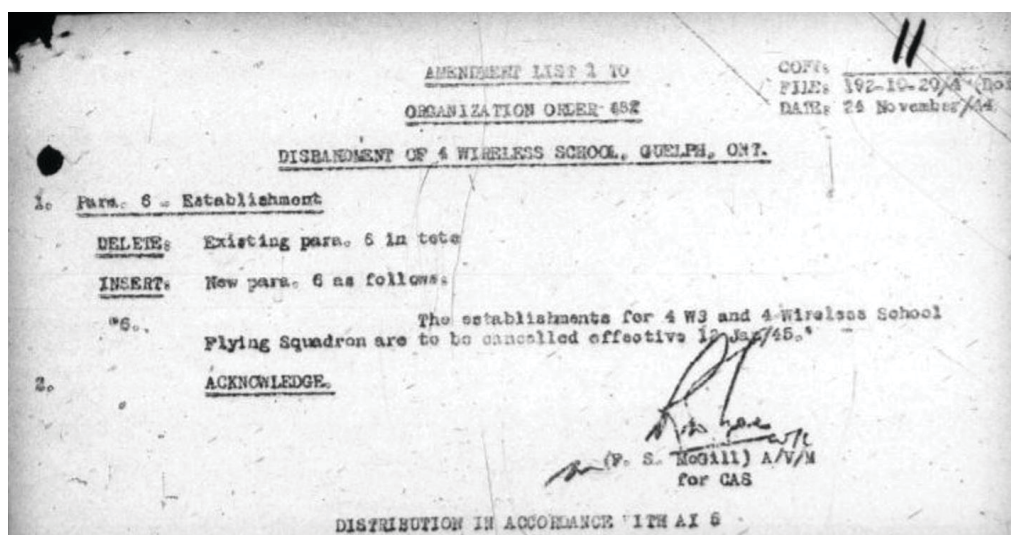


Figure 74. Order informing No. 4 W.S.F.S of the disbanding of the school effective January 12, 1945.⁴

Orders had been written on November 20, 1944 regarding the disbandment of No. 4 Wireless School and the Flying Squadron on January 12, 1945, Figure 74.

January 13, 1945 was a dark day in the history of the RCAF in St. Catharines, Figure 75 illustrates the war diary page with the final entry reading:

“Today is the last day of official existence for No. 4 W.S.F.Sqdn., St. Catharines. From now on, according to official record, we are disbanded.”

Special Equipment Handling Unit (S.E.H.U.)

With the notice in November 1944 of the closure of No. 4 W.S.F.S. on January 13, 1945, the RCAF began removing all military equipment, weapons, literature and anything pertaining to the RCAF. All that was left was non-essential goods. These non-essential goods were to be disposed of by public sale and an RCAF team was brought in to record the goods, the quantity and the sale price. This team was referred to as the Special Equipment Handling Unit. Figure 76 exhibits a cover from a member of this dispersal team on a Canadian Legion War Services envelope cover posted at St.

RCAP, R.E.
RCAP, R.E.
RCAP, R.E.

THIS FORM IS TO BE USED IN ACCORDANCE
WITH PARAGRAPH 100 AND 101, A.C. 1.0
FOR THE RCAP, R.E. AIR FORCE ADMIN.
TENTATIVE ORDER A.M.C.

DAILY DIARY OF

(UNIT OR FORMATION: No. 4 Wireless School Flying Squadron, RCAP.)

PLACE	DATE	TIME	SUMMARY OF EVENTS	REFERENCE TO APPENDICES
St. Catharines, Ontario	10/Jan/45		Most of the personnel have now left for their new Units, although W. & S. Equipment, part of Maintenance and Headquarters staffs still remain. Twenty-six more aircraft were flown to Mount Hope today.	
	11/Jan/45		Our last D.R.O. was completed today and all personnel are now on the strength of Units to which they have been posted. Remainder of the aircraft were flown to Mount Hope.	
	12/Jan/45		Today is the last day of official existence for No. 4 W.S.F.Sqdn., St. Catharines. From now on, according to official record, we are disbanded.	

J.M. Cairns
(J.M. Cairns) Wing Commander,
Commanding Officer,
No. 4 Wireless School, R.C.A.F.,
Oshawa, Ontario.

Figure 75. The final entry in the war diary, stating the No. 4 W.S.F.Sqdn had been disbanded.⁴



Figure 76. Canadian Legion War Services cover posted at St. Catharines, January 1, 1945 from a member of the S.E.H.U. to St. Thomas.

Catharines, January 1, 1945 to St. Thomas. On the reverse is “R18534 Sgt. Lortie”, which indicates he was involved at the base at this date, and a member of the S.E.H.U.

Figure 77 shows a cover posted from overseas, postmarked March 27, 1945 and addressed to Corporal Gwynn Dawson, of the Women’s Division at #4 B&GS, MPO 103, Fingal, Ont., redirected to St. Catharines S.E.H.U., then redirected to Uplands at Ottawa. There is a St. Catharines machine marking on the back dated May 1, 1945 and a receiving postmark of Uplands M.P.O. 307 on May 3, 1945.



Figure 77. Cover posted from overseas to a member of the Women's Division at No 4 B&GS, Fingal, Ont. Redirected to the S.E.H.U. at St. Catharines, and further re-directed to Uplands at Ottawa.

Figure 78 illustrates a YMCA cover posted at St. Catharines on May 2, 1945 sent by Sgt. Lortie to St. Thomas, a month before the auction of the goods.

On June 6, 1945, a public auction of war surplus goods was held at the former No. 4 W.S.F.S., where more than 4,000 people attended. Sold were a wide variety of previously-owned surplus army and air force material and furnishings, such as tents, mattresses, tables, chairs, blankets, cots, beds, cookware and anything of non-military importance which was not wanted. [Ed note: the army had personnel stationed here because they provided guard and security services.] A photo of the auction is displayed as Figure 79.

With the RCAF now gone, the lands and buildings were returned to the City of St. Catharines and the St. Catharines Flying Club.

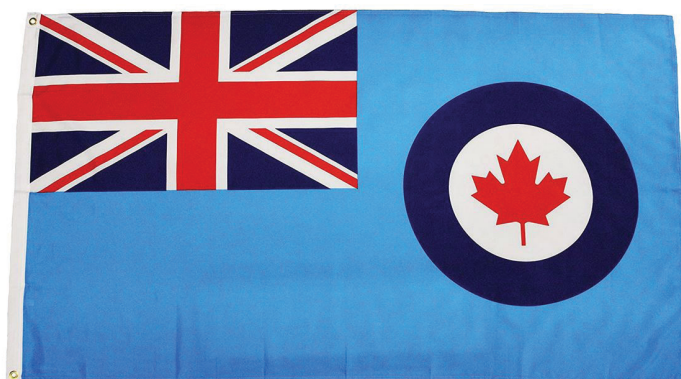




Figure 78. YMCA cover posted at St. Catharines, May 2, 1945 from a member of the S.E.H.U. to St. Thomas.



Figure 79. Photograph of the auction that had taken place at the former W.S.F.S. – *The St. Catharines Standard*, June 7, 1945, photo courtesy St. Catharines Archives

Sgt. Carl Finney Marsh

Initially when seeing Figure 10. I had wondered what the connection between Carl Marsh and No. 9 E.F.T.S. may have been. With the help of Jim Doherty of the Niagara Military Museum we were able to find information about him and his service record, this enables me to tell his story here.



Photo of Sgt. G. F. Marsh⁷

Carl Finney Marsh was born on April 8, 1920 on Pilley's Island, Newfoundland. His family later moved to Montreal, Quebec. With the outbreak of WWII, Carl enlisted with the RCAF on March 27, 1940, Figure 80. Marsh entered training at Trenton, Ontario on March 20, 1940, then went to No. 1 Initial Training School in Toronto and then to No. 9 E.F.T.S. at St. Catharines, hence the No. 9 connection. While at No. 9 E.F.T.S. he did rather well in his elementary training, as stated in his evaluation (Figure 81).

From No. 9 he went to No. 1A Manning Depot at Picton, then to No. 6 S.F.T.S. at Dunnville, where he received the rank of Sgt. and his pilot's badge, as stated in his military record of service (Figure 82).

ROYAL CANADIAN AIR FORCE
ATTESTATION PAPER

- Surname..... MARSH
- Christian Names..... Carl Finney
- Present address..... 4488 Adam St., Montreal, Que.
- Date of birth..... April 8th, 1920
- Place of birth..... Newfoundland Pilley's Island
(Country) (County or Province) (Town or Township)
- Religion (state denomination)..... Salvation Army
- Trade or Calling..... None
- Married, Widower or Single..... Single
- Name of next of kin..... Mr. William Thomas Marsh
- Relationship..... Father
- Address of next of kin..... 4488 Adam St., Montreal, Que.
- Have you served in any Naval, Military or Air Force?..... No
- If previous war service, state arm, force and regimental particulars..... Nil
- Do you now belong to or have you served in the Royal Canadian Air Force, Permanent or Auxiliary?..... No

(Give unit and date of attestation)

DECLARATION TO BE MADE BY MAN ON ATTESTATION

I, Carl Finney MARSH do solemnly declare that the above particulars are true, and I hereby engage to serve on active service anywhere in Canada, and also beyond Canada and overseas, in the Royal Canadian Air Force, for the duration of the present war, and for the period of demobilization thereafter, and in any event for a period of not less than one year, provided His Majesty should so long require my services.

Date..... 27-3-40 *J. Marsh*
(Signature of recruit)

Figure 80. Attestation paper of Carl Marsh when he enlisted into the RCAF.⁸

PART II
304 ELEMENTARY TRAINING

1. No. 9 Elementary Flying Training School. Course No. 17. From 4-1-41 To 21-3-41

FLYING TRAINING

Aircraft	Dual	Solo	Passages	Total	Link Trainer
PRISON II	28:00	28:45	nil	56:45	6:00

3. Results of Flying Tests:—20 hour..... 88.1 % 50 hour..... 77.6 % Instr. Fly..... 65 %

4. Ability as a Pilot..... average. Pass or Fail..... P

5. Recommended for training on T.E. or S.E. Aircraft..... S.E.

6. Remarks on Flying Progress and points which require special consideration..... Average pilot, rather timid when doing aerobatics, but a fair instrument pilot. Should be a good pilot.

M. D. [Signature]
Chief Flying Instructor

17-2-41
GROUND TRAINING

Subject	Maximum Marks	Marks Obtained	Subject	Maximum Marks	Marks Obtained
Airmanship	200	158	Th. of Flight	100	60
Airframes	200	125	Air Nav.	200	108
Aero Engines	200	103	Arm. (Oral)	200	150
Signals (Pac.)	50	40	Quals. as an Officer N.C.O.	200	150

Maximum Marks 1350. Marks Obtained..... 859 Percentage..... 63.5 Pass or Fail..... P

Position in Class..... 16 No. in Class..... 20

8. Commissioned Rank (appears suitable or unsuitable)..... Suitable

9. General Remarks (Ability, Conduct, etc.)..... Ability - average, conduct - good. This Airman worked hard, and made an excellent showing in his flying, being about average on ground subjects. He is extremely keen, and well disciplined, and should become good Officer material. Attitude toward the Service - good.

A. N. [Signature] 17-2-41
Commanding Officer

Passed to No. 1 Manning Depot. S.F.T.S.
To be passed to No. S.F.T.S.

No. 9 E.F.T.S. St. Catharines, Ontario.
Date..... 17-2-41

Figure 81. Training evaluation of Carl Marsh while at No. 9. E.F.T.S.⁸

R. C. A. F.
RECORD OF SERVICE

NUMBER: R 54825 NAME: Marsh, Carl, Finney
Temporary Sergeant (41)

PLACE & DATE OF BIRTH:
Malley's Island, Newfoundland. 6th April, 1920.

PLACE & DATE OF ENLISTMENT:
Montreal, Quebec. 27th March, 1940

PREVIOUS SERVICE:
NIL

EDUCATION:
1 Year High School (Montreal)

POSTINGS:

Recruits Training Squadron, Trenton	20-Mar-40
No. 1 I.V.S., Toronto	20-Nov-40
No. 9 I.V.S., St. Catharines	3-Jan-41
No. 1 C.A.D., Boston	21-Feb-41
No. 6 S.V.T.S., Dunnville	6-May-41
No. 1 "B" Depot Halifax	17-May-41
No. 1 "B" Depot Halifax to R.A.F. Trainees Pool, Overseas	17-Jun-41
3 F.R.C.	17-Jul-41
59 C.T.U.	28-Jul-41
258 Squadron	15-Sep-41
17 Squadron	19-Oct-41
Missing	25-Jan-42

RANK - Reclassifications and Appointments:

ACE	27-Mar-40
AC1	26-Jun-40
LAC	27-Sep-40
ACE (reclassified)	20-Nov-40
LAC	9-Jan-41
Sgt.	16-May-41

PAY - Remuneration:

General Duties "S"	27-Mar-40
Aircrew "S"	26-Nov-40
Airman Pilot "S.G."	16-May-41

SERVICE COURSES:

Pup'l Pilot Course	63.6%	Pass	21-Feb-41
Pup'l Pilot Co. rse #22	71.7%	Pass	16-May-41

HONOURS & AWARDS:

Pilot's Flying Badge	16-May-41
----------------------	-----------

FOURLEAFLETS:
NIL

DATE: 13 May 1943

CERTIFIED TRUE EXTRACT
W. W. McDougall
Wing Commander
R.C.A.F., Records Officer.

Figure 82. Marsh's RCAF Record of Service listing the various schools and placements.⁸


410 VICTORIA AVE
Brandon, Manitoba
PHONE 3351

March 18th 1949

Wing Commander Gunn
Ottawa.

Dear sir:-

Re: Sgt. C.F. Marsh, R54825

The above Airman (my son) was reported "Missing" on January 25th, 1942, and presumed dead March 22nd 1946. This information you already have on file in your Records. A recent newspaper article in reference to the work of searching for missing men has moved me to offer some other information which may be of interest if you have not previously had it on record.

Flight-Lt. Nicholas Welch, the Acting Commanding Officer of Squadron 232 operating from Seletah, Singapore at the time wrote thus:- "He was flying a Hurricane II B, No EE-641".

W/O. Porter 128029 of S. Devon, England, writes:-

"The Japanese bombers would fly over Singapore Island either from the N.E. or N.W. position their targets, make a complete turn either to the S.E. or S.W. of the island, and come in on their bombing run. Our orders were to attack them over the sea when they made their turn prior to their bombing run..... It was after a raid like this on January 25th, that Finney failed to return..... as we were operating over the sea it was presumed that he must have been hit and gone straight in".

Our address at that time was 4488 Adam Street, Montreal. I crave your pardon sir, if this information is useless to your Dept. but if there is a searching team in that area, it may be of some interest.

Yours very sincerely,
William T. Marsh.

Figure 83. A 1949 letter from the father of Carl Marsh to a Wing Commander Gunn in Ottawa, describing information that he received detailing his son's disappearance.⁸

Upon receiving his Sgt. rank and pilot's badge, he went to the United Kingdom, where he trained to be a fighter pilot. After his training in the United Kingdom, he was transferred to Squadron 232 operating from Seletah air base in Singapore. During the Air Battle of Singapore he was shot down on January 25, 1942. An account of the action which took place is described in a 1949 letter (Figure 83).

As his body was never recovered, his name is listed on the Singapore Memorial which stands in the Kranji War Cemetery (Figure 84).



Figure 84. A photo of the Singapore Memorial that lists the names of over 24,000 soldiers and airmen of the British Commonwealth and Empire who lost their lives during the south and eastern Asia conflicts and have no grave. – photo courtesy Commonwealth War Graves Commission

Flight Lieutenant Gordon Arthur Kidder



Photo of Flight Lieutenant
Gordon Arthur Kidder

On December 9, 1914, a son Gordon Arthur was born to Arthur Garfield Kidder and Ethel May Kidder, of Barnsdale St. in St. Catharines, Ontario.

Gordon attended school in St. Catharines and went to the University of Toronto, where he earned a B.A. in modern languages. Later he completed his masters degree in the German language at John Hopkins University in Baltimore, Maryland.

With the outbreak of war in 1939, Gordon enlisted in the RCAF on January 8, 1941, as exhibited on Air Crew Enlistment Agreement, Figure 85.

Kidder originally requested to be an Air Observer. His request was denied and he was sent to No. 11 E.F.T.S. at Cap de la Madeleine, P.Q., where it was deemed he would not make a suitable pilot. His training at No. 11 was terminated on July 4, 1941. In September 1941 he reported to No. 1 Air Observation School at Malton, Ontario and was there until December 1941. Upon passing this course, he went to No. 1 Bombing and Gunnery School at Jarvis, Ontario from December 1941 to January 1942 and passed the course there. His next school was No. 2 Air Navigational School at Pennfield Ridge, New Brunswick from January 1942 to February 1942. On August 14, 1942, he reported to 156 Squadron at Alconbury RAF, joining No. 8 Group RAF, flying Wellingtons and became one of the original members of the Pathfinders. Figure 86 exhibits the front of his RCAF Record of Service card showing the various courses he passed.

On October 13, 1942, the Wellington bomber which he was in, was shot down and he was reported missing. On November 19, 1942 the family received word that Gordon was being held as a POW and on February 5, 1943, a message was received from the International Red Cross in Switzerland that Kidder was being held at Stalag Luft Three. Stalag Luft III was located at Sagan, Poland (Polish spelling is Zagan). This camp was for captured air force

SPECIAL RESERVE

AIR CREW ENLISTMENT AGREEMENT

1. I, the undersigned, do acknowledge that I have read, understand, and agree to the following conditions of Service in the event of my being accepted for enlistment in the Royal Canadian Air Force as... Pilot or Observer... (Trade)

That I will be called upon to perform other than Air Crew duties until the R.C.A.F. is in a position to commence my training as such.

2. If at any time I am found unsuitable for further training in the above category, I understand that:

(i) I may be re-mustered to another Air Crew category for which I am found suitable, or

(ii) If found unsuitable for any flying duties, I may be re-mustered for service in ground duties.

Gordon A. Kidder (Signature of Applicant)

J. A. Kidder (Signature of Applicant)

21-2-40 (Date)

21-2-40 (Date)

A.F.N. 27.
21-2-40

Figure 85. Air Crew Enlistment Agreement indicating Gordon's agreement to join the RCAF. – Library and Archives Canada, RG24, Volume 27901 Service Number J10177

SERVICE NUMBER <u>J10177</u>		ROYAL CANADIAN AIR FORCE	
RECORD OF SERVICE			
1. RANK <u>P/O</u>	2. CHRISTIAN NAMES <u>GORDON ARTHUR</u>	3. SURNAME <u>KIDDER</u>	4. DECORATIONS
5. TYPE AND DATE OF COMMISSION <u>S.R.G.C. 16-2-42</u>	6. BRANCH <u>G.L.</u>	7. DATE OF BIRTH <u>9-12-14</u>	8. RELIGION <u>C of E</u>
9. SERVICE MACHINES FLOWN <u>First Flight II</u>	10. TYPE ON WHICH MOST PROFICIENT. (IF UNDER INSTRUCTION STATE TOTAL NUMBER OF HOURS FLOWN ON EACH TYPE AND TESTS PASSED.) <u>13.50</u>	11. IF MARRIED: DATE	12. MEDICAL CATEGORY <u>A1A3B</u>
13. PLACE AND DATE OF LAST MEDICAL EXAMINATION. <u>Pennfield Rdg. NB. Feb. 1942</u>			
14. QUALIFICATIONS INCLUDING SPECIALIST COURSES AND RESULTS OF PROMOTION EXAMINATIONS			
SUBJECT	UNIT	FROM	TO
<u>NAVIGATION (OR)</u>	<u>#1 AOS</u>	<u>Sept. 1941</u>	<u>Dec. 1941</u>
<u>Boat & Gunner</u>	<u>#1 BGS</u>	<u>Dec. 1941</u>	<u>Jan. 1942</u>
<u>Navigation (Asth)</u>	<u>#2 ANS</u>	<u>Dec. 1941</u>	<u>Feb. 1942</u>
15. PERMANENT ADDRESS <u>Barnesdale, St. Catharines, Ont.</u>		16. NEXT OF KIN, RELATIONSHIP AND ADDRESS <u>Mrs. Viola M. Evans, Barnesdale, St. Catharines, Ont.</u>	
17. NAME AND ADDRESS OF PERSON TO BE NOTIFIED IN CASE OF CASUALTY <u>Mrs. Viola Evans, Barnesdale, St. Catharines, Ont.</u>			

Figure 86. Front of Kidder's RCAF Record of Service card which mentions the various courses he had passed. – Library and Archives Canada, RG24, Volume 27901 Service Number J10177

personnel, originally for allied British and Commonwealth air crews, but later extended to U.S. Air personnel. This was also a camp in which captured escapees from other camps were brought at the time as it was deemed to be escape proof by the Nazi's.

While he was in Stalag Luft III, plans were under way for a large prisoner escape which involved the digging of tunnels under the camp through to a wooded area. Kidder became involved with the plans as he was fluent in German and began teaching the potential escapees the German language. Those who were selected to escape were of various nationalities and could speak English plus at least one other language as it was felt those that were linguists stood a better chance of success to freedom.

On March 25, 1944 the escape plan went into effect, with 76 officers of the RAF and RCAF able to escape before the alarm was sounded. The original plan was for over 200 officers to make their escape, but the calculation in the tunnel length left it far short of the woods and when they surfaced they were in open space. Kidder and Squadron Leader Thomas Graham-Kirby Green (RAF) were able to make it to Zlin, Czechoslovakia, where they were captured by the Gestapo. When Adolph Hitler received reports of the escape, he ordered the Gestapo to execute 50 of the 76 as a punishment and warnings to the others throughout the POW camps. The German High Command order was referred to as the Sagan Order. Of the 50 executed officers, 6 were Canadian as displayed in the telegram illustrated as Figure 87. The bodies of those executed were cremated and their ashes were brought to Stalag Luft III, where they were interned in a ceremony on December 4, 1944. The ashes were later exhumed and reburied in the military cemetery at Poznan, Poland.

A copy of the RCAF Death Certificate is shown as Figure 88. A memorial erected at Sagan, Poland is shown as Figure 89 listing the names of those executed by the Gestapo.

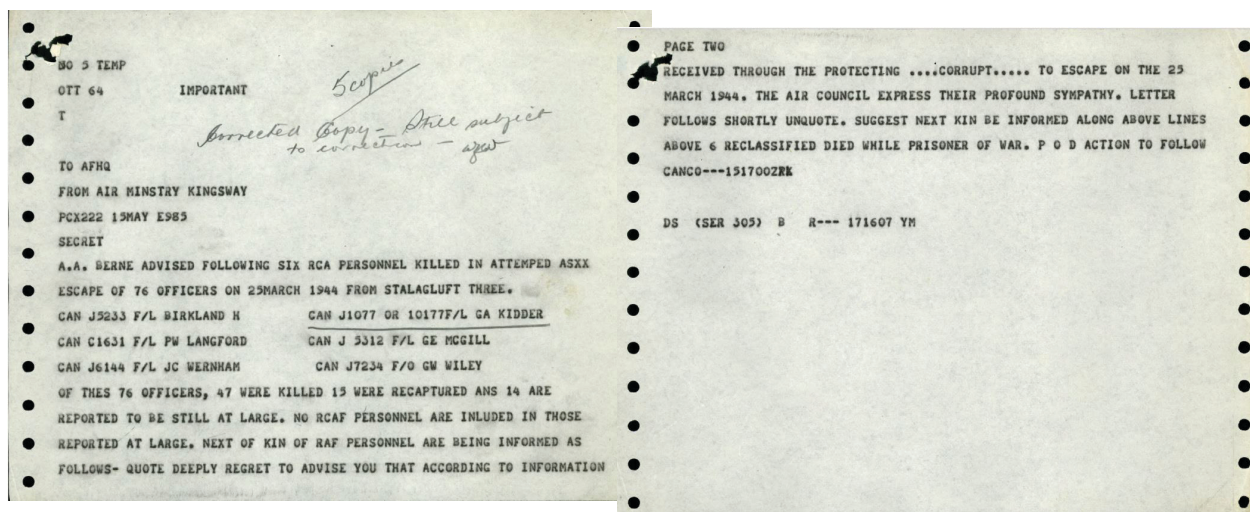


Figure 87. Telegram notice which lists the six Canadian RCAF personnel who were executed by the Gestapo for their escape from Stalag Luft III. – Library and Archives Canada, RG24, Volume 27901 Service Number J10177

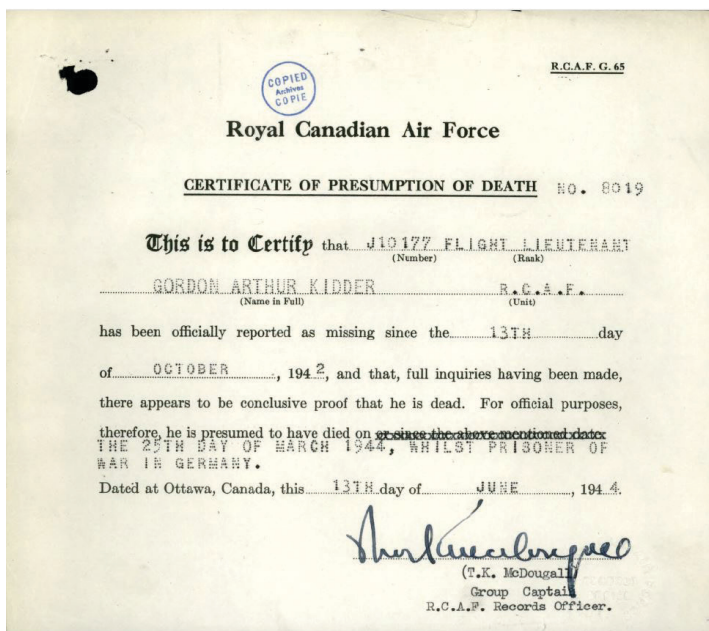


Figure 88. RCAF Certificate of Death for Gordon Arthur Kidder. – Library and Archives Canada, RG24, Volume 27901 Service Number J10177

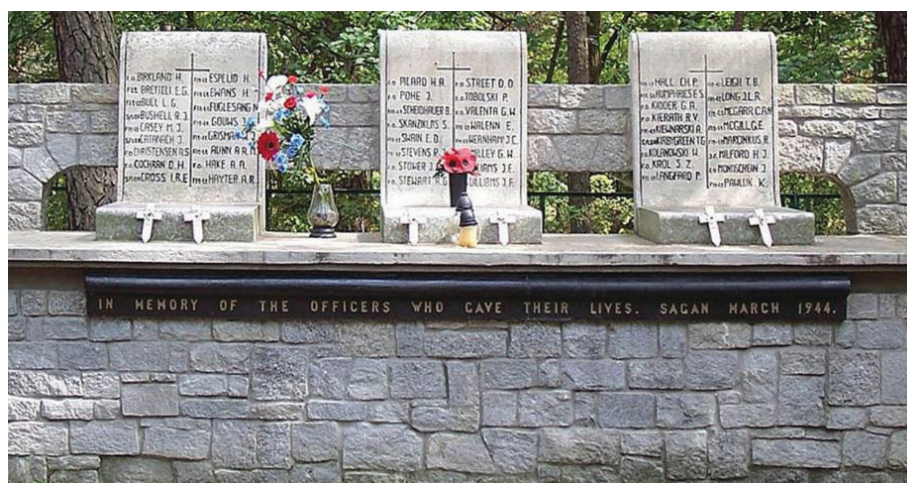


Figure 89. Photo of the memorial at Sagan, Poland in memory of those executed by the Gestapo.

RCAF Personnel from St. Catharines in POW Camps⁹

The following is a list of RCAF personnel who were held as POWs from September 1939 to December 1944. It was obtained from the RCAF Association Prisoner of War website. This listing has the home towns/cities of the individuals. Those men indicated as being from St. Catharines are reproduced below. No POW camp information is provided.

Avery, H.F. F/L J1315. From St. Catharines, Ontario

Birchall, L.J. S/L 0775. From St. Catharines, Ontario

Church, T.H.L. F/O J10062. From St. Catharines, Ontario

Dywan, J. FS R84487. From St. Catharines, Ontario

Foster, G.R. FS R77140. From St. Catharines, Ontario

Foulser, J.D. WO 614117. From St. Catharines, Ontario

Hare, H.E. F/O J18689. From St. Catharines, Ontario

Kidder, G.A. F/L J10177. From St. Catharines, Ontario

Page, C.R. WO2 R114415. From St. Catharines, Ontario

Smith, G.B. Ft L. J18103. From St. Catharines, Ontario

Thomas, D.F. P/O J19117. From Merritton, Ontario

They Never Came Home

The names of members of the RCAF who came from St. Catharines and sacrificed their lives so that we may live in freedom are listed below. The list is printed here with the permission of the Mayholme Foundation, from their publication *They Did Not Return, Honouring St. Catharines' War Dead, WWII: 1939-1945, Korea: 1950-1953, Afghanistan: 2009*, written by Brian Tipps.¹⁰

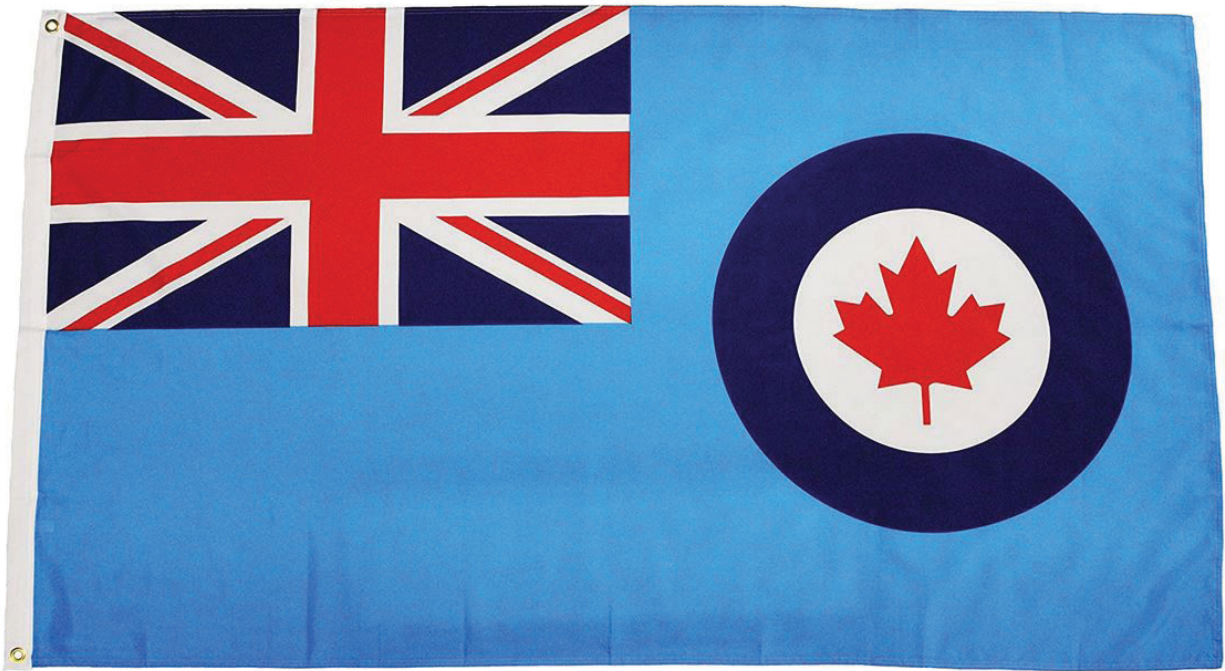
The names are listed as they appear in the above publication and the dates given are the recorded dates of their death.

The abbreviation "LAC" is short for Leading Aircraftman.

Drury, William Henry, Squadron Leader, C1265, January 5, 1942
Brennan, Edward Michael, Sergeant, R66124, October 15, 1941
Johnston, Clarence Arthur, Flight Sergeant, R275157, May 29, 1944
MacDonald, Ernest Mills, Pilot Officer, C22654, April 22, 1943
Moyer, John Ernest, Flying Officer, J36677, April 25, 1944
Watson, Raymond, Aircraftsman, R165833, October 14, 1942
Spencer, George R., Flying Officer, J38724, December 23, 1944
Fleming, Marshall Douglas, LAC, R122618, November 3, 1942
Gibson, Arthur Gordon Bertley, Flight Sergeant, R75979, December 5, 1942
Martin, Roy Alfred, Flight Sergeant, October 14, 1942
Morgan, Charles Harold, LAC, R52650, November 22, 1940
North Everard Barrington, Warrant Officer, R64239, December 14, 1942
Watt, Robert Samuel, LAC, R52694, November 19, 1940
Bolton, Lawrence Herbert, LAC, R72304, Died May 24, 1941
Hubbert, John Monteith, Flight Sergeant, R66086, April 23, 1942
Beattie. George William, Corporal, R131119, July 21, 1945
Chittenden, Walter John, Flying Officer, J87179, R84072, March 29, 1945
Harrison, Robert Roy, Flying Officer, J25864, October 13, 1945
Smith, Ellwood Oscar, Flying Officer, J235445, August 26, 1944
Robinson, Harold James, Sergeant, R66338, December 13, 1941
Ives, Robert Owen Gregory, Flight Sergeant, R161444, July 17, 1944
Taylor, Robert William, Warrant Officer I, R115283, February 24, 1944
Munro, John Oswald, Flight Sergeant, R125923, April 19, 1943
Brookes, Robert George, Warrant Officer I, R723388, November 30, 1942
Boardman, Leonard, Sergeant, R89500, March 4, 1945
Lovett, Charles Edward, Sergeant, R208139, April 15, 1944
Holmes, Leonard Lawrence, Flight Lieutenant, C8066, October 17, 1943
Coombs, John Elliott, Sergeant, R194389, October 12, 1942

Gillies, Alexander Scott, Sergeant, R200515, March 30, 1944
MacDonald, Ronald Edwin, Flight Sergeant, R131442, June 19, 1943
Trueman, Harry George, Flying Officer, J25122, January 31, 1944
Pearce, Clarence Walter, Pilot Officer, J27424, January 30, 1944
Kempling, Russell Joseph, Sergeant, R66089, July 20, 1941
Woodman, Douglas Albert, Sergeant, R60047, October 24, 1941
Shonk, Kenneth Lindsay, Sergeant Pilot, R66160, July 7, 1941
Hilton, William DeVeaux Woodruff, Flight Lieutenant, C1626, July 23, 1942
Malcolm, Douglas Burton St. John, Sergeant, R84388, August 4, 1942
Kester, Noel Thomas, R170747, May 26, 1944
Watt, Thomas Fair, Pilot Officer, J15347, June 10, 1942
Ashburner, Leslie, Flying Officer, J7623, April 23, 1943
Briggs-Jude, Robert William, Sergeant, R89802, September 1, 1943
Bulanda, Joseph Peter, Pilot Officer, J17591, October 11, 1942
Challes, John Thomas Irvine, Flying Officer, December 18, 1939
Cookson, William Remington, Flight Sergeant, R269387, February 23, 1945
Corman, John, Warrant Officer II, R195967, March 3, 1945
Cromb, Ian Taylor, Flying Officer, J38172, September 23, 1944
Davey, Harvey Gordon, Pilot Officer, J87894 R200501, August 13, 1944
Grover, Henry Arthur, Flight Sergeant, R84043, November 10, 1942
Halsey, Alan Leonard, Flight Sergeant, R52691, September 7, 1941
Harman , Frank Albert, Flying Officer, J15655, August 24, 1943
Hokan, Junius Lyman Edward, Flying Officer, J6833, September 26, 1942
Horne, William Robert Lynden, Pilot Officer, C22763, June 27, 1943
Lister, John Ernest, Flying Officer, J4706, February 12, 1942
Monk, Ernest Wellington, Flying Officer, J26848, July 25, 1944
Ross, Herbert John, Pilot Officer, J16873, March 30, 1943
Yacko, John Frederick, Flight Sergeant, R256200, August 23, 1944
Fox, Howard William George, Pilot Officer, J89053 R200720, June 24, 1944
Horner, Douglas Carter, Pilot Officer, J17468, June 20, 1943
Todd, Elvin George, Pilot Officer, J87145 R186495, June 13, 1944
Wilson, Harry William, Pilot Officer, J95261 R84398, June 13, 1944
Bromley, Roger Arthur, Flight Lieutenant, J11565, June 19, 1944
Elphick, James Douglas, Flying Officer, J28195 R109000, July 8, 1944
Forest, Ivor Russell, Pilot Officer, J19992, October 22, 1943
Ash, George Henry, Flight Lieutenant, R129520, November 27, 1944

Preston, Suart Marvin, Flying Officer, J25123, May 13, 1944
Vigor, Edmond, Arthur, Pilot Officer, J185758, April 28, 1944
McGrath, Bernard Arthur, Flight Sergeant, R89516, September 3, 1942
Obson, Gordon Leonard, Sergeant, R66161, August 17, 1941
Garriock, Henry Lloyd, Flying Officer, J19068, March 15, 1945
Campbell, James Bertrand, Sergeant, R88552, August 1, 1942
Morgan, Rhys Hallam, Warrant Officer II, R66350, September 2, 1942
McLaughlin, Burton, Pilot Officer, J92133 R156853, August 17, 1944
Kidder, Gordon Arthur, Flight Lieutenant, J10177, March 25, 1944
Burne, Peter Harold, Flying Officer, J88797, February 22, 1945
Hubbard, Vincent John, Flying Officer, J29683, July 29, 1944
Morrison, Dugald, Flying Officer, J28151, July 29, 1944
Spencer, Francis Arthur, Flight Sergeant, R139365, December 29, 1943
Everest, Dennis, Sergeant, R173859, September 22, 1943
Sterns, William Meredith, Flight Lieutenant, J5306, February 22, 1944
Preston, Arthur Wallace, Flight Sergeant, R281135, March 15, 1945
Aiken, David, Pilot Officer, J18207 R66206, June 26, 1943
Davey, Jim Boyce, Flight Sergeant, R224874, February 21, 1945
Lundy, Harvey William, Flight Sergeant, R66181, April 2, 1943
Windibank, Frank Richard, Flight Sergeant, R103246, May 14, 1943
Pickering, William Vincent, Flight Sergeant, R98484, July 30, 1942
Fisk, George Charles, Flight Sergeant, R66159, April 9, 1942
Brown, John Wesley, Sergeant, R66299, January 11, 1942
Cleland, Calder Leper, Pilot Officer, J19406 R72066, July 3, 1943
Oliver, John Henry (Jack), Warrant Officer Second Class, R80486, March 10, 1943
Fitzgerald, John Bernard, Flying Officer, J25844, September 16, 1944
Schurr, Donald Dean, Pilot Officer, J95434 R173889, June 7, 1945
Gilroy, Kenneth Andrew, Warrant Officer Second Class, R84090, June 22, 1944
Christie, Burton Roxbourough, Pilot Officer, J88718 R103278, June 19, 1944
Storkey, Gordon John, Pilot Officer, J95041, January 4, 1945





HONOUR ROLL

ERECTED TO THE GLORY OF GOD
(AND IN AFFECTIONATE MEMORY OF)
THE MEN OF ST. CATHARINES
WHO MADE THE SUPREME SACRIFICE
1939 - 1945

ADAMS, ALLAN	SGT.	CROWLEY, HARVEY J.	GNR.	FITZGERALD, JOHN B.	F/O.
ADAMS, WILLIAM	LT.	CHEEVERS, JOHN M.	SGT.	FLEMING, MARSHALL DOUGLAS	LAC.
AIKEN, DAVID	P.O.	CHITTENDEN, JOHN WALTER	P.O.	FORSTER, RUSSELL I.	P.O.
ALLAN, JOHN	CAPT.	CHRISTIE, BURTON	PTE.	FOX, HOWARD G.	P.O.
ANDERSON, JOHN	PTE.	CLARKE, IVAN	P.O.	FRANCIS, GORDON L.	SGT.
ANDRES, DAVID	TPR.	CLELAND, CALDER	P.O.	FRASER, JOHN J.	SGT.
ARSENNEK, ARTHUR A.	SGT.	CLINTON, STANLEY EDGAR	REG.	FROST, RALPH	CPL.
ASH, GEORGE HENRY	FL./LT. DFC.	COBLEY, JAMES OWEN	SGNLMN.	GARRICK, LLOYD	F/O.
ASHBURNER, LESLIE	F.O.	COBURN, STANLEY	GNR.	GIBSON, ARTHUR GORDON	FLT./SGT. OBS.
ASHFORD, ROGER A.E.	GNR.	COOKSON, WILLIAM R.	FLT./SGT.	GILCHRIST, WALTER	LANCE/SGT.
BANNAN, HEDLEY C.	TPR.	COOMBS, JOHN ELLIOTT	SGT./PILOT	GILLIES, ALEX.	SGT. A.G.
BARBER, JOHN F.	SPR.	CORBIERE, VINCENT G.	A.B.	GILROY, KENNETH ANDREW	W/O.
BEALES, LEONARD	PTE.	CORMAN, JOHN	W/O.	GODARD, MELVIN	L./CPL.
BEATTIE, GEORGE W.	CPL.	CROMBIE, IAN T.	F.O.	GOODLIFE, KENNETH	SGT. - MAJOR
BECK, JOSEPH ARTHUR	CPL.	DUDLEY, WILLIAM HORNE	P.O.	GRAY, JOHN CARDIE	PTE.
BENNETT, EDWARD A. WTR. TNDR. and C.	CPL.	DANIELS, WILLIAM GEORGE	BDR.	GRIFFIN, RALPH MILLER	GNR.
BERRY, WILFRED	TPR.	DAVIES, WILLIAM CHARLES	SGT.	GRIFFITHS, EDWARD S.	STKR. ISTC.
BERGER, GEORGE L.	STAFF SGT.	DAVEY, HARVEY G.	P.O.	GRIFFITHS, HOWARD F.	TPR.
BIRD, ERNEST	PTE.	DAVEY, JAMES BOYCE	FLT./SGT.	GROVER, HENRY ARTHUR	FLT./SGT.
BLOOM, GEORGE EARL	PTE.	DESSUREAULT, JOSEPH	GNR.	HALL, WILBUR THOMAS	L./CPL.
BLOOMFIELD, JAMES C.	CPL.	DEVOR, DAVID	PTE.	HANKINSON, LEONARD	PTE.
BOLTON, LAWRENCE H.	LAC.	DINE, PHILBERT	CH. ENG.	HANNAH, JOHN M. QUARTERMASTER	
BOARDMAN, LEONARD	SGT. A.G.	DIXON, WARREN E. JR.	EL. TECH. 2	HALSEY, ALLAN	FLT./SGT.
BRENNAN, EDWARD M.	SGT. W.A.G.	DOREY, ALFRED JOHN	PTE.	HARMAN, FRANK A.	F/O.
BRIGGS - JUDE, ROBERT	SGT.	DOWNES, GEORGE R.	PTE.	HARPER, CHARLES ERNEST	PTE.
BROADLEY, HARRY	A.B.	DRURY, WILLIAM H.E.	FLT./LT.	HARPER, GROVER	PTE.
BROCK, MELBORNE G. JR.	O.S.	DYCK, PAUL		HARRISON, JOHN	TPR.
BROMLEY, ROGER ARTHUR	FLT./LT.	ELDRIDGE, WILLIAM HERBERT	CPL.	HARRISON, ROBERT ROY	F.O.
BROOKS, GEORGE ROBERT	W.O. A.G.	ELLIOTT, LESLIE	GNR.	HASLAM, ALBERT L.	TPR.
BROWN, JOHN WESLEY	FLT./SGT.	ELPHICK, JAMES DOUGLAS	F/O.	HAWKE, CHARLES WILLIAM	GNR.
BVLANDA, JOSEPH P.	P.O.	ESSERY, JAMES FRED	PTE.	HAYNES, ALLAN	PTE.
BURNE, PETER HAROLD	F.O.	ETHERINGTON, LLOYD W.	SGT.	HEMPHILL, ALLAN	PTE.
CAMPBELL, JAMES B.	SGT. W.A.G.	EVEREST, DENNIS	SGT. A.G.	HERGOTT, JOHN M.	L./CPL.
CARPENTER, PAUL J.	L./CPL.	EYMAN, WILLIAM G.	SPR.	HILTON, WILLIAM DEVAUX	FLT./LT.
CHALMERS, WILLIAM E. CHIEF L.R.A.	F.O.	FARRELL, MELVIN	L./CPL.	HOKAN, J. LYMAN E.	P.O.
CHALLES, JOHN IRVINE	F.O.	FAST, JOHN	PTE.	HOLLINSHEAD, JOHN WILLIAM	PTE.
		FISK, GEORGE CHARLES	FLT./SGT.		

THEIR NAME LIVETH FOR EVERMORE



HONOUR ROLL

ERECTED TO THE GLORY OF GOD
AND IN AFFECTIONATE MEMORY OF
THE MEN OF ST. CATHARINES
WHO MADE THE SUPREME SACRIFICE
1939 - 1945

HOLMES, LEONARD	FLT./LT.	MILLER, ART. McLAUGHLIN	P/O	SLESSON, WILLIAM	PTE.
HORNER, DOUGLAS	E./LT. ENG.	MONK, ERNEST W.	F/O	SMITH, DAVID	SGT.
HORNER, WILLIAM	PTE.	MORRISON, DUGALD	F/O	SMITH, ELWOOD	F/O
HUBBARD, JOHN VINCENT	F/O	MORGAN, CHARLES HAROLD	SGT./PILOT	SMITH, EDWARD R.	PTE.
HUBBERT, JOHN MONTEITH	SGT./PILOT	MORGAN, RHYS H.	W.O.2	SPENCER, FRANK	FLT./SGT.
IVES, ROBERT OWEN	FLT./SGT.	MOYER, JOHN E.	F/O	SPENCER, GEORGE RAYMOND	F/O
JEWER, JAMES WHEELER	GNR.	MUNRO, JOHN OSWALD	SGT.	STACKHOUSE, WILLIAM A.	PTE.
JOHNSTON, WILFRED	TPR.	MURPHY, WILLIAM J.	GNR.	STAUCH, WILLIAM L.	GNR.
JOHNSTON, CLARENCE	TPR.	NEIL, JOHN D.	LIEUT.	STERN, WILLIAM M.	FLT./LT. D.F.C.
KEMPLING, RUSSELL	SGT./PILOT	NEWKIRK, WILLIAM	PTE.	STEWART, KENNETH	A.B.
KIDDER, GORDON A.	FLT./LT.	NEWHOUSE, HARRY	PTE.	STEVENS, RICHARD GARDNER	PTE.
KINGSTON, CHARLES	SPR.	NEWHOUSE, ROBERT	PTE.	STORKEY, GORDON	R.Q.
KINNAR, GEORGE A.	PTE.	NICHOLSON, WILLIAM	PTE.	STOUTENBURG, JOHN DONALD	TPR.
KISTER, NOEL T.	SGT./BDR.	NORTH, BARRINGTON	W.O.2	TALBOT, GORDON	CPL.
KOLOYIAN, SOLOMON	PTE.	OLIVER, JACK	W.O.	TAYLOR, ROBERT W.	W.O.
LAVIGNE, RODGER	PTE.	ORRELL, ARTHUR T.	CPL.	TEATHER, LLOYD R.	PTE.
LAWSON, LOUIS	STKR. I/M.	PAIN, WILLIAM ED.	LANCE/SGT.	THIBAUT, THOMAS	PTE.
LEACH, EDGAR	PTE.	PATTISON, WILLIAM JOSEPH	GNR.	TODD, ELYN GEORGE	P.O.
LESZYNSKI, STANLEY	L/SGT.	PEARCE, CLARENCE W.	F/O	TROBRIDGE, NORMAN	PTE.
LIENHART, NORMAN W.	LANCE/SGT.	PERKINS, GEORGE GORDON	F/O	TRUEMAN, HARRY G.	F/O
LISTER, ERNEST	SGT.	PICKERING, VINCENT	FLT./SGT.	VIGOR, EDMUND ARTHUR	P.O.
LOVETT, CHARLES ED.	SGT.	PIRIE, ROBERT CALVIN	CPL.	WADE, WILLIAM	PTE.
LOWE, ART. EDWARD	BDR. ART.	PRESTON, M. STUART	F/O	WALKER, DAVID	PTE.
LUNDY, HARVEY W.	FLT./SGT.	PRESTON, WALLACE ARTHUR	SGT.	WATSON, RAYMOND	ACI
MACLEAN, JAMES DOUGLAS	E.R.A.	PURDY, GORDON F.	STKR. ISTC.	WATT, ROBERT SAMUEL	LAC.
MACDONALD, ERNEST MILLS	P/O	RALPH, SYDNEY	PTE.	WATT, THOMAS FAIR	F/O
MACDONALD, RONALD	FLT./SGT.	RAUSCH, WILLIAM STANLEY	FLT./SGT.	WEBB, FRANK MURRAY	PTE.
MALCOLM, DOUGLAS B.	SGT. W.A.G.	RHEA, D.R.	FLT./SGT.	WHITE, ALLAN JOHN LANCE	SGT.
MALE, CHARLES CLARK	CPL.	RICHARDS, ELMER A.	PTE.	WHITELEY, ELDRED MER.	SEAMAN
MANN, DOUGLAS	TPR.	ROBINSON, HAROLD JAMES	SGT./PILOT	WICKS, PETER	PTE.
MARTIN, ROY ALFRED	SGT./PILOT	ROMANCHUK, JOSEPH R.	CPL.	WILEY, WILSON G.	PTE.
McCAUL, RUPERT E.C.	LT.	ROSCOE, WILLIAM MARTIN	PTE.	WILSON, HARRY WILLIAM	P.O.
McCLORY, JOHN I.	CPL.	ROSS, HERBERT JOHN	P/O	WINDIBANK, FRANK	SGT./PILOT
McGRATH, BERNARD A.	FLT./SGT.	SCHMON, RICHARD R.	LT.	WOODMAN, DOUGLAS A.	SGT./PILOT
McLAUGHLIN, BURTON	P/O	SCHURR, DONALD O.	P.O.	YACKO, JOHN F.	SGT. A.G.
MILNE, CHARLES	BDR.	SHEPHERD, JAMES BRUCE	PTE.	YAWORSKI, ADOLPH EDWARD	W.O.2
		SHONK, KENNETH L.	SGT./PILOT		

THEIR NAME LIVETH FOR EVER MORE

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