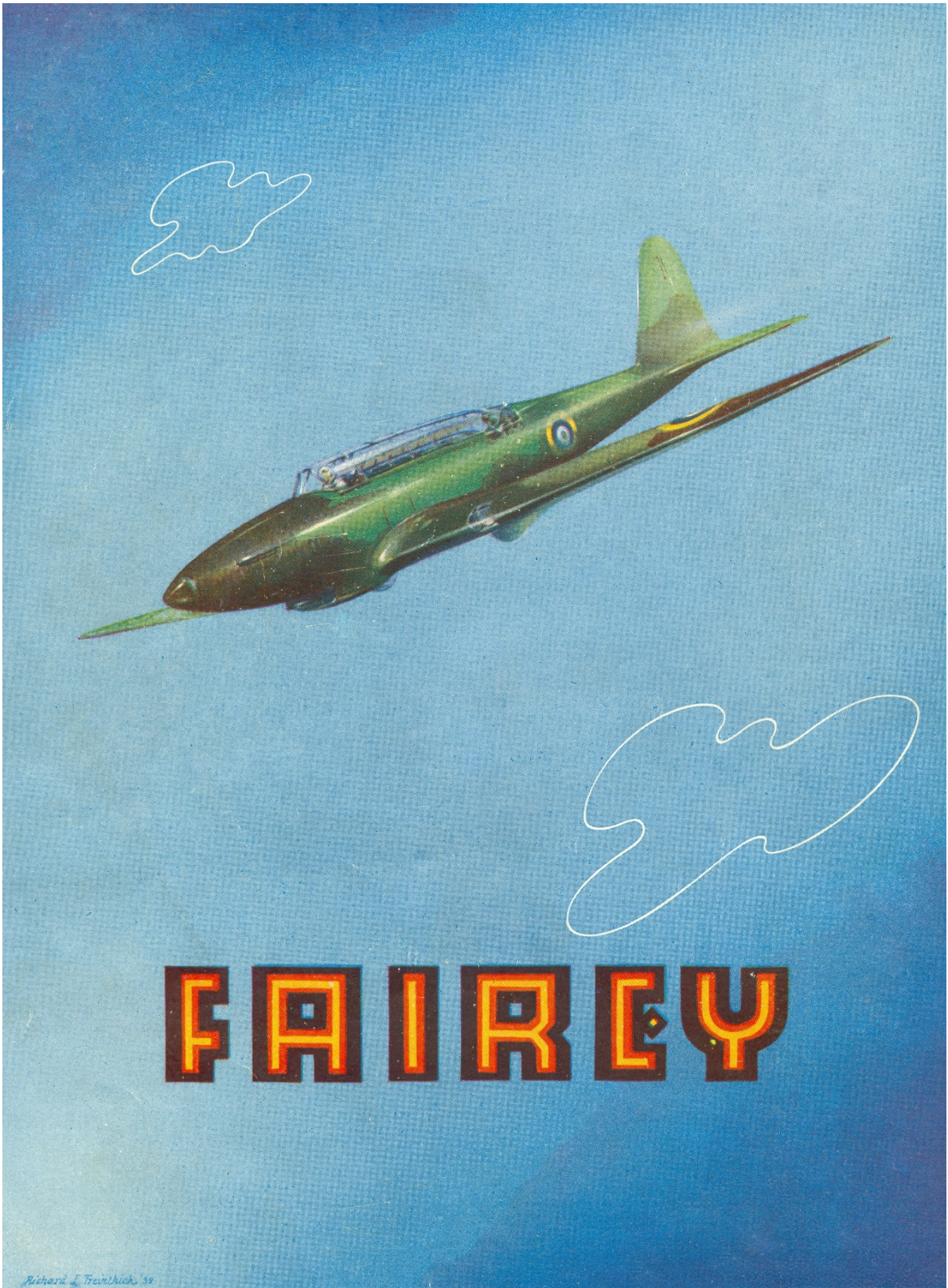




No. 9 Bombing and Gunnery School,

Mont-Joli, Quebec



FAIRLEY

Richard J. Fairchild '38

This 1939 painting by Richard J. Treirthick appeared on the rear cover of the 20 May 1939, Royal Air Force Empire Air Day Official Flying Programme.

The new Fairey Battle RAF medium day-bomber was constructed with all-metal stressed-skin, retractable landing gear, flaps, and a transparent canopy over the two cockpits. The first production Battle flew in early June 1937. It flew faster and carried double the bomb load of the Hawker Hind biplane it replaced.



Par Paul Maritz (Paulmaz) — en.wikipedia, CC BY-SA 3.0,
<https://commons.wikimedia.org/w/index.php?curid=3120494>

By May 1939, seventeen RAF squadrons were equipped with Battles.



During five short weeks in the summer of 1940, [The Battle of France] hundreds of young men met their death flying in the Fairey Battle, which had no defence against the German fighters such as the Bf 109E fighter. On 10 May 1940, the German assault began and by 22 June, France accepted terms for an armistice, and three days later the war in France ceased. The RAF lost 959 aircraft, 200 were Fairey Battles. With the total failure of the Battle medium bomber during the German attack of the Low Countries, most of these RAF aircraft were turned over to flying training in the United Kingdom, and later 739 came to Canada.

On 21 August 1939, the first eight pre-war British Fairey Battle aircraft arrived by rail at RCAF Station Camp Borden, Ontario. The first seven aircraft were assembled, test flown, and delivered to RCAF Trenton, Ontario, on 3 and 4 September 1939. The seven Battle aircraft serial P2155, P2171, P2172, P2185, P2186, P2187, and P2196, would be used mainly for RCAF

flying instruction only. In total twenty pre-war Fairey Battle aircraft would be taken on strength by the RCAF from 21 August to 2 November 1939.

The first seven Fairey Battle aircraft with assigned RCAF serial number 21 August 1939

SECRET

DAILY DIARY

STATION OR UNIT Intermediate Training Squadron, Camp Borden, Ont.

| DATE | SUMMARY OF EVENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------|--|---------|---------------|---------|------------------|---------|---------------|--|----------------|--|------------|--|-----------|--|------------|--|-------------|--|------------------|--|--------------|--|---------------|--|------------|--|--------------|--|------------|--|---------------|--|------------|--|---------------|--|---------------|--|----------------|--|-----------|--|------------|--|--------------|--|-------------|--|-----------|
| 3-9-39 | <p>Battle P.2155, pilot Flt.Lt. G.P. Dunlop departed for Trenton at 1710 hours. Nature of Duty - Transfer of Aircraft. <u>RCAF 1301</u></p> <p>Battle P.2171, pilot Flt.Lt. E.M. Mitchell departed for Trenton at 1710 hrs. Nature of Duty - Transfer of Aircraft. <u>RCAF 1302</u></p> <p>Battle P.2172, pilot Flt.Lt. MacBrien departed for Trenton at 1710 hours. Nature of Duty - Transfer of Aircraft. <u>RCAF 1303</u></p> <p>Battle P.2186, pilot Flt.Lt. McGlenn departed for Trenton at 1710 hours. Nature of Duty - Transfer of Aircraft. <u>RCAF 1306</u></p> <p>Oxford 1517, pilot Flt.Lt. Kennedy arrived from Trenton at 1640 hours. Nature of Duty - Delivery of Aircraft.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4-9-39 | <p>Pilot Officers (Provisional) and Airman of the finishing Elementary and Intermediate Flying Training Course were presented with their wings.</p> <p>Oxford 1516, pilot Flt.Lt. McGlenn departed for Trenton at 1055 hours. Nature of Duty - Delivery of Aircraft</p> <p>Oxford 1520, pilot P/O Gutray arrived from Trenton at 1055 hours. Nature of Duty - Delivery of Aircraft.</p> <p>Harvard 1331, pilot Flt.Lt. Kennedy departed for Trenton at 1505 hours. Nature of Duty - Delivery of Aircraft.</p> <p>Battle P-2185, pilot Flt.Lt. Peterson departed for Trenton at 1540 hours. Nature of Duty - Delivery of Aircraft. <u>RCAF 1305</u></p> <p>Battle P-2187, pilot Flt.Lt. Greenway departed for Trenton at 1540 hours. Nature of Duty - Delivery of Aircraft. <u>RCAF 1307</u></p> <p>Battle P-2196, pilot Flt.Lt. McGlenn departed for Trenton at 1540 hours. Nature of Duty - Delivery of Aircraft. <u>RCAF 1308</u></p> <p>TRAINING The following Pilot Officers (Provisional) commenced Intermediate Flying Training Course,</p> <table border="0" data-bbox="386 1367 1367 1575"> <tr> <td>P/O(P)s</td> <td>L.A. Clements</td> <td>P/O(P)s</td> <td>D.L. Forbes</td> <td>P/O(P)s</td> <td>W.F.M. Hewson</td> </tr> <tr> <td></td> <td>C.G.W. Chapman</td> <td></td> <td>D.C. Horne</td> <td></td> <td>G.B. Snow</td> </tr> <tr> <td></td> <td>F.B. Curry</td> <td></td> <td>L.G.R. Virr</td> <td></td> <td>G.V. Bourbonnais</td> </tr> <tr> <td></td> <td>M.J. Andrews</td> <td></td> <td>R.S. Blackler</td> <td></td> <td>H.F. Monon</td> </tr> <tr> <td></td> <td>P.W. Lockman</td> <td></td> <td>G.T. Maher</td> <td></td> <td>E.M. Williams</td> </tr> <tr> <td></td> <td>A.J. Boyce</td> <td></td> <td>T.H. Christie</td> <td></td> <td>A.P.W. Richer</td> </tr> <tr> <td></td> <td>J.O. Alexander</td> <td></td> <td>V.L. Berg</td> <td></td> <td>R. Bussier</td> </tr> <tr> <td></td> <td>A.M. Cameron</td> <td></td> <td>R.W. Norris</td> <td></td> <td>G. Haysom</td> </tr> </table> | P/O(P)s | L.A. Clements | P/O(P)s | D.L. Forbes | P/O(P)s | W.F.M. Hewson | | C.G.W. Chapman | | D.C. Horne | | G.B. Snow | | F.B. Curry | | L.G.R. Virr | | G.V. Bourbonnais | | M.J. Andrews | | R.S. Blackler | | H.F. Monon | | P.W. Lockman | | G.T. Maher | | E.M. Williams | | A.J. Boyce | | T.H. Christie | | A.P.W. Richer | | J.O. Alexander | | V.L. Berg | | R. Bussier | | A.M. Cameron | | R.W. Norris | | G. Haysom |
| P/O(P)s | L.A. Clements | P/O(P)s | D.L. Forbes | P/O(P)s | W.F.M. Hewson | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | C.G.W. Chapman | | D.C. Horne | | G.B. Snow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | F.B. Curry | | L.G.R. Virr | | G.V. Bourbonnais | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | M.J. Andrews | | R.S. Blackler | | H.F. Monon | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | P.W. Lockman | | G.T. Maher | | E.M. Williams | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | A.J. Boyce | | T.H. Christie | | A.P.W. Richer | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | J.O. Alexander | | V.L. Berg | | R. Bussier | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | A.M. Cameron | | R.W. Norris | | G. Haysom | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

RCAF R. 65
 100-428
 H.Q. 1003-40

Signature


 (D.A. Harding)

 Rank and Appointment: Sgt. Major O.C.: I.T.S.

The RCAF list of twenty pre-war Fairey Battle aircraft which were purchased by Canada

| Type Type | Numéro de série Serial Number | Numéro constructeur Manufacturer's Number | Porté à l'effectif Taken on Strength | Rayé des contrôles Struck off Strength | Immatricu- lation précédente Previous Registra- tion | Immatricu- lation ultérieure Subsequent Registra- tion | Elimi- nation Disposi- tion | Notes Remarks |
|-------------------|--|--|---|---|---|---|--------------------------------------|--------------------------------|
| DH 82C Tiger Moth | 1279 | 1482 | 8.4.42 | 4.8.42 | | | W/O | Cat A 25.6.42 12 EFTS |
| DH 82C Tiger Moth | 1280 | 1483 | 8.4.42 | 23.1.45 | | | WA | 12 EFTS 1722:45 hrs |
| DH 82C Tiger Moth | 1281 | 1484 | 8.4.42 | 30.6.44 | | | Burnt | Destroyed by Fire Leavens |
| DH 82C Tiger Moth | 1282 | 1485 | 8.4.42 | 26.8.43 | | | W/O | 12 EFTS |
| DH 82C Tiger Moth | 1283 | 1486 | 8.4.42 | 30.6.44 | | | Burnt | Destroyed by Fire Leavens |
| DH 82C Tiger Moth | 1284 | 1487 | 8.4.42 | 25.9.45 | | CF-BSX | RCFCA | 12 EFTS 1709:30 hrs |
| DH 82C Tiger Moth | 1285 | 1488 | 8.4.42 | 26.5.44 | | | W/O | 12 EFTS |
| DH 82C Tiger Moth | 1286 | 1489 | 8.4.42 | 30.6.44 | | | Burnt | Destroyed by Fire Leavens |
| DH 82C Tiger Moth | 1287 | 1490 | 8.4.42 | 25.9.45 | | CF-CTE | RCFCA | 12 EFTS 1835:10 hrs |
| DH 82C Tiger Moth | 1288 | 1491 | 8.4.42 | 26.5.44 | | | W/O | 9 EFTS |
| DH 82C Tiger Moth | 1289 | 1492 | 8.4.42 | 26.5.44 | | | W/O | 12 EFTS |
| DH 82C Tiger Moth | 1290 | 1493 | 21.5.42 | 10.2.45 | | | WA | Cat C 14.4.42 en Route 1TC |
| DH 82C Tiger Moth | 1291 | 1494 | 8.4.42 | 30.7.44 | | | Burnt | Destroyed by Fire Leavens |
| DH 82C Tiger Moth | 1292 | 1495 | 8.4.42 | 29.11.43 | | | W/O | Cat A 12 EFTS |
| DH 82C Tiger Moth | 1293 | 1496 | 8.4.42 | 26.5.44 | | | W/O | 12 EFTS |
| DH 82C Tiger Moth | 1294 | 1497 | 8.4.42 | 29.10.42 | | | W/O | Cat A 28.8.42 Goderich |
| DH 82C Tiger Moth | 1295 | 1498 | 8.4.42 | 1.6.45 | | CF-BEK | WA | 9 EFTS 1490:45 hrs |
| DH 82C Tiger Moth | 1296 | 1499 | 8.4.42 | 8.2.45 | | | WA | 9 & 4 EFTS 1579:40 hrs |
| DH 82C Tiger Moth | 1297 | 1500 | 8.4.42 | 28.7.44 | | | W/O | Cat A 8.7.44 12 EFTS |
| DH 82C Tiger Moth | 1298 | 1501 | 8.4.42 | 9.9.43 | | | Guillotined | 9 EFTS |
| DH 82C Tiger Moth | 1299 | 1502 | 8.4.42 | 23.1.45 | | | WA | 1TC 1623:00 hrs |
| Cessna Crane I | 1300 | 1448 | 7.12.42 | 22.6.46 | | | | Fuselage of 7955 & Misc. Parts |
| Fairey Battle I | 1301 | | 21.8.39 | 11.1.43 | P 2155 | | | 115(F) Squad 1940 |
| Fairey Battle I | 1302 | | 21.8.39 | 17.1.44 | P 2171 | | | Trenton 1939 |
| Fairey Battle I | 1303 | | 21.8.39 | 6.11.44 | P 2172 | | | 115(F) Squad 1940 |
| Fairey Battle I | 1304 | | 21.8.39 | 4.12.39 | P 2173 | | | Cat A 14.10.39 Trenton |
| Fairey Battle I | 1305 | | 21.8.39 | 11.1.43 | P 2185 | | | Trenton 1939 |
| Fairey Battle IT | 1306 | | 21.8.39 | 17.6.46 | P 2186 | | | Turret installed 5.12.42 |
| Fairey Battle I | 1307 | | 21.8.39 | 11.1.43 | P 2187 | | | 7 B & G 1941 |
| Fairey Battle I | 1308 | | 21.8.39 | 26.1.43 | P 2196 | | | 8 B & G 1941 |
| Fairey Battle I | 1309 | | 29.8.39 | 11.1.43 | P 2197 | | | 3 B & G 1941 |
| Fairey Battle IT | 1310 | | 29.8.39 | 4.11.44 | P 2198 | | | Turret installed 7.9.43 |
| Fairey Battle IT | 1311 | | 20.9.39 | 16.2.45 | P 2233 | No. 9B+C 275w. 42 | | Turret installed 18.2.43 |
| Fairey Battle I | 1312 | | 20.9.39 | 9.5.46 | P 2235 | A 52 | | Trenton 1939 |
| Fairey Battle I | 1313 | | 20.9.39 | 1.12.43 | P 2236 | A 269 | | Camp Borden 1940 |
| Fairey Battle I | 1314 | | 20.9.39 | 24.8.40 | P 2238 | A 51 | | Camp Borden 1940 |
| Fairey Battle I | 1315 | | 20.9.39 | 8.12.41 | P 2240 | | | Cat A 16.8.41 Rockcliffe |
| Fairey Battle I | 1316 | | 20.9.39 | 12.4.44 | P 2241 | | | 2 B & G 1941 & 42 |
| Fairey Battle I | 1317 | | 3.11.39 | 12.9.40 | P 2234 | A 56 | | Cat C 2.3.40 Borden |
| Fairey Battle IT | 1318 | | 3.11.39 | 16.2.45 | P 2237 | | | Turret Installed 17.10.42 |
| Fairey Battle I | 1319 | | 3.11.39 | 17.6.46 | P 2239 | | | 115(F) Squad 1940 |
| Fairey Battle I | 1320 | | 3.11.39 | 26.1.43 | P 2242 | A 252 | | Camp Borden 1939 |
| NA Harvard I | 1321 | | 20.7.39 | 9.5.46 | | A 167 | CI 23.10.42 | Trenton & Borden |
| NA Harvard I | 1322 | | 26.7.39 | 14.2.45 | | A 168 | CI 23.10.42 | Cat C 24.1.42 CFS |
| NA Harvard I | 1323 | | 26.7.39 | 11.11.41 | | | W/O | Cat A 12.9.41 Sterling Ont. |

Forty-Nine more Fairey Battle trainers would arrive in Canada and all were given RCAF serial numbers beginning with A51 and ending with A330. On 14 February 1935, the RCAF created an instructional register for all Canadian aircraft which were no longer fit for active service flying but still useful as a ground instructional aircraft, where airframe engine running could be practised. These instructional aircraft register all began with an "A" prefix followed by a numerical order. The first two Fairey Battle instructional airframes received by the RCAF were RAF #1314, which became Instructional A51 and RAF #1312 which became A52, both taken on charge by RCAF 20 September 1939. Battle RAF #1317 arrived on 3 November 1939 and

became RCAF instruction airframe A56. Three more would arrive on 30 May 1940, instructional airframe A86, [ex-K7596] A87, [ex-L7636] and A88, [ex-L5089].

The RCAF instructional airframe serial numbers for Battle A86 to A125

| Type Type | Numéro de série Serial Number | Numéro constructeur Manufacturer's Number | Porté à l'effectif Taken on Strength | Rayé des contrôles Struck off Strength | Immatricu- lation précédente Previous Registra- tion | Immatricu- lation ultérieure Subsequent Registra- tion | Élimi- nation Disposition | Notes Remarks |
|---------------------|---|--|---|---|---|---|---------------------------------|--------------------------|
| Avro Anson I | A 84 | | 17.7.40 | 26.4.44 | N 5345 | Inst. Only | | Air Ministry Airframe |
| Avro Anson I | A 85 | | 17.7.40 | 26.8.43 | N 5296 | Inst. Only | | Air Ministry Airframe |
| Fairey Battle I | A 86 | | 30.5.40 | 21.7.44 | K 7596 | Inst. Only | | Air Ministry Airframe |
| Fairey Battle I | A 87 | | 30.5.40 | 14.2.45 | L 7636 | Inst. Only | | Air Ministry Airframe |
| Fairey Battle I | A 88 | | 30.5.40 | 14.2.45 | L 5089 | Inst. Only | | Air Ministry Airframe |
| Airspeed Oxford | A 89 | | 30.5.40 | 26.4.44 | K 4546 | Inst. Only | | Air Ministry Airframe |
| Westland Wapiti IIA | A 90 | | 8.6.37 | 4.3.41 | 511 | | CI 28.8.40 | Was K 1325 |
| Westland Wapiti IIA | A 91 | | 8.5.37 | 18.3.41 | 512 | | CI 28.8.40 | Was K 1325 |
| Hawker Hart | A 92 | | 26.8.40 | 23.6.43 | K 4757 | Inst. Only | | Air Ministry Airframe |
| Avro 621 Tutor | A 93 | 506 | 14.8.31 | 23.6.43 | 184 | | CI 11.9.40 | |
| Avro 626 | A 94 | | 5.6.39 | 8.2.44 | 266 | | CI 11.9.40 | |
| Avro 626 | A 95 | | 5.6.39 | 8.2.44 | 267 | | CI 11.9.40 | |
| | A 96 | | Not Issued | | | | | |
| Avro Anson I | A 97 | | 24.9.40 | 23.9.41 | N 4959 | Inst. Only | | |
| Avro Anson I | A 98 | | 23.9.40 | 26.4.44 | 2125 M | Inst. Only | | Air Ministry Airframe |
| Fairey Battle I | A 99 | St Thomas | 23.9.40 | 14.2.45 | 2144 M | Inst. Only | | Air Ministry Airframe |
| Harvard I | A 100 | | 23.9.40 | 14.2.45 | 2123 M | Inst. Only | | Air Ministry Airframe |
| Airspeed Oxford | A 101 | | 23.9.40 | 20.2.42 | 2112 M | Inst. Only | | Air Ministry Airframe |
| NA Harvard I | A 102 | | 23.9.40 | 24.10.44 | N 7028 | Inst. Only | | Air Ministry Airframe |
| Avro Anson I | A 103 | | 18.11.40 | 15.2.44 | K 6154 | Inst. Only | | Air Ministry Airframe |
| Fairey Battle I | A 104 | | 23.9.40 | 6.9.44 | 2143 M | Inst. Only | | AM Aircraft |
| DH 60GM Moth | A 105 | C 110 | 25.3.30 | 21.12.44 | 154 | | CI 2.9.40 | Was CF-CCD |
| DH 60GM Moth | A 106 | C 111 | 31.3.30 | 25.5.44 | 155 | | CI 2.9.40 | Was CF-CFU |
| DH 60GM Moth | A 107 | 721 | 7.3.29 | 12.4.45 | 72 | | CI 11.10.40 | Was CF-CFS |
| DH 60GM Moth | A 108 | 724 | 9.3.29 | 15.5.48 | 75 | | CI 11.10.40 | Was CF-CFZ |
| DH 60GM Moth | A 109 | 714 | 5.2.29 | 1.9.44 | 64 | | CI 11.10.40 | Was CF-CFX |
| DH 60GM Moth | A 110 | C 104 | 22.3.30 | 13.9.46 | 160 | | CI 11.10.40 | Was CF-CFO |
| DH 60GM Moth | A 111 | 719 | 7.3.29 | 13.9.46 | 70 | | CI 11.10.40 | Was CF-CFM |
| DH 60GM Moth | A 112 | C 102 | 22.4.30 | 12.12.42 | 158 | | CI 11.10.40 | Was CF-CFV |
| DH 60GM Moth | A 113 | | 19.10.40 | 19.9.47 | CF-CCV | Inst. Only | | From D.O.T. |
| DH 60GM Moth | A 114 | 779 | 11.11.40 | 10.6.42 | CF-ADA | Inst. Only | | Mr P. White Donation |
| Avro Anson I | A 115 | | 14.11.40 | 2.9.43 | K 6244 | Inst. Only | | Was RAF 2175 M |
| Avro Anson I | A 116 | | 14.11.40 | 3.7.47 | K 6156 | Inst. Only | | Was RAF 2142 M |
| DH 60GM Moth | A 117 | C 101 | 22.4.30 | 9.9.44 | 157 | | CI 30.11.40 | Was CF-CGA |
| DH 60GM Moth | A 118 | C 117 | 30.4.30 | 9.9.44 | 167 | | CI 10.11.40 | |
| DH 60GM Moth | A 119 | 715 | 7.2.29 | 9.9.39 | 65 | | CI 4.12.40 | Was CF-CFN |
| DH 60GM Moth | A 120 | C 133 | 30.12.35 | 4.4.41 | 223 | CF-CGB | CI 9.12.40 | Was CF-AVF |
| DH 60 GM Moth | A 121 | C 116 | 25.4.30 | 14.9.44 | 166 | | CI 12.12.40 | Was CF-CFP |
| DH 60 GM Moth | A 122 | C 115 | 15.4.30 | 9.11.44 | 165 | | CI 12.12.40 | Was CF-CFY |
| DH 60GM Moth | A 123 | 716 | 10.2.29 | 15.2.41 | 67 | CF-CFR | CI 14.12.40 | |
| DH 60GM Moth | A 124 | 788 | 22.5.29 | 16.6.42 | 120 | | CI 14.12.40 | Later A 136 |
| Fairey Battle I | A 125 | | 13.1.41 | 14.2.45 | P 6603 | Inst. Only | | |
| NA Yale | A 126 | 64-3038 | 16.9.40 | 18.2.41 | 3410 | | CI 22.2.41 | Cat A 22.9.40 New Lowell |

The largest group of twelve Fairey Battle RCAF instructional airframes arrived in late 1940 and 1941, RCAF serial A132 to A187. A few of these instructional airframes were transferred by the RCAF back to flying status, from its original "A" state. It is almost impossible to identify

these airframes, some which served with bombing and gunnery schools in the BCATP until 1945.

| Type Type | Numéro de série Serial Number | Numéro constructeur Manufacturer's Number | Porté à l'effectif Taken on Strength | Rayé des contrôles Struck off Strength | Immatricu- lation précédente Previous Registra- tion | Immatricu- lation ultérieure Subsequent Registra- tion | Élimi- nation Disposition | Notes Remark: |
|--|--|--|---|---|---|---|--|--|
| Fairchild 51 Fairey Battle I Avro Anson I DH Fox Moth DH 60M Moth | A 132 A 133 A 134 A 135 A 136 | 37 4094 788 | 24.1.28 19.5.41 25.9.40 11.9.41 22.5.29 | 12.5.43 21.1.44 21.8.41 24.10.45 16.6.42 | 314628 L 3127 6094 VO-ADE 120 | Inst. Only Inst. Only | CI 1.5.41 CI 23.6.41 CI 2.8.41 | Was R 9946 Air Ministry Airfran Was CF-CFW |
| Airspeed Oxford Avro Anson I Fairchild 71 NA Harvard I Fairey Battle I | A 137 A 138 A 139 A 140 A 141 | 765/2 | 25.6.39 7.1.41 8.7.30 23.8.39 5.11.40 | 14.2.45 24.9.41 9.8.41 15.9.44 24.10.44 | 1505 R 9715 632 1329 P 6730 | | CI 5.8.41 CI 24.9.41 CI 9.8.41 CI 11.10.41 CI 20.10.41 | Was G-CYVO |
| Fairey Battle I Fairey Battle I Northrop Delta II Northrop Delta II Northrop Delta II DH Tiger Moth Fairey Battle I Fairey Battle I Fairey Battle I Fairey Battle I Fairey Battle I Fairey Battle I Supermarine Spitfire IIB NA Harvard I NA Harvard I NA Harvard I NA Harvard I | A 154 A 155 A 156 A 157 A 158 A 159 A 160 A 161 A 162 A 163 A 164 A 165 A 166 A 167 A 168 A 169 A 170 A 171 | CV 196 CV 193 CV 192 1443 | 29.3.41 9.10.40 1.6.40 4.11.38 18.10.38 18.2.42 22.7.41 14.5.41 17.10.40 10.4.41 12.11.40 3.10.40 7.5.42 20.7.39 26.7.39 3.8.39 17.8.39 Not Issued | 12.8.44 12.8.44 14.2.45 14.2.45 14.2.45 7.11.44 21.1.44 21.1.44 21.1.44 14.2.45 14.2.45 14.2.45 30.11.44 Museum 9.5.46 14.2.45 14.2.45 14.2.45 | L 5292 1717 683 676 675 1240 2017 1945 1719 L 5573 R 4046 R 4041 P 8332 1321 1322 1324 1328 | Inst. Only | CI 2.2.42 CI 2.2.42 CI 2.2.42 CI 24.3.42 CI 2.4.42 CI 16.7.42 CI 18.7.42 CI 18.7.42 CI 18.7.42 CI 18.7.42 CI 18.7.42 CI 18.7.42 CI 23.10.42 CI 23.10.42 CI 23.10.42 CI 23.10.42 | Was P 6546 Was L 4962 Was P 6505 Was P 6496 |
| Fleet Fort HP Hampden Bristol Bolingbroke I Fairey Battle I Fairey Battle I Fairey Battle I Bristol Bolingbroke IV Fleet Finch II | A 182 A 183 A 184 A 185 A 186 A 187 A 188 A 189 | | 7.6.41 24.2.42 26.3.40 16.9.41 16.9.41 11.6.41 28.1.42 27.12.40 | 19.12.42 27.8.42 22.3.43 2.12.44 4.8.44 26.4.44 8.9.44 14.10.42 | 3540 AN 143 707 L 5505 L 5063 L 4973 9081 4736 | | CI 20.8.42 CI 27.8.42 CI 4.9.42 CI 25.9.42 CI 25.9.42 CI 25.9.42 CI 10.11.42 CI 14.10.42 | Prototype at NRC |

| Type Type | Número de série Serial Number | Número constructeur Manufacturer's Number | Porté à l'effectif Taken on Strength | Rayé des contrôles Struck off Strength | Immatricu- lation précédente Previous Registra- tion | Immatricu- lation ultérieure Subsequent Registra- tion | Élimi- nation Disposi- tion | Notes Remark: |
|-------------------------|---|--|---|---|---|---|--------------------------------------|------------------|
| Fleet Finch I | A 245 | | 23.2.40 | 20.1.43 | 1024 | | CI 8.12.42 | |
| Fleet Finch I | A 246 | | 12.1.40 | 20.11.61 | 1008 | | CI 8.12.42 | |
| Lockheed Hudson III | A 247 | | 10.6.42 | 9.5.46 | BW 423 | | CI 28.12.42 | |
| Lockheed Hudson V | A 248 | | 20.7.42 | 22.2.45 | AM 736 | | CI 28.12.42 | |
| Fairey Battle I | A 249 | | 29.4.40 | 15.10.43 | 1638 | | CI 9.1.43 | Was L 5481 |
| Fairey Battle I | A 250 | | 8.4.40 | 26.1.43 | 1621 | | CI 9.1.43 | Was P 2164 |
| Fairey Battle I | A 251 | | 7.1.41 | 7.2.45 | 1808 | | CI 9.1.43 | Was L 5318 |
| Fairey Battle I | A 252 | | 3.11.39 | 26.1.43 | 1320 | | CI 9.1.43 | Was P 2242 |
| Fairey Battle I | A 253 | | 8.1.41 | 11.3.43 | 1793 | | CI 9.1.43 | Was R 3943 |
| Fairey Battle I | A 254 | | 22.7.41 | 11.3.43 | 2008 | | CI 9.1.43 | Was L 5209 |
| Fairey Battle I | A 255 | | 23.4.40 | 15.9.44 | 1635 | | CI 25.1.43 | Was L 5150 |
| Fairey Battle I | A 256 | | 11.6.41 | 15.9.44 | 1987 | | CI 25.1.43 | Was L 4968 |
| Fairey Battle I | A 257 | | 7.4.41 | 11.12.43 | 1928 | | CI 9.1.43 | Was P 6500 |
| Fairey Battle I | A 258 | | 5.4.41 | 11.12.43 | 1903 | | CI 9.1.43 | Was K 9451 |
| Fairey Battle I | A 259 | | 5.4.41 | 11.12.43 | 1919 | | CI 9.1.43 | Was L 5284 |
| Fairey Battle I | A 260 | | 22.4.41 | 11.12.43 | 1942 | | CI 9.1.43 | Was L 5420 |
| Fairey Battle I | A 261 | | 7.4.41 | 11.3.43 | 1917 | | CI 9.1.43 | Was K 7652 |
| Fairey Battle I | A 262 | | Not Issued | | | | | |
| Fairey Battle I | A 263 | | 11.4.40 | 9.6.44 | 1625 | | CI 25.1.43 | Was L 5146 |
| Fairey Battle I | A 264 | | 7.6.40 | 9.6.44 | 1679 | | CI 25.1.43 | Was L 5477 |
| Fairey Battle I | A 265 | | 9.1.42 | 15.9.44 | 2125 | | CI 9.1.43 | Was L 4988 |
| Fairey Battle I | A 266 | | 21.4.41 | 15.9.44 | 1905 | | CI 25.1.43 | |
| Fairey Battle I | A 267 | | 9.1.42 | 9.6.44 | 2122 | | CI 9.1.43 | Was K 9215 |
| Fairey Battle I | A 268 | | 27.11.40 | 1.12.43 | 1758 | | CI 9.1.43 | Was L 5002 |
| Fairey Battle I | A 269 | | 20.9.39 | 1.12.43 | 1313 | | CI 9.1.43 | Was P 2236 |
| Fairey Battle I | A 270 | | 11.9.41 | 26.1.43 | 2077 | | CI 9.1.43 | Was L 5404 |
| Fairey Battle I | A 271 | | 16.4.41 | 26.1.43 | 1910 | | CI 9.1.43 | Was L 5273 |
| Fairey Battle I | A 272 | | 22.7.41 | 26.1.43 | 2027 | | CI 9.1.43 | Was L 5030 |
| Fairey Battle I | A 273 | | 11.9.41 | 26.1.43 | 2089 | | CI 9.1.43 | Was K 9425 |
| Hawker Hurricane IIC | A 274 | | 28.1.43 | 19.12.44 | HV 961 | Inst. Only | | Rec'd US from UK |
| Hawker Hurricane I | A 275 | | 28.1.42 | 29.6.48 | 1356 | | CI 5.2.43 | |
| NA Harvard I | A 276 | | 24.8.39 | 20.11.61 | 1331 | | CI 5.3.43 | |
| Fairey Battle I | A 277 | | 24.3.41 | 4.8.44 | 1866 | | CI 24.3.43 | Was L 5504 |
| NA Harvard II | A 278 | | 26.6.40 | 30.3.46 | 2504 | | CI 27.3.43 | |
| NA Harvard II | A 279 | | 9.10.40 | 27.11.61 | 2595 | | CI 27.3.43 | |
| NA Harvard II | A 280 | | 30.10.40 | 14.2.45 | 2641 | | CI 27.3.43 | |
| NA Harvard II | A 281 | | 8.7.40 | 9.5.46 | 2511 | | CI 27.3.43 | |
| NA Harvard II | A 282 | | 21.10.40 | 27.3.43 | 2617 | | CI 27.3.43 | |
| NA Harvard II | A 283 | | 31.10.40 | 14.2.45 | 2649 | | CI 27.3.43 | |
| NA Harvard II | A 284 | | 3.10.40 | 28.3.47 | 2576 | | CI 27.3.43 | |
| NA Harvard II | A 285 | | 26.10.40 | 12.7.48 | 2628 | | CI 27.3.43 | |
| NA Harvard II | A 286 | | 21.11.40 | 15.2.54 | 2674 | | CI 27.3.43 | |
| Lockheed-Vega Ventura I | A 287 | | 17.9.42 | 5.10.43 | AE 664 | | CI 17.4.43 | |
| Avro Anson II | A 288 | | 2.6.42 | Unknown | 7433 | | CI 16.4.43 | |
| Curtiss Kittyhawk III | A 289 | 27379 | 26.1.43 | 9.3.46 | 834 | | CI 27.4.43 | Was 43-5691 |
| Bristol Bolingbroke IVT | A 290 | | 28.10.42 | 29.4.43 | 10007 | | CI 28.4.43 | |
| Lockheed Hudson III | A 291 | | 18.3.42 | 5.7.43 | BW 689 | | CI 29.4.43 | |
| Avro Anson II | A 292 | | 25.5.42 | 30.3.46 | 7414 | | CI 1.5.43 | |
| Cessna Crane I | A 293 | 1419 | 3.9.41 | 14.9.44 | 7926 | | CI 20.5.43 | |
| Cessna Crane IA | A 294 | | 1.6.42 | 14.2.45 | FJ 239 | | CI 20.5.43 | |
| Cessna Crane IA | A 295 | | 21.7.42 | 21.4.44 | FJ 250 | | CI 27.5.43 | |
| Fairey Battle I | A 296 | | 23.10.40 | 31.5.44 | R 3959 | | CI 28.5.43 | |

Battle RCAF instruction serial #A249 to A296

| Type - Type | Número de série - Serial Number | Número construc- - Manufactu - Numbr | Porté | Rayé | Immatricu- - lation | Immatricu- - lation | Elimi- | Notes - Remarks |
|--------------------------|--|---|-------|------|---------------------------|---------------------------|---|------------------------------|
| Beechcraft Expeditor 3TM | 1557 | CA 157 | | | | | | Cat A 21.9.62 Foymount, Ont. |
| Beechcraft Expeditor 3TM | 1558 | CA 158 | | | | | | |
| Beechcraft Expeditor 3TM | 1559 | CA 159 | | | | | | |
| Beechcraft Expeditor 3TM | 1560 | CA 160 | | | | | | |
| Beechcraft Expeditor 3TM | 1561 | CA 161 | | | | | | |
| Beechcraft Expeditor 3TM | 1562 | CA 162 | | | | | ADC Chatham | |
| Beechcraft Expeditor 3TM | 1563 | CA 163 | | | | | | |
| Beechcraft Expeditor 3TM | 1564 | CA 164 | | | | | | |
| Beechcraft Expeditor 3TM | 1565 | CA 165 | | | | | | |
| Beechcraft Expeditor 3TM | 1566 | CA 166 | | | | | | |
| Beechcraft Expeditor 3TM | 1567 | CA 167 | | | | | DBF-.5.54 Sea Island | |
| Beechcraft Expeditor 3TM | 1568 | CA 168 | | | | | | |
| Beechcraft Expeditor 3TM | 1569 | CA 169 | | | | | | |
| Beechcraft Expeditor 3TM | 1570 | CA 170 | | | | | | |
| Beechcraft Expeditor 3TM | 1571 | CA 171 | | | | | | |
| Beechcraft Expeditor 3TM | 1572 | CA 172 | | | | | Cat A 8.5.54 West of Malton | |
| Beechcraft Expeditor 3TM | 1573 | CA 173 | | | | | | |
| Beechcraft Expeditor 3TM | 1574 | CA 174 | | | | | | |
| Beechcraft Expeditor 3TM | 1575 | CA 175 | | | | | | |
| Beechcraft Expeditor 3TM | 1576 | CA 262 | | | | | | |
| Beechcraft Expeditor 3NM | 1577 | CA 263 | | | | | 3 FTS Portage Cat B 18.7.64 Summerside | |
| Beechcraft Expeditor 3NM | 1578 | CA 264 | | | | | | |
| Beechcraft Expeditor 3NM | 1579 | CA 265 | | | | | | |
| Beechcraft Expeditor 3NM | 1580 | CA 266 | | | | | | |
| Beechcraft Expeditor 3NM | 1581 | CA 267 | | | | | | |
| Beechcraft Expeditor 3NM | 1582 | CA 268 | | | | | Cat A 13.10.53 North Bay | |
| Beechcraft Expeditor | | | | | | | | |
| Beechcraft Expeditor | | | | | | | | |
| Beechcraft Expeditor | | | | | | | | |
| Beechcraft Expeditor | | | | | | | | |
| Beechcraft Expeditor | | | | | | | | |
| Beechcraft Expeditor | | | | | | | | |
| Beechcraft Expeditor | | | | | | | | |
| Beechcraft Expeditor | | | | | | | | |
| Beechcraft Expeditor | | | | | | | | |



Beginning in August 1939, 739 Fairey Battle aircraft would be delivered to the RCAF in Canada. This list records 540 aircraft which were mostly used for training at Bombing and Gunnery Schools of the BCATP. The yellow highlighted aircraft are confirmed to have flown at No. 9 B & G.

| | | | | | | | | |
|--------------------------|------|--------|---------|----------|--------|--|-----|-----------------------------|
| Beechcraft Expeditor 3TM | 1597 | CA 197 | 14.8.52 | Active | | | | |
| Beechcraft Expeditor 3TM | 1598 | CA 198 | 4.7.52 | Active | | | | |
| Beechcraft Expeditor 3TM | 1599 | CA 199 | 4.7.52 | 24.9.52 | | | W/O | Cat A 18.8.52 Saskatoon |
| Beechcraft Expeditor 3TM | 1600 | CA 200 | 4.7.52 | 19.2.64 | | | W/O | 104 KU St. Hubert |
| Fairey Battle I | 1601 | | 16.2.40 | 16.2.45 | L 5371 | | | Conv Target Tow 22.4.43 |
| Fairey Battle IT | 1602 | | 16.2.40 | 4.11.44 | N 2239 | | | Turret Installed 6.4.43 |
| Fairey Battle I | 1603 | | 16.2.40 | 1.5.44 | N 2246 | | | Cat C 20.3.42 Mt View |
| Fairey Battle I | 1604 | | 24.2.40 | 27.10.42 | N 2158 | | | Cat A 18.8.42 1 B&G |
| Fairey Battle I | 1605 | | 16.2.40 | 12.1.43 | N 2227 | | | Cat B 17.4.42 Fingal |
| Fairey Battle I | 1606 | | 16.2.40 | 6.11.44 | N 2156 | | | Trenton 1942 |
| Fairey Battle I | 1607 | | 24.2.40 | 1.5.44 | N 2230 | | | Trenton 1942 |
| Fairey Battle I | 1608 | | 24.2.40 | 26.2.44 | L 5341 | | | Trenton 1943 |
| Fairey Battle I | 1609 | | 16.3.40 | 6.11.44 | L 5345 | | | Toronto 1940 |
| Fairey Battle I | 1610 | | 16.3.40 | 18.11.43 | L 5346 | | | Toronto 1940 |
| Fairey Battle I | 1611 | | 6.4.40 | 11.1.43 | L 5370 | | | Regina 1940 |
| Fairey Battle IT | 1612 | | 6.4.40 | 17.6.46 | L 5373 | | | Turret Installed 1.6.43 |
| Fairey Battle I | 1613 | | 6.4.40 | 17.1.44 | L 5377 | | | Toronto 1940 |
| Fairey Battle I | 1614 | | 2.4.40 | 16.2.45 | L 5340 | | | ZTC |
| Fairey Battle I | 1615 | | 16.3.40 | 24.4.44 | L 5344 | | | Crew Trainer |
| Fairey Battle I | 1616 | | 16.3.40 | 26.1.43 | L 5372 | | | Cat C 8.5.42 Mossbank |
| Fairey Battle I | 1617 | | 28.3.40 | 21.4.45 | L 5347 | | | Turret installed 16.9.43 |
| Fairey Battle I | 1618 | | 16.3.40 | 11.1.43 | L 5342 | | | ZTC |
| Fairey Battle I | 1619 | | 28.3.40 | 11.1.43 | L 5366 | | | Cat C 27.5.40 Consecon Ont. |

Battle RCAF serial #1601 to 1619

| Type Type | Numéro de série Serial Number | Numéro constructeur Manufacturer's Number | Porté à l'effectif Taken on Strength | Rayé des contrôles Struck off Strength | Immatricu- lation précédente Previous Registra- tion | Immatricu- lation ultérieure Subsequent Registra- tion | Élimi- nation Disposi- tion | Notes Remarks |
|------------------|--|--|---|---|---|---|--------------------------------------|---------------------------|
| Fairey Battle I | 1620 | | 8.4.40 | 11.1.43 | L 5364 | | | 4 TC |
| Fairey Battle I | 1621 | | 8.4.40 | 26.1.43 | P 2164 | A 250 | | 1 TC |
| Fairey Battle I | 1622 | | 11.4.40 | 11.1.43 | L 5145 | | | 4 TC |
| Fairey Battle IT | 1623 | | 11.4.40 | 4.11.44 | L 5162 | | | Turret Installed 10.3.43 |
| Fairey Battle I | 1624 | | 11.4.40 | 11.1.43 | P 2170 | | | 4 TC |
| Fairey Battle I | 1625 | | 11.4.40 | 9.6.44 | L 5146 | A 263 | | 9 B&G 1942 |
| Fairey Battle I | 1626 | | 11.4.40 | 29.11.40 | L 5157 | | | Cat A 2.9.40 Simcoe |
| Fairey Battle IT | 1627 | | 18.4.40 | 6.3.44 | L 5159 | | | Turret Installed 7.7.42 |
| Fairey Battle IT | 1628 | | 18.4.40 | 16.2.45 | L 5148 | | | Turret Installed 5.12.42 |
| Fairey Battle IT | 1629 | | 18.4.40 | 16.2.45 | L 5155 | | | Turret Installed 17.10.42 |
| Fairey Battle I | 1630 | | 18.4.40 | 21.2.42 | L 5153 | | | Cat B 16.4.41 Trenton |
| Fairey Battle IT | 1631 | | 18.4.40 | 7.3.45 | L 5180 | | | Turret Installed 7.9.43 |
| Fairey Battle I | 1632 | | 18.4.40 | 8.11.44 | L 5241 | | | 1 TC |
| Fairey Battle IT | 1633 | | 18.4.40 | 17.6.46 | L 5376 | | | Turret Installed 27.1.43 |
| Fairey Battle I | 1634 | | 23.4.40 | 19.11.41 | L 5154 | | | Cat B 23.7.41 * 1 B&G |
| Fairey Battle I | 1635 | | 23.4.40 | 15.9.44 | L 5150 | A 255 | | 9 B&G 1942 |
| Fairey Battle I | 1636 | | 29.4.40 | 16.2.45 | L 5166 | | | 3 B&G 1941 |
| Fairey Battle I | 1637 | | 29.4.40 | 11.1.43 | L 5164 | | | 4 TC |
| Fairey Battle I | 1638 | | 29.4.40 | 15.10.43 | L 5481 | A 249 | | 1 B&G 1940 |
| Fairey Battle IT | 1639 | | 29.4.40 | 17.6.46 | L 5480 | | | Turret Installed 5.8.42 |
| Fairey Battle I | 1640 | | 29.4.40 | 5.7.43 | L 5485 | | | Cat C 20.3.42 9 B&G |
| Fairey Battle I | 1641 | | 29.4.40 | 6.11.44 | L 5486 | | | 1 B&G 1940 |
| Fairey Battle IT | 1642 | | 2.5.40 | 16.2.45 | L 5388 | | | Turret Installed 5.12.42 |
| Fairey Battle I | 1643 | | 2.5.40 | 18.11.41 | L 5414 | | | Cat B 23.2.41 1 B&G |
| Fairey Battle I | 1644 | | 2.5.40 | 11.1.43 | L 5411 | | | 9 B&G 1942 |
| Fairey Battle I | 1645 | | 2.5.40 | 12.1.43 | L 5472 | | | Conv Target Tug 25.4.42 |
| Fairey Battle I | 1646 | | 2.5.40 | 13.2.45 | P 2367 | | | 3 B&G 1941 |
| Fairey Battle I | 1647 | | 2.5.40 | 6.11.44 | P 2368 | | | Target Tow |
| Fairey Battle I | 1648 | | 6.5.40 | 15.12.43 | L 5613 | | | 9 B&G |
| Fairey Battle I | 1649 | | 6.5.40 | 21.4.44 | L 5601 | | | Target Tow 6.5.40 |
| Fairey Battle I | 1650 | | 6.5.40 | 28.2.41 | L 5608 | | | Cat A 8.12.40 4 B&G |
| Fairey Battle I | 1651 | | 6.5.40 | 11.1.43 | L 5611 | | | Cat C 26.3.42 Kapuskasing |
| Fairey Battle I | 1652 | | 9.5.40 | 21.1.43 | P 5228 | | | 7 B&G 1941 |
| Fairey Battle I | 1653 | | 9.5.40 | 13.2.45 | P 2366 | | | 7 B&G 1941 |
| Fairey Battle I | 1654 | | 9.5.40 | 11.1.43 | P 2369 | | | 9 B&G 1942 |
| Fairey Battle I | 1655 | | 9.5.40 | 6.11.44 | L 5384 | | | Target Tow Conv. |
| Fairey Battle I | 1656 | | 9.5.40 | 11.1.43 | L 5177 | | | Cat C 16.8.41 Pat Bay |
| Fairey Battle IT | 1657 | | 9.5.40 | 4.11.44 | L 5475 | | | Turret Installed 9.9.43 |
| Fairey Battle IT | 1658 | | 9.5.40 | 16.2.45 | L 5410 | | | Turret Installed 25.3.43 |
| Fairey Battle I | 1659 | | 9.5.40 | 8.6.43 | L 5489 | | | 1 B&G 1940 |
| Fairey Battle I | 1660 | | 13.5.40 | 6.11.44 | L 5167 | | | 1 B&G 1940 |
| Fairey Battle I | 1661 | | 13.5.40 | 6.11.44 | L 5149 | | | 1 B&G 1940 |
| Fairey Battle I | 1662 | | 13.5.40 | 15.9.44 | P 5245 | | | Cat A 15.8.44 9 B&G |
| Fairey Battle I | 1663 | | 13.5.40 | 16.2.45 | L 5161 | | | 3 B&G 1941 |
| Fairey Battle I | 1664 | | 13.5.40 | 16.2.45 | L 5408 | | | 549 hrs 50 mins |
| Fairey Battle I | 1665 | | 29.5.40 | 18.3.44 | P 2361 | | | Cat B 1.8.41 2 B&G |
| Fairey Battle I | 1666 | | 29.5.40 | 6.11.44 | L 5473 | | | 1 B&G 1940 |
| Fairey Battle I | 1667 | | 29.5.40 | 23.10.41 | L 5470 | | | Cat B 9.3.41 Jarvis |
| Fairey Battle IT | 1668 | | 29.5.40 | 17.6.46 | L 5405 | | | Turret Installed 1.2.43 |
| Fairey Battle IT | 1669 | | 29.5.40 | 16.2.45 | L 5175 | | | Turret Installed 17.10.42 |
| Fairey Battle I | 1670 | | 29.5.40 | 14.2.45 | L 5147 | A 329 | | 9 B&G 1942 |
| Fairey Battle I | 1671 | | 29.5.40 | 17.6.46 | L 5618 | | | Cat E 25.8.44 124 Squad |
| Fairey Battle I | 1672 | | 29.5.40 | 17.6.46 | L 5621 | | | 9 B&G 1942 |
| Fairey Battle I | 1673 | | 3.6.40 | 24.2.44 | L 5606 | | | Cat C 15.10.43 Mont Joli |
| Fairey Battle I | 1674 | | 3.6.40 | 4.11.44 | L 5607 | | | 9 B&G 1942 |
| Fairey Battle I | 1675 | | 3.6.40 | 17.6.46 | L 5612 | A 263 | | Target Tow |
| Fairey Battle I | 1676 | | 3.6.40 | 16.2.45 | L 5614 | | | Cat C 11.9.41 4 B&G |
| Fairey Battle I | 1677 | | 3.6.40 | 17.6.46 | L 5615 | | | 9 B&G 1941 |
| Fairey Battle I | 1678 | | 3.6.40 | 28.9.42 | L 5616 | | | Cat B 26.2.41 Dartmouth |
| Fairey Battle I | 1679 | | 7.6.40 | 9.6.44 | L 5477 | A 264 | | Cat C 13.5.42 9 B&G |
| Fairey Battle I | 1680 | | 7.6.40 | 16.2.45 | L 5169 | | | 3 B&G 1941 |
| Fairey Battle I | 1681 | | 7.6.40 | 1.5.44 | L 5319 | | | Cat B 6.12.40 Cayuga |
| Fairey Battle I | 1682 | | 7.6.40 | 26.5.44 | L 5620 | | | Cat C 22.12.41 ! B&G |

Battle RCAF serial #1620 to #1682

| Type Type | Numéro de série Serial Number | Numéro constructeur Manufacturer's Number | Porté à l'effectif Taken on Strength | Rayé des contrôles Struck off Strength | Immatricu- lation précédente Previous Registra- tion | Immatricu- lation ultérieure Subsequent Registra- tion | Élimi- nation Disposi- tion | Notes Remarks |
|------------------|---|--|---|---|---|---|--------------------------------------|----------------------------------|
| Fairey Battle IT | 1683 | | 7.6.40 | 16.2.45 | L 5144 | | | Turret installed 27.1.43 |
| Fairey Battle IT | 1684 | | 7.6.40 | 7.3.45 | L 5181 | | | Turret installed 7.9.43 |
| Fairey Battle IT | 1685 | | 7.6.40 | 20.4.44 | L 5321 | | | Turret installed 7.11.42 |
| Fairey Battle I | 1686 | | 7.6.40 | 23.2.44 | L 5605 | | | Cat C 1.1.41 2 B&G |
| Fairey Battle I | 1687 | | 7.6.40 | 13.2.45 | L 5171 | | | 805 hrs 50 mins |
| Fairey Battle IT | 1688 | | 7.6.40 | 16.2.45 | L 5484 | | | Turret installed 27.1.43 |
| Fairey Battle IT | 1689 | | 7.6.40 | 17.6.46 | L 5329 | | | Turret installed 1.2.43 |
| Fairey Battle I | 1690 | | 7.6.40 | 17.6.46 | L 5622 | | | Cat B 21.5.41 2 B&G |
| Fairey Battle IT | 1691 | | 7.6.40 | 7.3.43 | L 5179 | | | Turret installed 7.9.43 |
| Fairey Battle I | 1692 | | 7.6.40 | 21.3.44 | L 5483 | | | Cat B 24.5.41 Mont. View |
| Fairey Battle I | 1693 | | 7.6.40 | 7.3.45 | L 5619 | A 374 | | 4 T.C. |
| Fairey Battle I | 1694 | | 7.6.40 | 22.6.45 | L 5627 | | | 4 T.C. |
| Fairey Battle I | 1695 | | 5.8.40 | 29.8.44 | L 5643 | | | 9 B&G 1942 |
| Fairey Battle I | 1696 | | 5.8.40 | 17.6.46 | L 5645 | A 255 | | Target Tow |
| Fairey Battle I | 1697 | | 5.8.40 | 11.1.43 | L 5646 | | | 1 B&G 1940 |
| Fairey Battle I | 1698 | | 5.8.40 | 1.9.44 | L 5647 | | | Cat B 21.8.44 9 B&G |
| Fairey Battle I | 1699 | | 5.8.40 | 17.1.44 | L 5648 | | | Cat C 6.9.41 1 B&G |
| Fairey Battle I | 1700 | | 5.8.40 | 11.1.43 | L 5649 | | | 9 B&G 1942 |
| Fairey Battle I | 1701 | | 23.9.40 | 11.1.43 | R 3935 | | | Cat C 21.4.42 2 B&G |
| Fairey Battle I | 1702 | | 23.9.40 | 16.2.45 | L 5679 | | | Conv Target Tow 7.12.42 |
| Fairey Battle I | 1703 | | 23.9.40 | 11.1.43 | K 9191 | | | Cat C 24.11.41 2 B&G |
| Fairey Battle IT | 1704 | | 23.9.40 | 15.2.44 | AR 265 | | | Turret Installed 28.4.43 |
| Fairey Battle I | 1705 | | 23.9.40 | 11.1.43 | K 9475 | | | 4 T.C. |
| Fairey Battle I | 1706 | | 23.9.40 | 6.11.44 | L 5109 | | | 4 T.C. |
| Fairey Battle I | 1707 | | 15.10.40 | 17.6.46 | K 9304 | | | Target Tow & Crew Trainer |
| Fairey Battle IT | 1708 | | 15.10.40 | 16.2.45 | K 7695 | | | Turret Installed 9.11.42 |
| Fairey Battle I | 1709 | | 15.10.40 | 1.5.44 | P 6557 | | | Conv Target Tow 29.4.41 |
| Fairey Battle I | 1710 | | 15.10.40 | 17.6.46 | P 6544 | | | Conv Target Tow 4.11.43 |
| Fairey Battle I | 1711 | | 15.10.40 | 13.2.45 | R 3942 | | | 1 T.C. |
| Fairey Battle I | 1712 | | 15.10.40 | 18.11.43 | P 6502 | | | Conv Target Tow 29.4.41 |
| Fairey Battle I | 1713 | | 14.10.40 | 12.1.43 | L 5102 | | | 4 B&G 1940 |
| Fairey Battle I | 1714 | | 14.10.40 | 29.7.44 | K 9376 | | Target Tow 26.11.43 | Cat A 28.5.44 Mt Pleasant |
| Fairey Battle I | 1715 | | 14.10.40 | 19.4.41 | K 9292 | | | Immersed in sea water in transit |
| Fairey Battle IT | 1716 | | 14.10.40 | 4.11.44 | N 9326 | | | Turret installed 7.9.43 |
| Fairey Battle I | 1717 | | 9.10.40 | 12.8.44 | P 6546 | A 155 | CI 2.2.42 | Conv Target Tow 29.4.41 |
| Fairey Battle IT | 1718 | | 17.10.40 | 16.2.45 | N 2226 | (Conv Target Tug 29.4.41) | | Turret installed 25.3.43 |
| Fairey Battle I | 1719 | | 17.10.40 | 21.1.44 | P 6496 | A 162 | CI 18.7.42 | Cat B 27.2.42 4 B&G |
| Fairey Battle I | 1720 | | 17.10.40 | 16.2.45 | L 5020 | | | Conv Target Tow 22.4.43 |
| Fairey Battle I | 1721 | | 17.10.40 | 6.11.44 | P 5292 | | | Cat B 16.11.41 31 B&G |
| Fairey Battle I | 1722 | | 17.10.40 | 29.9.43 | K 9299 | | | 1 T.C. |
| Fairey Battle IT | 1723 | | 17.10.40 | 16.2.45 | K 9355 | | | Turret Installed 8.10.42 |
| Fairey Battle IT | 1724 | | 17.10.40 | 16.2.45 | L 5378 | | | Turret Installed 8.3.43 |
| Fairey Battle I | 1725 | | 17.10.40 | 26.2.44 | L 5369 | | | 1 T.C. |
| Fairey Battle I | 1726 | | 17.10.40 | 11.1.43 | P 6497 | | | 2 T.C. |
| Fairey Battle I | 1727 | | 5.11.40 | 7.3.45 | K 9408 | | | Cat C 27.2.42 2 B&G |
| Fairey Battle I | 1728 | | 5.11.40 | 12.4.44 | R 3946 | | | 4 T.C. |
| Fairey Battle I | 1729 | | 5.11.40 | 22.12.43 | N 2020 | | | 4 T.C. |
| Fairey Battle I | 1730 | | 5.11.40 | 12.3.41 | L 5032 | | | Cat A 8.12.40 Virden |
| Fairey Battle I | 1731 | | 5.11.40 | 16.2.45 | N 2085 | | | Conv Target Tow 22.4.43 |
| Fairey Battle IT | 1732 | | 5.11.40 | 24.2.44 | R 3940 | | | Turret installed 28.4.43 |
| Fairey Battle I | 1733 | | 24.10.40 | 7.3.45 | N 2087 | | | 358:00 hrs |
| Fairey Battle I | 1734 | | 24.10.40 | 12.5.41 | K 9456 | | | Cat A 15.1.41 Picton, Ont. |
| Fairey Battle I | 1735 | | 24.10.40 | 13.6.41 | K 9250 | A 264 | | Cat A 23.4.41 Picton, Ont. |
| Fairey Battle IT | 1736 | | 24.10.40 | 16.2.45 | P 6539 | | | Turret installed 9.11.42 |
| Fairey Battle I | 1737 | | 24.10.40 | 8.11.44 | K 9265 | | | Cat B 2.2.42 4 B&G |
| Fairey Battle I | 1738 | | 6.12.40 | 26.5.44 | K 7660 | | | Conv Target Tow 4.2.42 |
| Fairey Battle IT | 1739 | | 6.12.40 | 7.3.45 | R 4036 | | | Turret Installed 7.9.43 |
| Fairey Battle I | 1740 | | 6.12.40 | 24.3.44 | R 4044 | | | Cat C 5.4.42 4 B&G |
| Fairey Battle IT | 1741 | | 6.12.40 | 7.3.45 | R 5298 | | | Turret Installed 17.9.43 |
| Fairey Battle I | 1742 | | 5.11.40 | 17.6.46 | P 6556 | | | Conv Target Tow 24.11.43 |
| Fairey Battle I | 1743 | | 16.11.40 | 26.2.42 | K 9312 | | | Cat B 22.3.41 4 B&G |
| Fairey Battle I | 1744 | | 16.11.40 | 17.6.46 | R 3922 | | | Conv Target Tow 11.11.43 |
| Fairey Battle I | 1745 | | 16.11.40 | 23.3.44 | R 3937 | | | 1 T.C. |

Battle RCAF serial # 1683 to 1745

| Type Type | Número de série Serial Number | Número constructeur Manufacturer's Number | Porté à l'effectif Taken on Strength | Rayé des contrôles Struck off Strength | Immatricu- lation précédente Previous Registra- tion | Immatricu- lation ultérieure Subsequent Registra- tion | Élimi- nation Disposi- tion | Notes Remarks |
|------------------|---|--|---|---|---|---|--------------------------------------|---------------------------|
| Fairey Battle IT | 1746 | | 16.11.40 | 1.4.46 | L 5007 | | | Turret Installed 6.5.43 |
| Fairey Battle I | 1747 | | 16.11.40 | 12.1.43 | L 4942 | | | Cat B 16.4.42 4 B&G |
| Fairey Battle IT | 1748 | | 16.11.40 | 16.2.45 | N 2099 | | | Turret Installed 25.3.43 |
| Fairey Battle IT | 1749 | | 16.11.40 | 16.2.45 | K 9423 | | | Turret Installed 18.2.43 |
| Fairey Battle I | 1750 | | 16.11.40 | 23.3.44 | R 2156 | | | Cat C 29.4.42 Fingal |
| Fairey Battle IT | 1751 | | 16.11.40 | 7.3.45 | R 3930 | | | Turret Installed 25.3.43 |
| Fairey Battle I | 1752 | | 16.11.40 | 4.11.44 | L 5355 | | | Conv Target tow 31.5.43 |
| Fairey Battle I | 1753 | | 5.11.40 | 1.7.41 | K 9311 | | | Cat A 25.1.41 Hanley Sask |
| Fairey Battle I | 1754 | | 8.11.40 | 17.6.46 | K 9407 | | | Conv Target Tow 18.7.44 |
| Fairey Battle I | 1755 | | 27.11.40 | 30.7.42 | L 4940 | | | Cat A 11.7.42 3 B&G |
| Fairey Battle I | 1756 | | 27.11.40 | 4.11.44 | R 4005 | | | Conv Target Tow 25.4.41 |
| Fairey Battle I | 1757 | | 27.11.40 | 16.2.45 | L 4947 | | | Conv Target Tow 25.4.41 |
| Fairey Battle I | 1758 | | 27.11.40 | 1.12.43 | L 5002 | A 268 | C1 9.1.43 | Conv Target Tow 25.4.41 |
| Fairey Battle I | 1759 | | 8.11.40 | 17.6.46 | K 9274 | | | Conv Target Tow 9.11.43 |
| Fairey Battle IT | 1760 | | 8.11.40 | 7.3.45 | P 5250 | | | Turret Installed 7.9.43 |
| Fairey Battle IT | 1761 | | 5.11.40 | 17.6.46 | L 4960 | | | Turret Installed 1.6.43 |
| Fairey Battle I | 1762 | | 5.11.40 | 20.10.44 | K 9405 | | | Target Tow 8 B&G |
| Fairey Battle I | 1763 | | 8.11.40 | 6.11.44 | K 7703 | | | 641:00 hrs |
| Fairey Battle I | 1764 | | 16.11.40 | 22.12.43 | P 5293 | | | Cat B 10.4.41 2 B&G |
| Fairey Battle I | 1765 | | 13.11.40 | 17.6.46 | L 4955 | | | Conv Target Tow 4.11.43 |
| Fairey Battle I | 1766 | | 16.11.40 | 6.11.44 | L 5386 | | | Cat C 11.4.42 2 B&G |
| Fairey Battle I | 1767 | | 13.11.40 | 11.1.43 | K 9248 | | | 4 T.C. |
| Fairey Battle I | 1768 | | 13.11.40 | 11.1.43 | K 9316 | | | 4 T.C. |
| Fairey Battle I | 1769 | | 16.11.40 | 23.3.44 | R 9258 | | | Regina 1941 |
| Fairey Battle I | 1770 | | 16.11.40 | 16.2.45 | R 3923 | | | Conv Target Tow 25.4.41 |
| Fairey Battle I | 1771 | | 16.11.40 | 16.2.45 | K 9281 | | | Conv Target Tow 25.4.41 |
| Fairey Battle I | 1772 | | 16.11.40 | 27.11.43 | K 9453 | | | Conv Target Tow 25.4.41 |
| Fairey Battle I | 1773 | | 16.11.40 | 16.2.45 | K 9321 | | | Conv Target Tow 25.4.41 |
| Fairey Battle I | 1774 | | 16.11.40 | 6.10.43 | L 5016 | | | Conv Target Tow 25.4.41 |
| Fairey Battle I | 1775 | | 16.11.40 | 6.11.44 | R 3933 | | | 938:00 hrs |
| Fairey Battle I | 1776 | | 16.11.40 | 23.2.44 | K 7587 | | | Cat B 2.7.41 2 B&G |
| Fairey Battle I | 1777 | | 16.11.40 | 6.11.44 | R 3926 | | | Regina 1941 |
| Fairey Battle I | 1778 | | 16.11.40 | 17.6.44 | P 2259 | | | Regina 1941 |
| Fairey Battle I | 1779 | | 16.11.40 | 11.1.43 | P 6538 | | | Cat C 4.4.42 2 B&G |
| Fairey Battle IT | 1780 | | 21.12.40 | 27.8.43 | N 2162 | | | Turret Installed 20.12.42 |
| Fairey Battle I | 1781 | | 21.12.40 | 31.3.44 | L 5120 | | | Cat C 18.6.42 4 B&G |
| Fairey Battle I | 1782 | | 27.12.40 | 7.3.45 | K 9454 | | | 922 hrs |
| Fairey Battle I | 1783 | | 27.12.40 | 24.3.44 | R 4035 | | | Cat C 9.10.41 1 B&G |
| Fairey Battle I | 1784 | | 27.12.40 | 26.7.43 | R 3999 | | | Crew Trainer |
| Fairey Battle I | 1785 | | 27.12.40 | 13.2.45 | R 4038 | | | 2 T.C. |
| Fairey Battle I | 1786 | | 27.12.40 | 6.11.44 | R 4011 | | | 459 hrs |
| Fairey Battle I | 1787 | | 27.12.40 | 21.5.43 | R 4054 | | | 2 T.C. |
| Fairey Battle I | 1788 | | 27.12.40 | 16.2.45 | R 4040 | | | Crew Trainer |
| Fairey Battle I | 1789 | | 27.12.40 | 16.2.45 | K 9439 | | | Cat C 29.3.41 3 B&G |
| Fairey Battle I | 1790 | | 8.1.41 | 13.2.45 | L 5490 | | | Fleet a/c Fort Erie 1941 |
| Fairey Battle I | 1791 | | 8.1.41 | 12.1.43 | K 9284 | | | 1 T.C. |
| Fairey Battle I | 1792 | | 8.1.41 | 17.6.46 | R 4048 | | | Conv Target Tow 17.4.42 |
| Fairey Battle I | 1793 | | 8.1.41 | 11.3.43 | R 3943 | A 253 | C1 9.1.43 | 3 T.C. |
| Fairey Battle I | 1794 | | 8.1.41 | 13.1.43 | L 5104 | | | Cat B 4.7.42 9 B&G |
| Fairey Battle I | 1795 | | 7.1.41 | 16.2.45 | L 5365 | | | 671:55 hrs |
| Fairey Battle I | 1796 | | 7.1.41 | 13.1.43 | L 5518 | | | 1 T.C. |
| Fairey Battle I | 1797 | | 7.1.41 | 6.11.44 | N 2040 | | | 703:00 hrs |
| Fairey Battle I | 1798 | | 7.1.41 | 1.5.44 | L 5106 | | | 1 T.C. |
| Fairey Battle I | 1799 | | 7.1.41 | 12.1.43 | L 5193 | | | Cat B 10.2.42 1 B&G |
| Fairey Battle I | 1800 | | 7.1.41 | 12.1.43 | L 5536 | | | Cat C 8.6.42 1 B&G |
| Fairey Battle I | 1801 | | 7.1.41 | 16.2.45 | N 2127 | | | Cat C 23.5.41 3 B&G |
| Fairey Battle I | 1802 | | 7.1.41 | 16.2.45 | K 9341 | | | 967:10 hrs |
| Fairey Battle I | 1803 | | 7.1.41 | 22.8.41 | L 5316 | | | Cat A 6.7.41 1 B&G |
| Fairey Battle I | 1804 | | 7.1.41 | 16.2.45 | L 5557 | | | Crew Trainer |
| Fairey Battle I | 1805 | | 7.1.41 | 11.1.43 | N 2189 | | | 2 T.C. |
| Fairey Battle I | 1806 | | 7.1.41 | 14.8.41 | L 6569 | | | Cat A 27.6.41 3 B&G |
| Fairey Battle I | 1807 | | 7.1.41 | 6.11.44 | L 5555 | A 251 | C1 9.1.43 | Cat B 17.5.41 3 B&G |
| Fairey Battle I | 1808 | | 7.1.41 | 7.2.45 | L 5318 | | | 1 T.C. |

Battle RCAF serial #1746 to 1808

| Type Type | Numéro de série Serial Number | Numéro constructeur Manufacturer's Number | Porté à l'effectif Taken on Strength | Rayé des contrôles Struck off Strength | Immatricu- lation précédente Previous Registra- tion | Immatricu- lation ultérieure Subsequent Registra- tion | Élimi- nation Dispo- sition | Notes Remarks |
|------------------|--|--|---|---|---|---|--------------------------------------|-----------------------------|
| Fairey Battle IT | 1809 | | 7.1.41 | 17.6.46 | K 7640 | | | Turret Installed 20.12.42 |
| Fairey Battle IT | 1810 | | 11.2.41 | 17.6.46 | N 2241 | | | Turret Installed 17.12.42 |
| Fairey Battle I | 1811 | | 13.1.41 | 9.9.41 | L 5194 | | | Cat A 23.6.41 3 B&G |
| Fairey Battle I | 1812 | | 13.1.41 | 16.2.45 | N 2029 | | | Crew Trainer |
| Fairey Battle IT | 1813 | | 8.1.41 | 17.6.46 | L 4938 | | | Turret Installed 12.11.42 |
| Fairey Battle I | 1814 | | 8.1.41 | 18.4.42 | P 6492 | | | 1 T.C. |
| Fairey Battle IT | 1815 | | 8.1.41 | 4.11.44 | K 9255 | | | Turret Installed 28.4.43 |
| Fairey Battle I | 1816 | | 8.1.41 | 11.1.43 | K 9479 | | | Cat C 2.5.42 4 B&G |
| Fairey Battle I | 1817 | | 7.1.41 | 11.1.43 | L 5449 | | | 2 T.C. |
| Fairey Battle I | 1818 | | 7.1.41 | 2.11.42 | L 5492 | | | Cat A 13.8.42 MacDonald Man |
| Fairey Battle I | 1819 | | 7.1.41 | 8.12.41 | R 3971 | | | Cat B 4.3.41 1 B&G |
| Fairey Battle I | 1820 | | 11.2.41 | 16.2.45 | N 2147 | | | Cat C 13.4.42 3 B&G |
| Fairey Battle IT | 1821 | | 8.1.41 | 4.11.44 | K 9465 | | | Turret installed 10.3.43 |
| Fairey Battle I | 1822 | | 8.1.41 | 17.6.46 | R 4045 | | | Conv Target Tow 4.2.42 |
| Fairey Battle I | 1823 | | 8.1.41 | 9.12.42 | R 3932 | (Cat B 3.7.42 | 9 B&G) | Conv Target Tow 4.2.42 |
| Fairey Battle IT | 1824 | | 8.1.41 | 17.6.46 | K 9212 | | | Turret installed 7.11.42 |
| Fairey Battle I | 1825 | | 8.1.41 | 6.11.44 | L 5222 | | | Cat B 1.6.42 1 B&G |
| Fairey Battle I | 1826 | | 27.12.40 | 21.3.44 | L 5245 | | | Cat C 14.4.41 4 B&G |
| Fairey Battle I | 1827 | | 8.1.41 | 6.11.44 | K 9378 | A 266 | CI 9.1.43 | 9 B&G 1942 |
| Fairey Battle IT | 1828 | | 8.1.41 | 17.6.46 | R 3955 | | | Turret installed 1.10.42 |
| Fairey Battle I | 1829 | | 7.1.41 | 6.11.44 | L 5317 | | | 379:00 hrs |
| Fairey Battle I | 1830 | | 7.1.41 | 6.11.44 | L 5043 | | | Cat C 17.5.41 4 B&G |
| Fairey Battle I | 1831 | | 8.1.41 | 6.11.44 | L 5550 | | | 9 B&G 1942 |
| Fairey Battle I | 1832 | | 8.1.41 | 16.2.45 | L 6599 | | | 645:50 hrs |
| Fairey Battle I | 1833 | | 8.1.41 | 16.2.45 | L 5008 | | | Cat C 25.3.41 Fort Erie |
| Fairey Battle I | 1834 | | 8.1.41 | 12.1.43 | P 6494 | | | 1 B&G 1941 |
| Fairey Battle I | 1835 | | 27.12.40 | 16.2.45 | R 4047 | | | Conv Target Tow 22.4.43 |
| Fairey Battle I | 1836 | | 27.12.40 | 16.2.45 | R 3941 | | | Conv Target Tow 22.4.43 |
| Fairey Battle I | 1837 | | 27.12.40 | 16.2.45 | L 5187 | | | Conv Target Tow 22.4.43 |
| Fairey Battle I | 1838 | | 11.2.41 | 17.6.46 | R 3970 | | | Conv Target Tow 11.11.43 |
| Fairey Battle I | 1839 | | 11.2.41 | 26.1.43 | N 2181 | | | Conv Target Tow 25.4.41 |
| Fairey Battle IT | 1840 | | 6.3.41 | 4.11.44 | P 6552 | | | Turret installed 28.4.43 |
| Fairey Battle I | 1841 | | 6.3.41 | 17.4.43 | K 9344 | | | Crew Trainer |
| Fairey Battle I | 1842 | | 6.3.41 | 12.6.46 | K 9182 | | | Conv Target Tow 27.11.43 |
| Fairey Battle I | 1843 | | 6.3.41 | 16.2.45 | L 5451 | | | Conv Target Tow 22.4.43 |
| Fairey Battle I | 1844 | | 6.3.41 | 6.11.44 | N 2106 | | | 704:00 hrs |
| Fairey Battle I | 1845 | | 6.3.41 | 16.2.45 | R 3952 | | | Cat C 27.9.41 3 B&G |
| Fairey Battle I | 1846 | | 6.3.41 | 22.6.45 | R 4010 | | | 844:30 hrs |
| Fairey Battle I | 1847 | | 6.3.41 | 13.2.45 | L 5042 | | | 711:35 hrs |
| Fairey Battle I | 1848 | | 6.3.41 | 7.3.42 | K 9466 | | | Cat A 11.6.41 5 B&G |
| Fairey Battle I | 1849 | | 6.3.41 | 16.2.45 | L 5429 | | | Target Tow 10.6.41 |
| Fairey Battle I | 1850 | | 6.3.41 | 6.11.44 | L 5426 | | | Conv Target Tow 13.11.42 |
| Fairey Battle I | 1851 | | 6.3.41 | 16.2.45 | P 2309 | | | Conv Target Tow 19.7.41 |
| Fairey Battle I | 1852 | | 6.3.41 | 17.4.44 | L 5567 | | | 8 B&G 1941 |
| Fairey Battle IT | 1853 | | 6.3.41 | 17.6.46 | P 6530 | | | Turret installed 7.11.42 |
| Fairey Battle I | 1854 | | 6.3.41 | 11.1.43 | P 6559 | | | 2 T.C. |
| Fairey Battle I | 1855 | | 6.3.41 | 17.6.46 | P 6553 | | | Conv Target Tow 2.6.41 |
| Fairey Battle I | 1856 | | 6.3.41 | 11.1.43 | N 2103 | | | 2 T.C. |
| Fairey Battle I | 1857 | | 6.3.41 | 16.2.45 | P 6540 | | | Conv Target Tow 24.6.41 |
| Fairey Battle I | 1858 | | 20.3.41 | 6.11.44 | L 5537 | | | Cat C 11.9.41 5 B&G |
| Fairey Battle I | 1859 | | 20.3.41 | 16.2.45 | L 5068 | | | 491:10 hrs |
| Fairey Battle I | 1860 | | 20.3.41 | 11.1.43 | L 5353 | | | Cat B 1.8.41 7 B&G |
| Fairey Battle I | 1861 | | 20.3.41 | 11.1.43 | P 2308 | | | 5 B&G |
| Fairey Battle I | 1862 | | 20.3.41 | 1.8.41 | L 5575 | | | Cat B 1.7.41 7 B&G |
| Fairey Battle I | 1863 | | 20.3.41 | 16.2.45 | L 5532 | | | 630:40 hrs |
| Fairey Battle I | 1864 | | 22.4.41 | 6.11.44 | P 5278 | | | Mountain View 1941 |
| Fairey Battle IT | 1865 | | 24.3.41 | 17.6.46 | L 5592 | | | Turret installed 20.12.42 |
| Fairey Battle I | 1866 | | 24.3.41 | 4.8.44 | L 5504 | A 277 | CI 24.3.43 | Mountain View 1941 |
| Fairey Battle I | 1867 | | 24.3.41 | 26.2.44 | P 6567 | | | 1 B&G 1941 |
| Fairey Battle I | 1868 | | 24.3.41 | 9.13.43 | K 9365 | | | 9 B&G 1941 |
| Fairey Battle I | 1869 | | 24.3.41 | 18.1.44 | P 2320 | | | 1 B&G 1941 |
| Fairey Battle I | 1870 | | 24.3.41 | 16.2.45 | K 9351 | | | Cat C 11.8.41 3 B&G |
| Fairey Battle I | 1871 | | 24.3.41 | 17.7.44 | N 2183 | | | Cat C 17.5.41 4 B&G |

Battle RCAF serial # 1809 to 1871

| Type Type | Numéro de série Serial Number | Numéro constructeur Manufacturer's Number | Porté à l'effectif Taken on Strength | Rayé des contrôles Struck off Strength | Immatricu- lation précédente Previous Registra- tion | Immatricu- lation ultérieure Subsequent Registra- tion | Élimi- nation Disposi- tion | Notes Remarks |
|------------------|---|--|---|---|---|---|--------------------------------------|--|
| Fairey Battle IT | 1872 | | 24.3.41 | 16.2.45 | K 9211 | | | Turret installed 18.2.43 |
| Fairey Battle IT | 1873 | | 24.3.41 | 28.4.43 | K 9459 | | | Turret installed 8.10.42 |
| Fairey Battle I | 1874 | | 5.4.41 | 17.6.46 | K 9191 | | | Conv Target Tow 5.6.41 |
| Fairey Battle IT | 1875 | | 7.4.41 | 4.11.44 | L 5589 | | | Turret installed 28.4.43 |
| Fairey Battle I | 1876 | | 7.4.41 | 11.1.43 | P 2325 | | | 2 T.C. |
| Fairey Battle I | 1877 | | 7.4.41 | 21.10.42 | L 5398 | | | Cat A 18.9.42 Paulson, Man. |
| Fairey Battle IT | 1878 | | 7.4.41 | 4.11.44 | K 9214 | | | Turret installed 28.4.43 |
| Fairey Battle I | 1879 | | 7.4.41 | 17.6.46 | K 9474 | | | Conv Target Tow 15.7.41 |
| Fairey Battle IT | 1880 | | 7.4.41 | 17.6.46 | R 4007 | | | Turret installed 15.1.44 |
| Fairey Battle I | 1881 | | 7.4.41 | 10.6.42 | L 4964 | | | Cat C 8.8.41 5 B&G |
| Fairey Battle I | 1882 | | 7.4.41 | 11.12.42 | R 3968 | | | Cat A 5.8.42 Dafoe, Sask. |
| Fairey Battle I | 1883 | | 7.4.41 | 11.1.43 | P 6543 | | | 2 T.C. |
| Fairey Battle I | 1884 | | 7.4.41 | 6.11.44 | L 5092 | | | 865:00 hrs |
| Fairey Battle I | 1885 | | 7.4.41 | 16.2.45 | P 5236 | | | Conv Target Tow 9.7.41 |
| Fairey Battle I | 1886 | | 7.4.41 | 16.2.45 | L 5314 | | | Conv Target Tow 9.7.41 |
| Fairey Battle I | 1887 | | 7.4.41 | 16.2.45 | P 6542 | | | Conv Target Tow 1.7.41 |
| Fairey Battle I | 1888 | | 7.4.41 | 17.6.46 | P 2257 | | | Conv Target Tow 18.7.44 |
| Fairey Battle IT | 1889 | | 7.4.41 | 4.11.44 | P 6547 | | | Turret installed 9.11.42 |
| Fairey Battle I | 1890 | | 7.4.41 | 19.3.44 | L 4953 | | | Conv Target Tow 1.7.41 |
| Fairey Battle I | 1891 | | 8.4.41 | 12.6.42 | N 2237 | | | Conv Target Tow 24.7.41 |
| Fairey Battle I | 1892 | | 7.4.41 | 31.3.42 | L 5220 | | | Cat A 23.3.42 5 B&G |
| Fairey Battle I | 1893 | | 7.4.41 | 6.11.44 | P 6535 | | | 561:00 hrs |
| Fairey Battle I | 1894 | | 18.4.41 | 6.11.44 | K 9332 | | | 8 B&G 1941 |
| Fairey Battle I | 1895 | | 7.4.41 | 7.3.45 | L 9413 | | | Conv Target Tow 5.7.41 |
| Fairey Battle I | 1896 | | 7.4.41 | 6.11.44 | L 5237 | | | 597:00 hrs |
| Fairey Battle I | 1897 | | 7.4.41 | 11.1.43 | L 5076 | | | 2 T.C. |
| Fairey Battle IT | 1898 | | 7.4.41 | 9.8.44 | N 2248 | | | Turret installed 7.11.42 |
| Fairey Battle I | 1899 | | 7.4.41 | 16.2.45 | R 3950 | | | Conv Target Tow 1.7.41 |
| Fairey Battle I | 1900 | | 5.4.41 | 29.5.42 | P 2302 | | | Cat A 11.4.42 2 B&G |
| Fairey Battle I | 1901 | | 5.4.41 | 6.11.44 | K 9431 | | | Cat C 11.3.42 2 B&G |
| Fairey Battle I | 1902 | | 7.4.41 | 20.7.43 | L 5081 | | | Cat B 2 B&G |
| Fairey Battle I | 1903 | | 5.4.41 | 11.12.43 | K 9451 | A 258 | CI 9.1.43 | Cat C 30.4.42 5 B&G |
| Fairey Battle I | 1904 | | 21.4.41 | 4.11.44 | L 5269 | | | 919:00 hrs |
| Fairey Battle I | 1905 | | 21.4.41 | 15.9.44 | L 5080 | A 266 | CI 25.1.43 | Cat C 3.3.42 9 B&G |
| Fairey Battle I | 1906 | | 7.4.41 | 11.12.42 | L 5304 | | | Cat C 2.6.42 5 B&G |
| Fairey Battle I | 1907 | | 22.4.41 | 4.12.41 | K 9210 | | | Cat A 13.8.41 Picton, Ont. |
| Fairey Battle I | 1908 | | 22.4.41 | 12.1.43 | K 9455 | | | 1 T.C. 1941 |
| Fairey Battle IT | 1909 | | 22.4.41 | 16.2.45 | P 2188 | | | Turret installed 8.10.42 |
| Fairey Battle I | 1910 | | 16.4.41 | 26.1.43 | L 5273 | A 271 | CI 9.1.43 | Conv Target Tow |
| Fairey Battle IT | 1911 | | 16.4.41 | 16.2.45 | P 5287 | | | Turret installed 10.11.42 |
| Fairey Battle I | 1912 | | 16.4.41 | 11.1.43 | P 6504 | | | 7 B&G 1941 |
| Fairey Battle I | 1913 | | 16.4.41 | 16.2.45 | L 5045 | | | Conv Target Tow 3.7.41 |
| Fairey Battle I | 1914 | | 16.4.41 | 4.11.44 | L 5521 | | | 3 B&G 1941 |
| Fairey Battle I | 1915 | | 16.4.41 | 16.2.45 | P 6554 | | | Conv Target Tow 3.7.41 |
| Fairey Battle I | 1916 | | 16.4.41 | 16.2.45 | P 6507 | | | Conv Target Tow 5.7.41 |
| Fairey Battle I | 1917 | | 7.4.41 | 11.3.43 | K 7652 | A 261 | CI 9.1.43 | 5 B&G 1941 |
| Fairey Battle I | 1918 | | 7.4.41 | 16.2.45 | P 5274 | | | Conv Target Tow 12.4.43 |
| Fairey Battle I | 1919 | | 5.4.41 | 11.12.43 | L 5284 | A 259 | CI 9.1.43 | Cat C 14.6.41 5 B&G |
| Fairey Battle I | 1920 | | 5.4.41 | 11.1.43 | P 6568 | | | Cat C 20.6.42 5 B&G |
| Fairey Battle I | 1921 | | 7.4.41 | 13.2.45 | L 5281 | | | 5 B&G 1941 |
| Fairey Battle I | 1922 | | 7.4.41 | 17.6.46 | L 5453 | | | Conv Target Tow 24.7.43 |
| Fairey Battle I | 1923 | | 7.4.41 | 16.2.45 | R 3947 | | | Cat C 4.3.42 5 B&G |
| Fairey Battle I | 1924 | | 7.4.41 | 16.2.45 | N 2083 | | | Conv Target Tow 12.4.43 |
| Fairey Battle I | 1925 | | 7.4.41 | 23.10.42 | P 6523 | | | Mid air collision with Battle 2066 23.7.42 |
| Fairey Battle IT | 1926 | | 28.4.41 | 7.3.45 | P 6545 | | | Turret installed 7.9.43 |
| Fairey Battle IT | 1927 | | 28.4.41 | 7.3.45 | N 2049 | | | Turret installed 7.9.43 |
| Fairey Battle I | 1928 | | 7.4.41 | 11.12.43 | P 6500 | A 257 | CI 9.1.43 | 5 B&G 1941 |
| Fairey Battle I | 1929 | | 7.4.41 | 11.1.43 | R 3953 | | | Cat B 4.12.41 5 B&G |
| Fairey Battle IT | 1930 | | 22.4.41 | 17.6.46 | L 5379 | | | Turret installed 6.5.43 |
| Fairey Battle IT | 1931 | | 22.4.41 | 4.11.44 | L 5570 | | | Turret installed 7.9.43 |
| Fairey Battle I | 1932 | | 5.4.41 | 4.11.44 | L 5336 | | | Cat C 13.2.42 5 B&G |
| Fairey Battle I | 1933 | | 22.4.41 | 16.2.45 | K 9268 | | | Cat C 13.9.41 5 B&G |
| Fairey Battle I | 1934 | | 7.4.41 | 16.2.45 | P 2312 | | | 758:00 hrs |

Battle RCAF serial #1872 to 1934

| Type — Type | Numéro de série — Serial Number | Numéro constructeur — Manufacturer's Number | Porte à l'effectif — Taken on Strength | Kaye des contrôles — Struck off Strength | Immatricu- lation précédente — Previous Registra- tion | Immatricu- lation ultérieure — Subsequent Registra- tion | Élimi- nation — Disposi- tion | Notes — Remarks |
|-------------------|--|---|--|--|--|--|---|---------------------------------------|
| Fairey Battle I | 1935 | | 7.4.41 | 16.2.45 | L 5021 | | | 2 T.C. |
| Fairey Battle I | 1936 | | 7.4.41 | 19.3.44 | P 2165 | | | 4 T.C. |
| Fairey Battle I | 1937 | | 22.4.41 | 4.11.44 | P 5252 | | | 9 B&G |
| Fairey Battle IT | 1938 | | 22.4.41 | 4.11.44 | P 5282 | | | Turret installed 28.4.43 |
| Fairey Battle I | 1939 | | 22.4.41 | 4.11.44 | L 5389 | | | 2 T.C. |
| Fairey Battle IT | 1940 | | 28.4.41 | 17.6.46 | P 5280 | | | Turret installed 6.5.43 |
| Fairey Battle I | 1941 | | 28.4.41 | 24.3.44 | L 5586 | | | 4 B&G 1941 |
| Fairey Battle I | 1942 | | 22.4.41 | 11.12.43 | L 5420 | A 260 | CI 9.1.43 | 2 T.C. Winnipeg |
| Fairey Battle I | 1943 | | 22.4.41 | 11.1.43 | L 5132 | | | 2 T.C. |
| Fairey Battle I | 1944 | | 22.4.41 | 11.1.43 | L 4994 | | | 2 T.C. |
| Fairey Battle I | 1945 | | 14.5.41 | 21.1.44 | P 6505 | A 161 | CI 18.7.42 | Cat A 20.2.42 Mt View |
| Fairey Battle I | 1946 | | 22.4.41 | 11.1.43 | P 2329 | | | 2 T.C. |
| Fairey Battle IT | 1947 | | 14.5.41 | 17.6.46 | K 9449 | | | Turret installed 5.12.42 |
| Fairey Battle I | 1948 | | 14.5.41 | 12.1.43 | K 9401 | | | 6 B&G 1941 |
| Fairey Battle IT | 1949 | | 14.5.41 | 24.2.44 | P 2318 | | | Turret installed 7.11.42 |
| Fairey Battle IT | 1950 | | 13.5.41 | 17.6.46 | P 5279 | | | Turret installed 5.12.42 |
| Fairey Battle I | 1951 | | 13.5.41 | 12.4.44 | N 2172 | | | Cat C 18.8.41 7 B&G |
| Fairey Battle I | 1952 | | 27.5.41 | 23.3.44 | P 6563 | | | 2 T.C. 1941 |
| Fairey Battle I | 1953 | | 13.5.41 | 7.3.45 | P 6485 | | | 894:55 hrs |
| Fairey Battle I | 1954 | | 13.5.41 | 11.1.43 | L 5271 | | | Cat B 31.7.41 7 B&G |
| Fairey Battle I | 1955 | | 3.6.41 | 28.12.42 | L 5264 | | | Cat A 11.10.42 Mossbank |
| Fairey Battle I | 1956 | | 3.6.41 | 13.2.45 | L 5380 | | | 1093:50 hrs |
| Fairey Battle IT | 1957 | | 9.6.41 | 4.11.44 | P 6524 | | | Turret installed 28.4.43 |
| Fairey Battle I | 1958 | | 9.6.41 | 12.1.43 | P 5270 | | | 1 T.C. |
| Fairey Battle IT | 1959 | | 9.6.41 | 16.2.45 | P 6526 | | | Turret installed 27.3.43 |
| Fairey Battle IT | 1960 | | 9.6.41 | 26.8.43 | P 6550 | | | Turret installed 5.12.42 |
| Fairey Battle I | 1961 | | 9.6.41 | 28.11.42 | L 5469 | | | 6 B&G 1941 |
| Fairey Battle I | 1962 | | 3.6.41 | 8.10.42 | L 5118 | | | Cat B 7.10.41 7 B&G |
| Fairey Battle I | 1963 | | 3.6.41 | 4.8.42 | P 5271 | | | Cat B 29.6.42 7 B&G |
| Fairey Battle I | 1964 | | 3.6.41 | 10.1.42 | P 6508 | | | Cat A 1.11.41 7 B&G |
| Fairey Battle IT | 1965 | | 3.6.41 | 17.6.42 | P 6537 | | | Turret installed 15.1.44 |
| Fairey Battle IT | 1966 | | 3.6.41 | 4.11.44 | L 5421 | | | Turret installed 28.4.43 |
| Fairey Battle I | 1967 | | 3.6.41 | 23.3.44 | L 5458 | | | 2 T.C. |
| Fairey Battle IT | 1968 | | 11.6.41 | 15.10.43 | L 5448 | | | Turret installed 22.10.42 |
| Fairey Battle I | 1969 | | 11.6.41 | 4.11.44 | P 6480 | | | Cat C 16.7.41 Mt View |
| Fairey Battle I | 1970 | | 11.6.41 | 24.3.44 | L 5101 | | | 6 B&G 1941 |
| Fairey Battle I | 1971 | | 11.6.41 | 4.11.44 | N 2186 | | | 6 B&G 1941 |
| Fairey Battle I | 1972 | | 11.6.41 | 4.11.44 | K 9275 | | | 6 B&G 1941 |
| Fairey Battle I | 1973 | | 22.4.41 | 26.1.43 | L 5359 | | | Cat C 18.6.42 5 B&G |
| Fairey Battle I | 1974 | | 22.4.41 | 4.11.44 | P 6689 | | | 2 B&G 1941 |
| Fairey Battle I | 1975 | | 22.4.41 | 4.11.44 | P 5284 | | | Conv Target Tow 15.7.41 |
| Fairey Battle I | 1976 | | 22.4.41 | 11.1.43 | P 6566 | | | 2 T.C. |
| Fairey Battle I | 1977 | | 13.5.41 | 6.4.42 | P 5272 | | | Cat B 20.11.41 5 B&G |
| Fairey Battle I | 1978 | | 27.5.41 | 16.2.45 | K 9217 | | | Conv Target Tow 5.6.41 |
| Fairey Battle I | 1979 | | 13.5.41 | 11.1.43 | P 6558 | | | Conv Target Tow 5.6.41 |
| Fairey Battle I | 1980 | | 27.5.41 | 16.2.45 | P 6548 | | | Conv Target Tow 5.6.41 |
| Fairey Battle I | 1981 | | 27.5.41 | 16.2.45 | P 2331 | | | Conv Target Tow 5.6.41 |
| Fairey Battle I | 1982 | | 13.5.41 | 11.1.43 | L 4937 | | | Conv Target Tow 5.6.41 |
| Fairey Battle IT | 1983 | | 13.5.41 | 7.3.45 | L 5218 | | | Turret installed 7.9.43 |
| Fairey Battle I | 1984 | | 13.5.41 | 11.1.43 | P 6498 | | | 2 B&G 1941 |
| Fairey Battle I | 1985 | | 13.5.41 | 13.2.45 | L 5495 | | | Conv Target Tow 5.6.41 |
| Fairey Battle IT | 1986 | | 11.6.41 | 17.6.46 | L 5203 | | | Turret installed 5.12.42 |
| Fairey Battle I | 1987 | | 11.6.41 | 15.9.44 | L 4968 | A 256 | | 9 B&G 1942 |
| Fairey Battle IT | 1988 | | 11.6.41 | 16.2.45 | L 5445 | | | Turret installed 5.12.42 |
| Fairey Battle I | 1989 | | 11.6.41 | 6.11.44 | K 9309 | | | 6 B&G 1941 |
| Fairey Battle I | 1990 | | 11.6.41 | 6.11.44 | L 5064 | | | 6 B&G 1941 |
| Fairey Battle I | 1991 | | 1.7.41 | 4.11.44 | L 5534 | | | 6 B&G 1941 |
| Fairey Battle I | 1992 | | 1.7.41 | 12.6.46 | L 5119 | | | Conv Target Tow 13.7.44 |
| Fairey Battle I | 1993 | | 1.7.41 | 26.8.43 | L 5116 | | | Cat A 16.5.43 Mont Joli |
| Fairey Battle I | 1994 | | 1.7.41 | 20.10.42 | N 2041 | | | Cat A 24.7.42 Trenton |
| Fairey Battle I | 1995 | | 1.7.41 | 1.5.44 | N 2036 | | | 6 B&G 1941 |
| Fairey Battle IT | 1996 | | 1.7.41 | 16.2.45 | L 5033 | | | Turret installed 1.2.43 |
| Fairey Battle I | 1997 | | 13.5.41 | 12.3.46 | L 5272 | | | To Trapp Tech School, New Westminster |

Battle RCAF serial #1935 to 1997

| Type | Número de serie | Número constructor | Porté à l'effectif | Rayé des contrôles | Immatriculation précédente | Immatriculation ultérieure | Élimination | Notes |
|------------------|-----------------|-----------------------|--------------------|---------------------|----------------------------|----------------------------|-------------|----------------------------|
| Type | Serial Number | Manufacturer's Number | Taken on Strength | Struck off Strength | Previous Registration | Subsequent Registration | Disposition | Remarks |
| Fairey Battle I | 1998 | | 26.7.41 | 11.6.42 | P 2306 | | | Cat A 21.1.42 6 B&G |
| Fairey Battle IT | 1999 | | 26.7.41 | 19.11.43 | R 4001 | | | Turret installed 20.12.42 |
| Fairey Battle I | 2000 | | 1.7.41 | 16.2.45 | P 6565 | | | Conv Target Tow 28.7.41 |
| Fairey Battle I | 2001 | | 8.7.41 | 16.2.45 | P 6760 | | | 3 B&G 1941 |
| Fairey Battle I | 2002 | | 3.7.41 | 16.2.45 | K 9300 | | | 7 B&G 1941 |
| Fairey Battle IT | 2003 | | 1.7.41 | 7.3.45 | R 7365 | | | Turret installed 7.9.43 |
| Fairey Battle I | 2004 | | 22.7.41 | 12.1.43 | L 5055 | | | 6 B&G 1941 |
| Fairey Battle I | 2005 | | 22.7.41 | 13.2.45 | L 5259 | | | 8 B&G 1941 |
| Fairey Battle IT | 2006 | | 22.7.41 | 16.2.45 | L 5399 | | | Turret installed 8.10.42 |
| Fairey Battle I | 2007 | | 22.7.41 | 4.11.44 | P 6534 | | | Cat C 8.5.42 1 B&G |
| Fairey Battle I | 2008 | | 22.7.41 | 11.3.43 | L 5209 | A 254 | CI 9.1.43 | Cat C 9.6.42 Mt View |
| Fairey Battle I | 2009 | | 1.7.41 | 16.2.45 | K 9272 | | | Cat C 18.2.42 5 B&G |
| Fairey Battle I | 2010 | | 13.7.41 | 11.1.43 | K 9379 | | | 2 T.C. 1941 |
| Fairey Battle I | 2011 | | 1.7.41 | 11.1.43 | L 5062 | | | 2 T.C. 1941 |
| Fairey Battle I | 2012 | | 3.7.41 | 4.11.44 | L 5392 | | | 418:00 hrs |
| Fairey Battle I | 2013 | | 14.7.41 | 4.11.44 | P 5291 | | | 7 B&G 1941 |
| Fairey Battle IT | 2014 | | 3.7.41 | 31.8.43 | L 5562 | | | Turret installed 9.11.42 |
| Fairey Battle I | 2015 | | 14.7.41 | 16.2.45 | K 9436 | | | 3 B&G 1944 |
| Fairey Battle I | 2016 | | 22.7.41 | 12.1.43 | K 7559 | | | Conv Target Tow 25.4.42 |
| Fairey Battle I | 2017 | | 22.7.41 | 21.1.44 | L 4962 | A 160 | CI 18.7.42 | 1 B&G 1941 |
| Fairey Battle I | 2018 | | 22.7.41 | 24.3.44 | L 5542 | | | 6 B&G 1941 |
| Fairey Battle IT | 2019 | | 22.7.41 | 4.11.44 | K 9461 | | | Turret installed 7.11.42 |
| Fairey Battle IT | 2020 | | 22.7.41 | 16.2.45 | L 5263 | | | Turret installed 5.12.42 |
| Fairey Battle IT | 2021 | | 22.7.41 | 17.6.46 | L 5201 | | | Turret installed 1.6.43 |
| Fairey Battle I | 2022 | | 22.7.41 | 3.7.42 | L 5207 | | | Cat A 19.5.42 9 B&G |
| Fairey Battle I | 2023 | | 22.7.41 | 23.3.44 | P 2262 | | | Cat B 10.9.41 Picton, Ont. |
| Fairey Battle IT | 2024 | | 24.7.41 | 16.2.45 | L 5135 | | | Turret installed 5.12.42 |
| Fairey Battle IT | 2025 | | 24.7.41 | 16.2.45 | N 2094 | | | Turret installed 8.3.43 |
| Fairey Battle IT | 2026 | | 22.7.41 | 16.2.45 | L 5219 | | | Turret installed 9.11.42 |
| Fairey Battle I | 2027 | | 22.7.41 | 26.1.43 | L 5030 | A 272 | CI 9.1.43 | 8 B&G 1941 |
| Fairey Battle IT | 2028 | | 24.7.41 | 16.2.45 | L 4969 | | | Turret installed 8.10.42 |
| Fairey Battle I | 2029 | | 24.7.41 | 12.1.43 | L 5204 | | | 6 B&G 1941 |
| Fairey Battle IT | 2030 | | 24.7.41 | 17.6.46 | L 5189 | | | Turret installed 20.12.42 |
| Fairey Battle IT | 2031 | | 24.7.41 | 17.6.46 | N 2160 | | | Turret installed 22.10.42 |
| Fairey Battle I | 2032 | | 12.8.41 | 16.2.45 | L 5211 | | | 463:30 hrs |
| Fairey Battle I | 2033 | | 8.7.41 | 16.2.45 | P 5276 | | | 3 B&G 1944 |
| Fairey Battle I | 2034 | | 22.7.41 | 13.2.45 | L 5535 | | | 697:40 hrs |
| Fairey Battle I | 2035 | | 22.7.41 | 11.1.43 | N 2187 | | | 2 T.C. |
| Fairey Battle I | 2036 | | 22.7.41 | 4.11.44 | K 9213 | | | 7 B&G 1941 |
| Fairey Battle I | 2037 | | 22.7.41 | 4.11.44 | N 2082 | | | Cat B 30.10.41 5 B&G |
| Fairey Battle I | 2038 | | 22.7.41 | 17.6.46 | P 6490 | | | 7 B&G 1941 |
| Fairey Battle I | 2039 | | 22.7.41 | 11.1.43 | K 9358 | | | Cat B 1.5.42 7 B&G |
| Fairey Battle I | 2040 | | 22.7.41 | 16.2.45 | P 6527 | | | 7 B&G 1941 |
| Fairey Battle IT | 2041 | | 12.8.41 | 17.6.46 | L 5100 | | | Turret installed 26.9.45 |
| Fairey Battle I | 2042 | | 22.7.41 | 2.11.42 | K 9203 | | | Cat A 8.8.42 Paulson, Man. |
| Fairey Battle I | 2043 | | 22.7.41 | 13.2.45 | P 6525 | | | 7 B&G 1941 |
| Fairey Battle I | 2044 | | 22.7.41 | 10.4.45 | L 5496 | | | Conv Target Tow 4.11.43 |
| Fairey Battle I | 2045 | | 22.7.41 | 4.11.44 | P 5294 | | | 500:00 hrs |
| Fairey Battle I | 2046 | | 22.7.41 | 13.2.45 | L 5121 | | | 3 B&G 1941 |
| Fairey Battle I | 2047 | | 22.7.41 | 11.1.43 | L 5394 | | | 3 B&G 1941 |
| Fairey Battle I | 2048 | | 22.7.41 | 15.9.44 | K 9317 | | | Conv Target Tow 11.11.43 |
| Fairey Battle I | 2049 | | 22.7.41 | 17.6.46 | L 5400 | | | Conv Target Tow 26.11.43 |
| Fairey Battle I | 2050 | | 22.7.41 | 7.3.45 | N 2023 | | | 8 B&G 1941 |
| Fairey Battle I | 2051 | | 14.7.41 | 16.2.45 | N 2035 | | | 642:40 hrs |
| Fairey Battle I | 2052 | | 14.7.41 | 16.2.45 | N 2190 | | | Cat C 9.4.42 5 B&G |
| Fairey Battle I | 2053 | | 12.8.41 | 3.5.43 | P 6663 | | | 2 T.C. |
| Fairey Battle I | 2054 | | 12.8.41 | 11.1.43 | K 9288 | | | 8 B&G 1941 |
| Fairey Battle I | 2055 | | 12.8.41 | 11.1.43 | L 5206 | | | 2 B&G 1941 |
| Fairey Battle I | 2056 | | 25.8.41 | 11.1.43 | L 4957 | | | Cat C 4.12.41 8 B&G |
| Fairey Battle I | 2057 | | 14.7.41 | 28.3.44 | K 9395 | | | Conv Target Tow 24.11.43 |
| Fairey Battle I | 2058 | | 14.7.41 | 13.2.45 | P 2199 | | | 8 B&G 1941 |
| Fairey Battle I | 2059 | | 21.8.41 | 13.2.45 | P 5290 | | | 8 B&G 1941 |
| Fairey Battle I | 2060 | | 21.8.41 | 4.11.44 | P 6692 | | | Dual Control |

Battle RCAF serial # 1998 to 2060

| Type - Type | Numéro de série - Serial Number | Numéro constructeur - Manufacturer's Number | Porté à l'effectif - Taken on Strength | Rayé des contrôles - Struck off Strength | Immatricu- lation précédente - Previous Registra- tion | Immatricu- lation ultérieure - Subsequent Registra- tion | Élimi- nation - Disposi- tion | Notes - Remarks |
|-------------------|--|---|--|--|--|--|---|-----------------------------|
| Fairey Battle I | 2061 | | 21.8.41 | 11.1.43 | L 5406 | | | 8 B&G 1941 |
| Fairey Battle I | 2062 | | 21.8.41 | 17.6.46 | L 5126 | | | 2 B&G 1942 |
| Fairey Battle IT | 2063 | | 21.8.41 | 16.2.45 | K 9421 | | | Turret installed 20.12.42 |
| Fairey Battle I | 2064 | | 25.9.41 | 11.1.43 | L 5026 | | | 8 B&G 1941 |
| Fairey Battle I | 2065 | | 25.9.41 | 17.6.46 | L 5456 | | | 9 B&G 1943 |
| Fairey Battle I | 2066 | | 24.9.41 | 23.10.42 | N 2056 | | Mid Air Collision | 23.7.42 Dafoe - Battle 1925 |
| Fairey Battle I | 2067 | | 24.9.41 | 25.3.42 | P 5233 | | | Cat A 13.1.42 8 B&G |
| Fairey Battle I | 2068 | | 24.9.41 | 27.12.41 | L 5337 | | | Cat A 1.12.41 5 B&G |
| Fairey Battle I | 2069 | | 24.9.41 | 31.3.42 | K 9350 | | | Cat A 23.3.42 |
| Fairey Battle I | 2070 | | 24.9.41 | 12.3.43 | L 5401 | | | 8 B&G 1941 |
| Fairey Battle I | 2071 | | 24.9.41 | 17.6.46 | P 6486 | | | Conv Target Tow 1.12.43 |
| Fairey Battle I | 2072 | | 24.9.41 | 30.3.46 | K 7606 | A 330 | CI 19.10.43 | 3 B&G 1941 |
| Fairey Battle I | 2073 | | 24.9.41 | 11.1.43 | L 5198 | | | 8 B&G 1941 |
| Fairey Battle I | 2074 | | 24.9.41 | 15.5.46 | K 7602 | | | 856:10 hrs |
| Fairey Battle I | 2075 | | 24.9.41 | 17.6.46 | L 5501 | | | Conv Target Tow 18.7.44 |
| Fairey Battle I | 2076 | | 24.9.41 | 11.1.43 | K 9457 | A 270 | CI 9.1.43 | 7 B&G 1941 |
| Fairey Battle I | 2077 | | 11.9.41 | 26.1.43 | L 5404 | | | 8 B&G 1941 |
| Fairey Battle I | 2078 | | 11.9.41 | 20.7.43 | K 9414 | | | 8 B&G 1941 |
| Fairey Battle I | 2079 | | 11.9.41 | 16.2.45 | L 5040 | | | 8 B&G 1941 |
| Fairey Battle I | 2080 | | 16.9.41 | 22.6.45 | P 5285 | | | 8 B&G 1941 |
| Fairey Battle I | 2081 | | 16.9.41 | 17.6.46 | K 9187 | | | Conv Target Tow 26.11.43 |
| Fairey Battle I | 2082 | | 22.9.41 | 26.1.43 | N 2249 | | | 8 B&G 1941 |
| Fairey Battle I | 2083 | | 22.9.41 | 13.2.45 | K 9231 | | | 443:55 hrs |
| Fairey Battle I | 2084 | | 16.9.41 | 17.6.46 | L 5195 | | | Conv Target Tow 11.11.43 |
| Fairey Battle I | 2085 | | 16.9.41 | 17.6.46 | L 4961 | | | Conv Target Tow 11.11.43 |
| Fairey Battle I | 2086 | | 16.9.41 | 13.2.45 | L 5588 | | | 377:25 hrs |
| Fairey Battle I | 2087 | | 11.9.41 | 16.2.45 | N 2047 | | | 2 T.C. |
| Fairey Battle I | 2088 | | 16.10.41 | 17.6.46 | N 2046 | | | Conv Target Tow 18.11.43 |
| Fairey Battle I | 2089 | | 11.9.41 | 26.1.43 | K 9425 | A 273 | CI 9.1.43 | 8 B&G 1941 |
| Fairey Battle I | 2090 | | 16.9.41 | 11.6.46 | L 4984 | | | Conv Target Tow 4.11.43 |
| Fairey Battle I | 2091 | | 16.9.41 | 15.2.44 | K 9427 | | | 4 T.C. |
| Fairey Battle I | 2092 | | 11.9.41 | 13.2.45 | K 9307 | | | 4 T.C. |
| Fairey Battle I | 2093 | | 11.9.41 | 27.3.44 | P 6488 | | | Conv Target Tow 4.11.43 |
| Fairey Battle I | 2094 | | 16.10.41 | 13.2.45 | K 9424 | | | 8 B&G 1941 |
| Fairey Battle I | 2095 | | 16.10.41 | 11.1.43 | L 5441 | | | 8 B&G 1941 |
| Fairey Battle I | 2096 | | 16.10.41 | 17.2.44 | L 4935 | | | 8 B&G 1941 |
| Fairey Battle I | 2097 | | 16.10.41 | 11.1.43 | L 5349 | | | 8 B&G 1941 |
| Fairey Battle I | 2098 | | 11.9.41 | 13.2.45 | L 5216 | | | 8 B&G 1941 |
| Fairey Battle I | 2099 | | 9.10.41 | 13.2.45 | L 5111 | | | 8 B&G 1941 |
| Fairey Battle I | 2100 | | 9.10.41 | 17.6.46 | K 9204 | | | Conv Target Tow 1.11.43 |
| Fairey Battle I | 2101 | | 9.10.41 | 25.3.44 | K 9229 | | | 8 B&G 1941 |
| Fairey Battle I | 2102 | | 9.10.41 | 13.2.45 | K 9458 | | | 8 B&G 1941 |
| Fairey Battle I | 2103 | | 11.9.41 | 7.3.45 | K 9253 | | | 8 B&G 1941 |
| Fairey Battle I | 2104 | | 11.9.41 | 26.1.43 | L 5296 | | | Cat C 12.6.42 8 B&G |
| Fairey Battle I | 2105 | | 11.9.41 | 4.11.44 | L 4990 | | | 358:45 hrs |
| Fairey Battle IT | 2106 | | 16.9.41 | 16.2.45 | K 9403 | | | Turret installed 8.10.42 |
| Fairey Battle I | 2107 | | 11.9.41 | 16.2.45 | L 5424 | | | 3 B&G 1941 |
| Fairey Battle IT | 2108 | | 11.9.41 | 17.6.46 | P 5237 | | | Turret installed 15.1.44 |
| Fairey Battle IT | 2109 | | 9.12.41 | 17.6.46 | K 9382 | | | Turret installed 7.7.42 |
| Fairey Battle IT | 2110 | | 13.12.41 | 7.3.45 | L 5095 | | | Turret installed 7.9.43 |
| Fairey Battle I | 2111 | | 13.12.41 | 17.6.46 | L 4386 | | | Cat C 6.4.42 9 B&G |
| Fairey Battle I | 2112 | | 13.12.41 | 7.3.45 | L 5053 | | | 971:00 hrs |
| Fairey Battle I | 2113 | | 13.12.41 | 4.11.44 | N 2125 | | | 9 B&G 1942 |
| Fairey Battle I | 2114 | | 31.12.41 | 7.3.45 | P 2303 | | | Cat C 28.1.42 9 B&G |
| Fairey Battle I | 2115 | | 31.12.41 | 9.5.42 | P 2301 | | Clappisons Comers | Ont Cat A 10.2.42 9 B&G |
| Fairey Battle I | 2116 | | 31.12.41 | 1.3.45 | P 2319 | | | 682:00 hrs |
| Fairey Battle I | 2117 | | 31.12.41 | 7.3.45 | K 9178 | | | 961:00 hrs |
| Fairey Battle I | 2118 | | 9.1.42 | 29.5.44 | P 6639 | | | Cat C 10.2.42 Rockcliffe |
| Fairey Battle IT | 2119 | | 9.1.42 | 7.4.43 | P 6750 | | (Cat A 20.1.43 9 B&G) | Turret installed 28.8.42 |
| Fairey Battle IT | 2120 | | 9.1.42 | 23.5.44 | P 6633 | | | Turret installed 26.8.42 |
| Fairey Battle IT | 2121 | | 9.1.42 | 17.6.46 | P 6665 | | | Turret installed 26.9.42 |
| Fairey Battle I | 2122 | | 9.1.42 | 9.6.44 | K 9215 | A 267 | CI 9.1.43 | 9 B&G 1942 |
| Fairey Battle I | 2123 | | 9.1.42 | 29.5.44 | P 6737 | | | 9 B&G 1942 |

Battle RCAF serial #2061 to 2123

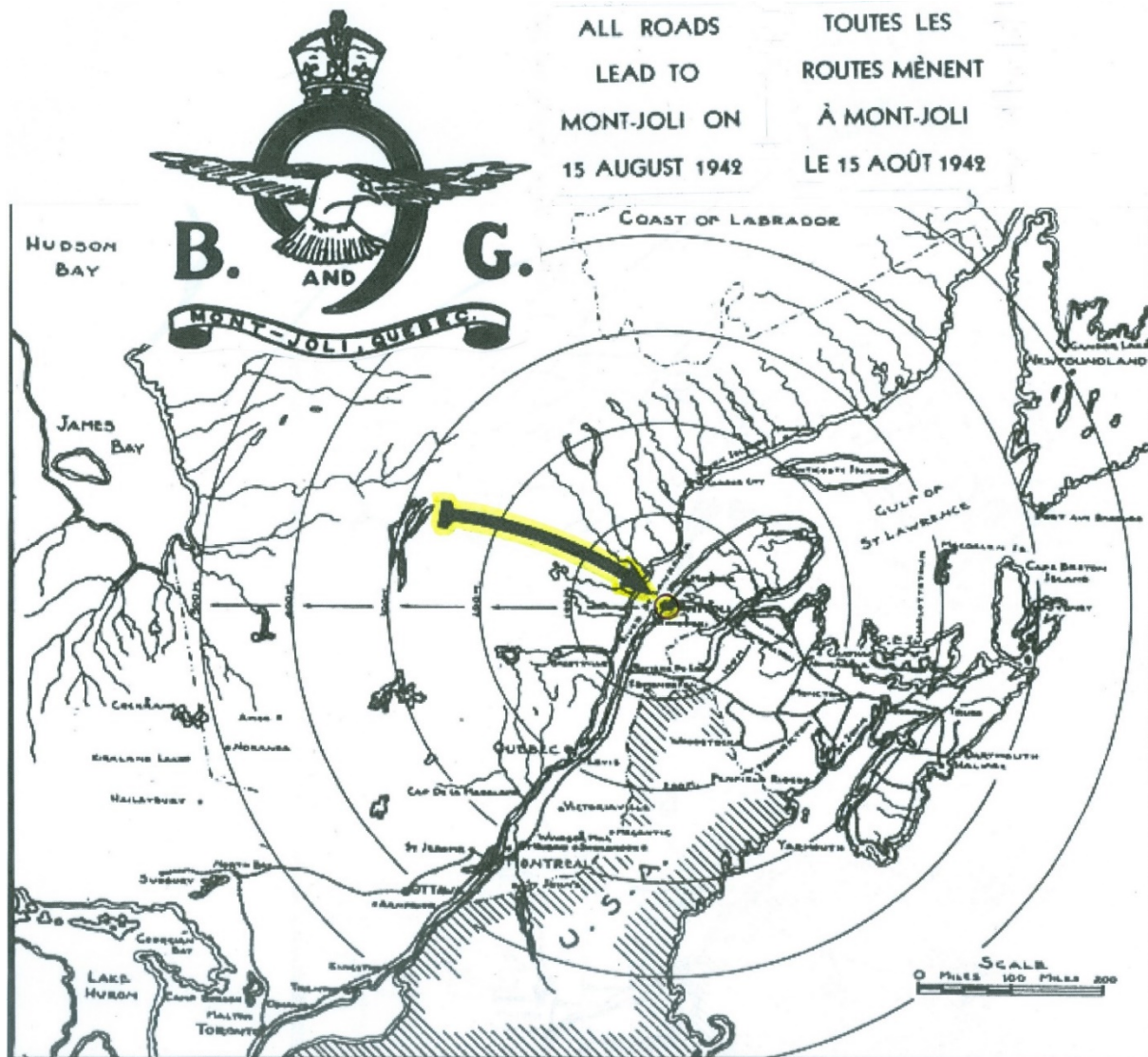
| Type Type | Numéro de série Serial Number | Numéro constructeur Manufacturer's Number | Porté à l'effectif Taken on Strength | Rayé des contrôles Struck off Strength | Immatricu- lation précédente Previous Registra- tion | Immatricu- lation ultérieure Subsequent Registra- tion | Élimi- nation Disposi- tion | Notes Remarks |
|----------------------|--|--|---|---|---|---|--------------------------------------|-----------------------------|
| Fairey Battle I | 2124 | | 9.1.42 | 17.6.46 | N 2257 | | | Cat C 27.7.44 9 B&G |
| Fairey Battle I | 2125 | | 9.1.42 | 15.9.44 | L 4988 | A 265 | CI 9.1.43 | Cat C 15.5.42 9 B&G |
| Fairey Battle I | 2126 | | 9.1.42 | 4.11.44 | N 2242 | | | Cat C 26.3.42 9 B&G |
| Fairey Battle IT | 2127 | | 9.1.42 | 24.2.44 | K 9303 | | | Turret installed 22.9.42 |
| Fairey Battle I | 2128 | | 10.3.42 | 13.1.43 | K 7634 | | | 9 B&G 1942 |
| Fairey Battle IT | 2129 | | 10.3.42 | 6.3.45 | P 6684 | | | Turret installed 7.7.42 |
| Fairey Battle I | 2130 | | 22.1.42 | 4.11.44 | K 9298 | | | 982:00 hrs |
| Fairey Battle I | 2131 | | 22.1.42 | 4.11.44 | N 2052 | | | 1203:00 hrs |
| Fairey Battle I | 2132 | | 22.1.42 | 8.6.43 | K 7633 | | | Crew Trainer |
| Fairey Battle IT | 2133 | | 22.1.42 | 17.6.46 | P 6691 | | | Turret installed 22.9.42 |
| Fairey Battle IT | 2134 | | 10.4.42 | 6.3.44 | L 5463 | | | Turret installed 7.11.42 |
| Fairey Battle IT | 2135 | | 7.5.42 | 4.11.44 | L 5290 | | | Turret installed 19.4.43 |
| Fairey Battle I | 2136 | | 7.5.42 | 2.4.43 | L 5139 | | | Crew Trainer |
| Fairey Battle I | 2137 | | 10.4.42 | 4.11.44 | L 5468 | | | 196 hrs |
| Fairey Battle I | 2138 | | 10.4.42 | 11.1.43 | L 5131 | | | 9 B&G 1942 |
| Fairey Battle IT | 2139 | | 10.4.42 | 9.12.43 | L 5306 | | | Turret installed 20.12.42 |
| Fairey Battle IT | 2140 | | 14.10.42 | 17.6.46 | L 5130 | | | Turret installed 5.12.42 |
| Lockheed Ventura GRV | 2141 | 5091 | 7.4.43 | 7.12.46 | 33082 | | | EAC |
| Lockheed Ventura GRV | 2142 | 5103 | 7.4.43 | 26.10.44 | 33094 | | | Cat B 15.4.44 |
| Lockheed Ventura GRV | 2143 | 5122 | 7.4.43 | 29.5.44 | 33113 | | | EAC |
| Lockheed Ventura GRV | 2144 | 5126 | 19.4.43 | 12.6.45 | 33117 | | | Cat A 3.6.45 Lost at Sea |
| Lockheed Ventura GRV | 2145 | 5117 | 19.4.43 | 7.6.44 | 33108 | | | Fire 20.4.44 |
| Lockheed Ventura GRV | 2146 | 5133 | 19.4.43 | 16.1.47 | 33124 | | | Stn Dartmouth |
| Lockheed Ventura GRV | 2147 | 5095 | 19.4.43 | 8.7.47 | 33086 | | | Cat C 25.3.45 Rockcliffe |
| Lockheed Ventura GRV | 2148 | 5096 | 19.4.43 | 17.1.44 | 33087 | | | Cat A - |
| Lockheed Ventura GRV | 2149 | 5129 | 19.4.43 | 28.4.45 | 33120 | | | Missing at Sea 7.12.44 |
| Lockheed Ventura GRV | 2150 | 5092 | 19.4.43 | 26.6.47 | 33083 | | | EAC |
| Lockheed Ventura GRV | 2151 | 5124 | 19.4.43 | 16.1.47 | 33115 | | | EAC |
| Lockheed Ventura GRV | 2152 | 5125 | 19.4.43 | 27.6.47 | 33116 | | | EAC |
| Lockheed Ventura GRV | 2153 | 5131 | 19.4.43 | 27.6.47 | 33122 | | | EAC |
| Lockheed Ventura GRV | 2154 | 5139 | 19.4.43 | 7.12.46 | 33130 | | | Stn Sydney 1943 |
| Lockheed Ventura GRV | 2155 | 5128 | 27.4.43 | 26.6.47 | 33119 | | | EAC |
| Lockheed Ventura GRV | 2156 | 5132 | 27.4.43 | 6.11.44 | 33123 | | | Cat B 26.8.44 113 Sqdn |
| Lockheed Ventura GRV | 2157 | 5135 | 27.4.43 | 7.12.46 | 33126 | | | EAC |
| Lockheed Ventura GRV | 2158 | 5159 | 30.4.43 | 7.12.46 | 33150 | | | EAC 145(BR) "R" |
| Lockheed Ventura GRV | 2159 | 5157 | 30.4.43 | 7.12.46 | 33148 | | | EAC 145(BR) "P" |
| Lockheed Ventura GRV | 2160 | 5169 | 30.4.43 | 19.3.44 | 33160 | | | At Gander |
| Lockheed Ventura GRV | 2161 | 5141 | 30.4.43 | 7.12.46 | 33132 | | | EAC 145(BR) "O" |
| Lockheed Ventura GRV | 2162 | 5136 | 30.4.43 | 26.10.44 | 33127 | | | Cat C 28.1.44 Dartmouth "U" |
| Lockheed Ventura GRV | 2163 | 5134 | 30.4.43 | 17.4.47 | 33125 | | | Cat B 17.8.43 Gander |
| Lockheed Ventura GRV | 2164 | 5161 | 20.5.43 | 7.12.46 | 33152 | | | EAC 145(BR) "H" |
| Lockheed Ventura GRV | 2165 | 5162 | 20.5.43 | 4.10.49 | 33153 | A 452 | CI 20.11.45 | EAC 145(BR) "X" |
| Lockheed Ventura GRV | 2166 | 5164 | 20.5.43 | 11.4.45 | 33155 | | | Cat A 10.3.45 Dartmouth "T" |
| Lockheed Ventura GRV | 2167 | 5165 | 20.5.43 | 22.1.47 | 33156 | | | Cat B 25.10.43 EAC |
| Lockheed Ventura GRV | 2168 | 5163 | 27.5.43 | 8.7.47 | 33154 | | | Cat B 25.10.43 EAC |
| Lockheed Ventura GRV | 2169 | 5166 | 29.5.43 | 20.3.44 | 33157 | | | Cat A 6.8.43 Gander |
| Lockheed Ventura GRV | 2170 | 5247 | 29.5.43 | 7.12.46 | 33238 | | | EAC |
| Lockheed Ventura GRV | 2171 | 5245 | 29.5.43 | 11.10.44 | 33236 | | | Cat A 6.7.44 Goose Bay "Y" |
| Lockheed Ventura GRV | 2172 | 5248 | 29.5.43 | 7.12.46 | 33239 | | | Cat C 3.10.44 145 Squad "I" |
| Lockheed Ventura GRV | 2173 | 5241 | 29.5.43 | 11.8.50 | 33232 | | | WAC 8(BR) |
| Lockheed Ventura GRV | 2174 | 5170 | 29.5.43 | 19.3.57 | 33161 | CF-HBW | | WAC |
| Lockheed Ventura GRV | 2175 | 5239 | 29.5.43 | 3.10.46 | 33230 | | | Patricia Bay 1944 |
| Lockheed Ventura GRV | 2176 | 5246 | 29.5.43 | 14.8.44 | 33237 | | | Cat A 3.4.44 W.A.C. 8 "A" |
| Lockheed Ventura GRV | 2177 | 5244 | 29.5.43 | 11.8.50 | 33235 | | | WAC 8(BR) "H" |
| Lockheed Ventura GRV | 2178 | 5171 | 29.5.43 | 4.10.46 | 33162 | | | WAC 8(BR) "O" |
| Lockheed Ventura GRV | 2179 | 5172 | 29.5.43 | 3.10.46 | 33163 | | | WAC |
| Lockheed Ventura GRV | 2180 | 5258 | 29.5.43 | 11.8.50 | 33249 | | | WAC |
| Lockheed Ventura GRV | 2181 | 5167 | 4.6.43 | 7.12.46 | 33158 | | | EAC |
| Lockheed Ventura GRV | 2182 | 5168 | 4.6.43 | 5.1.48 | 33159 | | | EAC |
| Lockheed Ventura GRV | 2183 | 5242 | 4.6.43 | 17.4.47 | 33233 | | | EAC |
| Lockheed Ventura GRV | 2184 | 5266 | 4.6.43 | 7.12.46 | 33257 | | | EAC 145(BR) "C" |
| Lockheed Ventura GRV | 2185 | 5267 | 10.6.43 | 28.2.51 | 33258 | | | WAC 8(BR) |
| Lockheed Ventura GRV | 2186 | 5269 | 10.6.43 | 11.8.50 | 33260 | | | WAC 8(BR) "N" |

Battle RCAF serial # 2124 to 2140

The RCAF expansion of bombing and gunnery schools began in early 1941, to meet the operational demands for more air bombers, navigators class "B", wireless operator/air gunners and air gunners. No. 9 Bombing and Gunnery School at Mont-Joli, Quebec, became one of the largest constructed [work beginning 8 September 1941] and was used exclusively to train air gunners after 19 July 1942, first class #22A of eighteen trainees arrived 15 December 1941. On the official opening day, 15 August 1942, the school had 1,021 RCAF training staff, 304 gunnery trainees, and flew 84 aircraft. Fifty-nine gunnery trainers were British built Fairey Battles, thirteen equipped for drogue towing and forty-six fitted with Bristol turrets for air-to-air test firing. The first six American Northrop Nomad Target Tow aircraft arrived 17 July, and four Hudson aircraft arrived for German U-Boat patrols. U-132 sank three freighters on 5 July off Cape Magdalen, one on the doorstep of Mont-Joli.

This map appeared in the official opening program on 15 August 1942

The Official badge and map was created by LAC Ross on 4 July 1942



Modern Flying Training comes to French Canada, Star Weekly 13 February 1943.



SYMBOLIC OF military development in World War II is this painting of a horse-drawn sleigh making way for mechanical transports in the Quebec Laurentians. Speedy planes overhead empha-

size the revolutionary role machines are playing in war. Training manoeuvres in French Canada have brought the "motor age" vividly to the attention of communities living at a pastoral pace.

DAILY DIARY

OF

Page 1

(UNIT OR FORMATION) No. 9 B. & G. School Mont Joli, Quebec

| DATE | SUMMARY OF EVENTS |
|-----------------------------|---|
| <p>1941 December 15</p> | <p>To-day is the official opening of No. 9 Bombing & Gunnery School, Mont Joli. The last school to be opened under the original schedule of the British Commonwealth Air Training Plan, and this day is the second anniversary of the signing of the Plan by the various members of the British Empire contributing to it.</p> <p>We have on strength on the morning Parade State, the following: Eighteen Officers, Twenty-six Senior N.C.O.'s, and three hundred and seventy Airmen, making a total of Four hundred and fourteen men. This included Security Guard who are attached to the Unit from No. 3 Training Command.</p> <p>This morning, the first class of Straight Air Gunners consisting of eighteen Airmen reported for training.</p> <p>The following is a short resume of what has happened at the Station prior to the official opening.</p> <p>The Eastern Air Command have maintained a detachment at this Unit for the past twelve and one-half months, under the command of Flying Officer H.A. Desjardins (02424)</p> <p>The construction of No. 9 Bombing & Gunnery School started September 8th, 1941, but due to difficulty in obtaining certain materials, the contractors have been unable to proceed, as quickly as was anticipated, with the buildings.</p> <p>About November 24th, 1941 following a visit of personnel officers from No. 3 Training Command, Flying Officer Desjardins was placed temporarily in Command of the school on November 25th, 1941.</p> |

15 December 1941 was the early official opening of No. 9 B & G school for ground training only as they had no aircraft on strength. The first aircraft arrived on 21 December, RCAF Norseman #3524, followed by the first two Fairey Battle aircraft on 9 January 1941. One of these aircraft was Battle IT [Turret], RCAF serial 1311 [RAF #P2233] which had arrived by rail at Camp Borden on 21 August 1939. This aircraft had its air gunner training turret installed on 18 February 1943, and flew at Mont-Joli until 16 February 1945, a true veteran. The base strength as of 31 January 1942 was 41 Officers, 543 Airmen, 79 Trainees, 3 Army, 43 Civilians and one Can. Dental Corps officer. The Aircraft Strength was 2 Norseman, and fifteen Battles for training. The known Battle serial numbers were – 1311, 1625, 1635, 1640, 1644, 1668, 1670, 1780, 1794, 1993, 2022, and 2129. [Serials recorded in Daily Diary records] Until late 1941, RCAF air gunners were trained in the United Kingdom, and there was a deficiency of Canadians for RAF gunners.

The following souvenir booklet commemorating the official opening of No. 9 B & G School, Mont-Joli, Quebec, at 2:30 pm 15 August 1942. Major General the Honorable Sir Eugene-Marie-Joseph Fiset, Kt., CMG, DSO, MD and the Lieutenant-Governor of the Province of Quebec, officially opened the new school.

LA NAISSANCE D'UN AEROPORT-ECOLE

Condenser en quelques pages l'histoire d'une nouvelle Ecole de tir et de bombardement est une tâche peu facile, surtout pour quelqu'un qui a quelque idée de ce que peut être pareille institution.

Nous devons d'abord nous excuser de certaines imprécisions, inévitables, vu que personne n'était chargé d'enregistrer les faits et gestes de nos "fondateurs". Ils avaient mission de faire l'histoire, non de la raconter.

C'est dire que notre Ecole No 9 n'a pas surgi de terre en vertu du principe de la génération spontanée ! Bien au contraire, un plan bien défini avait été tracé, et l'ordre splendide que présentent aujourd'hui les diverses constructions représente bien le signe extérieur et visible de la conception mentale et intérieure des architectes.

Ceci étant dit, nous commençons :

Il nous faut remonter au début de septembre 1941 pour rappeler l'arrivée du premier groupe d'aviateurs à Mont-Joli. A cette période, la "station" consistait en une petite base à l'usage d'un détachement du secteur de Halifax. La piste d'atterrissage était prête depuis des mois et on espérait que la station serait construite avant l'hiver. Nenni ! Ces nouveaux arrivés ignoraient que le bonhomme-hiver connaissait bien avant Hitler la blitzkrieg, du moins en ce qui concerne cette région. De plus, nos hommes n'étaient pas au courant des difficultés qu'ils auraient à obtenir le matériel nécessaire de construction. Les ingénieurs et les ouvriers durent se buter à ces deux obstacles et faire halte ! Mais pas tout-à-fait . . .

LES PREMIERS ARRIVES ET LE MESS DES AVIATEURS

En dépit de ces difficultés, les huttes s'édifiaient et le 21 novembre nous emmenait le premier groupe d'aviateurs. Parmi eux, on comptait un sergent de section, un caporal et vingt-huit aviateurs. Deux jours après seulement, les repas furent pris dans le réfectoire des aviateurs.

Ce mess des aviateurs va passer à l'histoire, et les premiers arrivés en cette station le classent parmi les grands édifices du monde, dépassant en importance le Parlement d'Ottawa ou la Maison Blanche de Washington. Non seulement on y servait les repas, mais ce pauvre mess était chargé de donner hospitalité à des départements d'importance, comme la salle d'ordonnance, le service de comptabilité et les marchandises.

THE BIRTH OF A STATION

To write the genesis of a new B. & G. School in a few paragraphs is a task few persons who know the immensity of such an institution would attempt.

Lack of statistical data prompts us at the beginning to apologize for the lack of detail which is only too apparent in this record. But there is a sequence of ordered events, and though we do not propose to burden the mind of the reader with multitudinous detail, certain items of information must of necessity be incorporated in this record.

Plans of the magnitude of No. 9 B. & G. don't just happen. They show an ordered line of thought which gives birth to the original blue-prints; the various buildings are the outward visible sign of the inward mental picture of the designers.

So to begin :

EARLY CONSTRUCTION PERIOD

We have to go back to the early part of September, 1941, when the first little band of arrivals came to Mont Joli. At that time the "station" consisted of a small base that was used by a detachment of Eastern Air Command. Runways had already been laid some months before and it was hoped that construction of the station proper would be well advanced before winter set in. But little did these originals know how fast winter sets in in this latitude. Further, they were not aware of the difficulties to be encountered in obtaining the necessary construction materials. These two problems combined, almost brought the efforts of the engineers and workmen to a vicious halt. But not quite

FIRST ARRIVALS AND THE AIRMEN'S MESS

In spite of the difficulties, construction went on and by November 21st the original band of airmen arrived. In that party was one Flight Sergeant, one Corporal and twenty-eight General Duties airmen. No meals were served on the station till November 23rd when the first meal was served in the present mess hall.

That mess hall will go down in history, and to the originals on the station it will rank among the world's famous buildings — of far greater importance than the Guild Hall or the Taj Mahal. Not only was it the daily chore of the Mess Hall to feed the personnel but it was also to house such important departments as the Orderly Room, Accounts & Stores.



27

sen
prf



EARLY
CONSTRUCTION
PERIOD



LES DÉBUTS
DE LA
CONSTRUCTION



27



LE CHAUFFAGE

Un autre problème était de chauffer les bâtiments déjà à l'usage. Il a fallu se travailler les méninges pour y réussir. Quand un nouveau nous arrivait, la première question qu'il posait en regardant la rangée de vieilles bouilloires de traction en dehors des bâtisses, était : "Qu'est-ce que c'est que cela ?" Quand on lui répondait que c'était le système de chauffage, il constatait pourquoi il avait été collé au collège dans ses examens d'ingénieur . . . A l'intérieur, on avait placé une série de poêles aux formes variées afin de faire face aux cas urgents et adoucir les vents glacés des aurores boréales.

LA CANTINE

Travailler est excellent, manger aussi, mais il faut un endroit pour rappeler un peu le home, l'endroit de repos et de détente où le dieu-Mars cède la place au dieu-Bacchus. Ce lieu s'appelle en termes militaires, la cantine, où l'on savoure un bon verre de bière, où l'on oublie les fatigues et les tracassés de la journée.

L'officier en charge de l'administration nous avait aménagé une jolie petite cantine qui répondait aux besoins du moment et venait humecter des gorges asséchées !

Malgré bien des inconvénients, la nouvelle unité avait, au début de décembre, mis sur pied un embryon d'organisation et les plans étaient faits pour l'avenir. Tout allait pour le mieux dans le meilleur des mondes ! La construction avançait et on croyait que dans quelques semaines l'Ecole ouvrirait ses cours.

Mais la neige vint !

LA NEIGE

Et la neige tomba, tomba, tomba ! Tout le terrain de l'établissement fut couvert d'un manteau de belle neige blanche. C'était beau à voir, mais personne ne songea à s'arrêter à la poésie qu'elle offrait ! Ce n'était guère le temps de prendre la plume pour composer des vers sur les gros flocons de neige qui tombaient si druement, mais bien de prendre la pelle et de se tracer des chemins. Tout le travail de construction tomba en panne . . . et il fallait voir la neige couvrir les fenêtres et défer les efforts de nos braves aviateurs pour la pourchasser. Cependant, les routes sur la station et le chemin qui conduit à Mont-Joli furent déblayés. Rarement on ne fit complètement "enterrer" par les amoncellements de neige, ce qui veut dire que ce fut le grand ennemi qui tint nos hommes en haleine tout l'hiver. On devine que les travaux de construction étaient extrêmement ardues dans de

HEATING

The problem of heating what buildings were being used called for ingenuity. The first question that came to the lips of the newcomer was "What's that?" on beholding the array of old traction steam boilers outside the buildings. On being told it was the heating system he naturally realized why he flunked in his engineering course at college. Inside, to provide for emergencies and to mitigate the cold blasts of old Boreas, was an array of stoves of various designs and ancient vintage.

CANTEEN

A modest little canteen had been rapidly organized by the Senior Administrative Officer and it answered admirably the needs of the moment, and satiated in the nick of time the badly neglected thirsts of the men so long isolated from the little conveniences of life.

In spite of difficulties, by early December the new unit had begun to assume some feature of organization and to lay plans for the future. Things were indeed getting under way and it was expected that in a few weeks the actual training of men would be begun and another link in the chain of important contributions to victory would be forged into place.

But then the snow came ! ! !

SNOW AND DIFFICULTIES

And it came and came and came. Swiftly and silently the whole area began to assume a beautiful mantle of nice, clean snow. It was beautiful but no one stopped to think of its beauty. They only thought of the effortless strength of nature and how easily it gummed up the works and set our plans awry.

SNOW CONDITIONS

It came in phenomenal volume. It filled the crevices and rounded out the corners and each day we saw less and less of our scattered buildings. Commendable work was done by the snow cleaning unit during these long months of winter. Roadways throughout the station and to Mont Joli were kept passable all the time and it was seldom when the sky was clear that the runways were not usable. Construction under such conditions was extremely difficult. Each day, with few exceptions, all the points of constructional effort and foundations and partially completed buildings had to be exhumed from beneath tons of snow before further work could be continued.



OFFICERS MESS

UNDER SNOW



LE MESS DES
OFFICIERS SOUS
LA NEIGE



Ces braves voyageurs ne se sont pas fatigués en vain . . . Ils ont eu l'occasion d'étendre leur connaissance dans le domaine du transport. L'auto-neige, invention d'un résident même de Mont-Joli, M. Adalbert Landry, restera longtemps dans la mémoire de tous. Ce fut le "Pégase" du monde de l'auto, consistant en une heureuse combinaison d'automobile et de tracteur, qui transporta dans son sein, tous nos chevaliers et les empêcha de se faire étouffer par la rafale ou de se faire ensevelir sous les bancs de neige qui longeaient le chemin.

L'ECOLE EN VOIE D'ORGANISATION

Pour organiser une école de tir et de bombardement et coordonner ses départements variés est une oeuvre qui demande de la patience et du savoir-faire. Au début, tout semble en débandade et sans ordre. Chaque département, nécessairement, tire ses ficelles comme il le peut et tâche de coordonner ses efforts vers le plan commun.

L'Ecole no 9 ne fit pas exception à la règle et la période de préparation fut longue et pénible. Cependant, malgré la neige avec ses tempêtes, et aussi l'enthousiasme juvénile de quelques-uns, on commença à voir un semblant d'ordre se dessiner.

La première classe des étudiants en tir arriva le 15 décembre. A cette date, l'Ecole était suffisamment organisé pour recevoir ces nouveaux venus. Au vrai, l'établissement était encore à l'état primitif. L'équipement était incomplet, mais grâce à l'initiative et au courage des professeurs et des élèves, ces problèmes furent tôt résolus.

En regardant ces classes au travail on ne pouvait s'empêcher de se reporter au temps de ces bonnes vieilles écoles de campagne, avec son poêle ventru, entourés d'élèves qui se chauffent les mains, et qui leur prodigue ses faveurs douteuses: chaleur, poussière, fumée !

Mais les choses marchaient rondement et l'Ecole no 9 entraînait dans la nouvelle fraternité des écoles d'entraînement aérien.

NOEL

Noël surgit au milieu de ce brouhaha d'événements précipités. Ce n'était pas facile fêter la Noël en de telles circonstances, mais grâce à l'hospitalité des gens de Mont-Joli et de Price deux cents aviateurs furent reçus dans des foyers et purent apprécier la cordialité et la gaieté des familles canadiennes-françaises. A la station, chacun contribua à créer une atmosphère de fête et la dinde traditionnelle fut vraiment délicieuse . . .

GETTING ORGANIZED

Organizing any B. & G. School and co-ordinating its various departments is a work that calls for sublime patience and organizing ability. In its infancy, it seems to be a twisting mass of dangling strings. Each department, of necessity, gathering its own strings as it goes, and co-ordinating all its efforts towards the common goal.

This No. 9 was no exception and the period of preparation was long and sometimes painful, but despite snow and storms and over-enthusiasm on the part of some, it began to clothe itself with a semblance of order.

The first course of Gunners arrived on December 15th. By this time, No. 9 B. & G. had become sufficiently organized to accommodate these new arrivals. True, the setting was somewhat primitive. Equipment was inadequate but instructors and pupils attacked their individual problems with vigor and composure.

To see any of the classes in session reminded one of the old country school-house. Each class room proudly sported its own pot-bellied stove, lovingly tended by the pupils who all accepted its questionable favours of heat mingled with huge volumes of dust and smoke.

But things moved steadily on and thus No. 9 was initiated into Canada's new brotherhood of Air Training Schools.

CHRISTMAS

Christmas came and went, pressed into the background by the culminating events of the hour. It was somewhat neglected but nevertheless pleasant in spite of the wind, snow, and lack of accommodation. Much of the credit for the Yuletide feeling that prevailed here is due to the good graces of the local people of Mont Joli and Priceville. Fully 200 airmen, many for the first time, experienced the heart warming pleasure of Christmas in a French-Canadian home. On the Station, things were not neglected and regular festive dinners with all the trimmings were provided for both Christmas and New Year.

ORIGINAL CLASSES

The first two classes of Air Gunners were destined to leave without the required number of hours of flying. These classes having successfully completed all the necessary Ground Instruction, left on January 16th for a B. & G. School in Ontario to get the required flying experience.

telles conditions. Tous les matins, ils fallait "repêcher" les morceaux de bois sous une épaisse couche de neige et l'on était quitte pour quelques heures de pelletage, avant de commencer à travailler à la construction.

Tout de même, personne ne perdait courage, et les choses s'acheminaient vers leur réalisation. De fait, jamais le travail de construction ne fut complètement arrêté.

QUARTIERS DES SERGENTS

Vers la fin de décembre, les sergents prenaient possession de leurs quartiers, et même nos sous-officiers, vu "la crise de logement" d'alors, ouvrirent leurs portes à nombre d'aviateurs sans gîte. Une aile, encore inoccupée, fut convertie en une infirmerie temporaire en attendant que l'hôpital véritable soit terminé. Durant ce temps-là, l'édifice de l'hôpital futur se reposait dans une sainte indifférence sous plusieurs pieds de neige, résultat de poudreries innombrables et de tempêtes de neige !

Le mess des sergents fut ouvert le 8 décembre, fête que l'on célébra dans l'intimité et c'est le 11 suivant qu'eut lieu la première réunion-parade.

LES OFFICIERS

Le mess des officiers est situé sur le côté nord des limites de la station. On avait commencé les travaux dès le début de la construction, mais il y avait d'autres édifices plus pressants. Alors, les officiers naturellement se sacrifièrent . . . et laissèrent le projet de construction en suspens jusqu'au printemps . . . De plus, le mess étant situé sur le côté nord de la station, il se trouvait loin du chemin battu et fut l'une des premières bâtisses à être engloutie sous les bancs de neige. Les officiers durent aller se loger au village de Mont-Joli. Ce jour fut une belle occasion de se rappeler les notions de français appris à l'école et de jouir de l'hospitalité canadienne-française.

Les Fusiliers de St-Laurent se montrèrent bien chics. Pour donner aux officiers de l'aviation la chance de se réunir plus facilement en un endroit bien à eux, ils leur laissèrent leur mess, au-dessus du bureau de poste de Mont-Joli. Inutile de dire combien cette offre fut acceptée avec reconnaissance. Ce mess temporaire, décoré avec goût et où chacun se trouvait à son aise, devint "maison de loisir" durant le long hiver.

Les officiers, vétérans de cette période épique, se rappelleront avec émotion ces jours d'hiver où ils faisaient la navette entre Mont-Joli et l'aéroport.

But still things turned toward their ultimate goal. The work of organization went on and construction was never completely halted.

SENIOR N. C. O'S QUARTERS

Toward the end of December the Senior N. C. O's quarters were completed and in the then existing emergency it also served as a shelter for a number of homeless Airmen. One wing still unoccupied, was converted into a temporary sick bay until the hospital proper could be completed. About that time the future hospital building relaxed with a benign indifference under several feet of snow — the accumulation of numerous blizzards and minor snow storms.

The Sergeants' Mess opened on December 8th with a subdued note of celebration and on the 11th an official Mess Meeting was held.

OFFICERS

An officers' Mess Building had been started on the northern outskirts of the Station, but due to the necessity of getting other more important buildings ready, work on this building was suspended till spring. Moreover, since it was well off the beaten track it was one of the first buildings to sink beneath the piling snowdrifts. Lack of quarters and a mess necessitated quartering all the officers in the nearby town of Mont Joli. This provided an opportunity for them to "brush up" on their school-day French and to experience real French-Canadian hospitality.

Further, to provide proper social accommodation, the St. Lawrence Fusiliers, a unit of the non-permanent Militia, offered the full use of their Mess at Mont Joli. This offer was gratefully accepted and the temporary mess, tastefully decorated and very comfortable became the centre of leisure activities throughout the long winter.

Officers, who are veterans of this period, will recall with some intensity of emotion, those wintry days of commuting between the town of Mont Joli and the Air-port.

These harrassed commuters made many strange and varied acquaintances in the world of locomotion. Most famed and honoured of all was the "Snow-mobile". That "Pegasus" of the auto world, — half automobile and half tractor — was derived from some obscure but strong lineage and within its buffeted breast beat the heart of a hero. No clanking veteran of the Western Desert was ever more worthy of commendation than these "Knights" of the snow-baked roads around Mont Joli.



FIRST GRADUATION
A trainee receives his wings from Wing
Commander Little

PREMIÈRE GRADUATION
Un élève reçoit ses ailes de l'Officier
Commandant Little

**OUR AMERICAN
COMRADES**



**MESS DES
OFFICIERS**



The first graduation of Air Gunners Course #24, took place 16 February 1942, 29 trainees graduated and received their Air Gunner Wings. The A/G course had been increased from four to eight and now twelve weeks.

PREMIERE GRADUATION

Grâce à cette direction ferme de notre officier-commandant, la première graduation eut lieu le 16 février. Ce fut une cérémonie imposante. Le chef d'escadre R.-H. Little présida et épingla l'aile mitrailleur de l'air sur la tunique de chacun de nos gradués. Un grand nombre d'invités assistèrent. On remarquait le R. P. Curé de la paroisse de Mont-Joli, avec quelques prêtres des paroisses environnantes, M. le Maire et les conseillers de la municipalité de Mont-Joli, des amis et des parents des gradués. Cette classe de mitrailleurs de l'air signifiaient un réel succès. Avec cette première graduation notre école avait passé de l'enfance à la maturité.

LE MESS DES OFFICIERS

Le 9 mars, le mess des officiers était prêt à abriter son personnel. Coïncidence heureuse ! Ce soir-là, la tempête rageait au dehors et on a pu apprécier la faveur de n'avoir pas à greloter dans l'auto-neige pour se rendre au village.

DEPART DES AMERICAINS

Un grand nombre de nos pilotes étaient des Américains qui s'étaient enrôlés dans le Corps d'Aviation Royal Canadien, et ils avaient été nos confrères depuis le début. Et voilà que, le dix mai, un comité conjoint composé de représentants du Canada et des Etats-Unis venaient faire des arrangements et nous enlevaient la plus grande partie de nos charmants compagnons.

Naturellement, à cette occasion, il fallait suivre l'inclination de nos coeurs, et faire une fête à nos amis. Ce que nous avons fait ! Cette soirée d'adieu a amplement prouvé l'estime que nous portions à nos camarades américains et la popularité dont ils jouissaient sur la station. Leur souvenir est intimement lié à l'histoire de cette Ecole no 9 et tant que nous vivrons, nous nous rappellerons qu'ils étaient les types accomplis de la gentilhommerie.

ROIS ET PRINCES

Tout nouveau venu éprouve à son arrivée un sentiment bien étrange: "me voilà transplanté, se dit-il, dans le royaume du tourisme. Ironie du sort ! Oeuvre inscutable des "Quartiers généraux" ! Par ouïe-dire, le nouveau venu en était arrivé à unir dans sa pensée notre Ecole no 9 et lieu isolé comme deux termes inséparables. "Isolement", quel mot horrible !

Mais l'été vint et mit la Gaspésie sur notre route. Nom magique, enguirlandé de myriades de légendes, lieu riche en faits historiques et connu de toute l'Amérique pour ses attractions féériques.

OFFICERS' MESS

On March 9th the Officers' Mess was finally declared ready for occupancy. Almost overnight, the new building was transformed into a warm, cheerful refuge against the winters' blast.

AMERICANS

On May 10th, the Station was visited by a joint American-Canadian Military Board. It suddenly dawned on us that a large percentage of our flying personnel was American and that they had been our comrades through those days of initial organization.

Now most of them were going. On all occasions such as this, it is natural to revert to instinct and stage a celebration, which we did ! No one can doubt after that hectic farewell, the popularity of our erstwhile comrades from the United States.

Our memories of the past are enriched by the memories of these comrades in arms and as long as No. 9 B. & G. remains, they will not be forgotten by their comrades.

THE COMING OF SUMMER

Slowly but surely nature manifested her strength and gradually the season changed from Winter to Spring, then to Summer. And Summer in these parts surprises and enchants. Behold a horizon ringed with misty blue of hills and clouds rolling by in endless august procession. Then in a few hours a change when rain comes in overwhelming deluges or day to day drizzle, and after the rain, clouds of mist and fog and the smell of the sea. Surprise and enchantment !

Gradually it dawned on the conscience of every man on the station that there is more to Mont Joli than meets the eye at first glance.

KINGS & PRINCES

The newcomer soon feels that through the machinations of fate and the uncomprehensible workings of "headquarters" he has immigrated to a land where the tourist had once been king.

No. 9 BGS first fatal aircraft crash, 19 May 1942

(UNIT OR FORMATION) No. 9 B & G School, Mont Joli, P.Q

DATE

| | |
|---|-------------------|
| May 19 | SUMMARY OF EVENTS |
| <p>At 1000 hours the first fatal crash at this unit occurred. Gun Battle 2022 whilst on a routine gunnery exercise crashed and burned in a field near No. 2 Control Tower between Ste. Flavie and Ste. Luce. It would appear from first reports that a severe glycol leak developed; clouds of black and white smoke were seen and it is possible that the aircraft was actually on fire before it hit the ground. The remains of the two wireless air gunners and a Corporal armament instructor were identified but the body of the pilot could not be found. Witnesses say that an "object" was seen to fall from the plane into the water. The pilot was (C7558) P/O Arthur Francis Halamka whose home was in Milwaukee, Wis., U.S.A. He has been reported as "Missing", "Believed Killed". The instructor was R120501 Cpl. Rooke, C.J. of Cupar, Sask. and the</p> | |
| SUMMARY OF EVENTS | |
| <p>Air Gunners were AUS413494 LAC Shaw, T.J. and NZ413287 LAC Weal, K.G., the former of Tamworth N.S.W. and the latter of Rukeatua Te Awamutu. All the next of kin were notified. At 2300 hours a search was made at low tide along the shore of the St. Lawrence but no trace of the body of the pilot was found. (C2862) F/L H.Q. Bender (ARM) Armament Officer from Dartmouth arrived in connection with the BR Detachment at this unit.</p> | |

The two students were part of Wireless Air Gunners Course #30, which was due to graduate on 23 May 1942. The body of the American pilot was never found. The next day [20 May] six members of the class had their photo taken under a shark mouth Fairey Battle serial #1679, trainer #73, an aircraft they had most likely trained in.

Names L to R – LAC J.L.H. Gougeon
 LAC A.C. Reay
 LAC J.C.M. Brosseau
 LAC F.G. Bourque

LAC D.W. Fraser

LAC J.E.J. St. Michel

Official RCAF photo PL8928.

Course WAG #30 graduated on 23 May 1942, seen below photo.



(UNIT OR FORMATION) No. 9 B & G School, Mont Joli, P.Q.

| DATE | | SUMMARY OF EVENTS | | | | |
|--|------------|--|-----------|------------|--|--|
| May 23 | | A "Wings" Presentation parade was held in the Opera House in the afternoon, when the Commanding Officer presented Wings to the graduation classes. A number of friends and relatives were present: | | | | |
| Category | Course No. | Graduates | Held Over | Failures | Disposition | |
| A.O. | 41 | 15 RAF 8 RCAF | 2 | 0 | 23 to Central Navigation School, Rivers, Man. | |
| W.A.G. | 30 | 24 RCAF 11 RAAF 2 RNZAF | 0 | 2 (killed) | 11 to "M" Depot, Lachine 3 to 36 OTU, Greenwood, N.S. 5 to 32 OTU, Pat Bay, B.C. 9 to 8 AOS, Ancienne, Lorette 9 to 9 AOS, St. Johns, P.Q. | |
| The class leaders were BG1238289 LAC Standell, G.H. (A.D.) and AUS405831 LAC Elarsan, K.D. (W.A.G.) both of whom were presented with engraved identity discs. AUS405831 LAC Clarson, K.D. R108479 LAC Broeseau, J.C.E.M., and R101439 LAC Dickinson, E.W., were all granted commissions as Pilot Officers and were advised after the parade. | | | | | | |

Two months before the Axis powers went to war against the United States, 8 December 1941, the Roosevelt administration began making plans for their country's eventual involvement in the European war against Hitler. These secret plans involved the American forces joining the British in a major air offensive against Germany. On 28 January 1942, these plans took effect when the U.S. Eighth Air Force was officially activated at Savannah Army Air Base in Georgia. Moving a bomber force of this size to England required quantities of ordnance, fuel, lubricants, and parts. The northern aircraft ferry route began at Presque Island, Maine, then Goose Bay, Labrador, Bluie West 1, Greenland, Prestwick, Scotland, and United Kingdom. Suddenly, the American pilots of these bomber aircraft required thousands of aerial maps for Quebec, Labrador, and Newfoundland. [Newfoundland and Labrador were still a self-governing colony under British rule, not part of Canada]

The 1st Photographic [Recon] Squadron of the USAAF was activated on 1 February 1940, redesignated the 1st Mapping Squadron on 13 January 1942. They had requested and received an official emblem created by Walt Disney artists on 3 October 1941.

1st PHOTOGRAPHIC RECONNAISSANCE



On a blue disc bordered with yellow with white clouds, a flying Falcon "Butch" in Dark brown, Lt. brown and white feathers, with yellow feet and beak, wearing an aviator's helmet, focusing on black and light blue trim aerial camera.

(UNIT OR FORMATION) No. 9 B & G School, Mont Joli, P.Q.

| DATE | SUMMARY OF EVENTS |
|--------|---|
| May 31 | <p>"A" Detachment, First Mapping Squadron, U.S. Army Air Corps, arrived, the convoy consisting of approximately 10 vehicles. One officer, and 34 N.C.O.'s and other ranks. Two Hudson aircraft arrived later with three pilots (officers), one medical officer and 10 N.C.O.'s and other ranks. They are to be based here for approximately one month before moving to Goose Bay. They are making a photographic survey of Quebec and Labrador. Another aircraft with one officer and five N.C.O.'s is to arrive later. The party brought their own tents with them for the N.C.O.'s and other ranks but the officers are occupying public quarters. This station is providing Messing.</p> |

No. 1 Mapping Squadron flew two Lockheed Model 14 Hudson Mk. III aircraft. The Hudson was originally built in 1939 for the British Government as a military conversion of the Type 14 model transport aircraft. The Hudson Mk. III was designated as A-28 or A-29 by the U.S. Army Air Forces, and "A" flight had two converted to carry aerial mapping cameras, US serial 41-23383 and 41-23394. The image below was taken by RCAF aerial gunner in training, LAC Leonard E.J. Cote, from Pierre Lagacé collection. The American Hudson A-29B on the right was one of the aircraft which aerial mapped the Province of Quebec and Newfoundland [Labrador] for five months in summer of 1942, based at Mont-Joli, Quebec.



(UNIT OR FORMATION) No. 9 B. & G. School, Mont. Joli, Quebec.

Nov. 6

U.S.A.A.C. Mapping Squadron comprising Officers and men completed their temporary duty here for this year, which began May 30th, and returned to their Home Base at Bradley Field, Windsor Locks, Conn. During their stay here they mapped over 400,000 miles of territory from West to James Bay and North East to Greenland. Two aircraft were lost to them during the season and three men killed. Commanding Officer's Parade and dress inspection was held on the parade square at 0800 hours, following was Wings parade presented to graduating class of Air Gunners No. 388. Disposition of the class is as follows:



The Star Weekly issue for 5 July 1941 contained an article on RCAF aircraft Nose Art.

The Star Weekly, Toronto, July 5, 1941

WAR BIRDS CARRY MASCOTS



WAR PILOTS BELIEVE there can be no luck about a plane unless it has on it some good luck symbol. This workman is an Ontario airplane factory painter, on an Avro Anson, a horned and hooved Old Nick on an aerial torpedo.

This posed image from Star Weekly was taken at the Federal Aircraft Ltd. plant in Montreal. The worker appears to be painting a nose art stencil of a Devil on an Avro Anson Mk. II

aircraft, however very few Avro Anson Mk. II aircraft carried any form of RCAF nose art during WWII.

Eleven Canadian aircraft plants were originally entrusted to manufacture the components of the Canadian Avro Anson Mk. II aircraft. In June 1940, Federal Aircraft Ltd. [Wholly-owned Government of Canada Company] was formed to place this Avro Anson aircraft programme under one management and construction plant. The head office became 276 James Street West, Montreal, Quebec. The Canadian Anson II was basically the English Anson modified with the installation of two 330 h.p. Jacobs L-6BM engines. Canada had purchased 2,300 engines from Jacobs Aircraft Company of Pottstown, Pennsylvania, at a cost of ten million dollars. The nose section was a Canadian moulded plastic-plywood aircraft front made by the Vidal process, with the first production aircraft flying in August 1941. Most of the Canadian production of the Anson II in 1942 were sent to pilot training schools in the BCATP. The RCAF navigator schools struggled alone with the old British Anson Mk. I, III and IV until 1943 when the Canadian Anson V began to appear. Beginning of 10 February 1942, sixteen new Canadian Avro Anson Mk. II trainers arrived at No. 9 B & G School, Mont-Joli, Quebec, as bombing trainers.

| Type | Numéro de série | Numéro constructeur | Porté à l'effectif | Rayé des contrôles | Immatriculation précédente | Immatriculation ultérieure | Élimination | Notes |
|---------------|-----------------|-----------------------|--------------------|---------------------|----------------------------|----------------------------|-------------|------------------------|
| Type | Serial Number | Manufacturer's Number | Taken on Strength | Struck off Strength | Previous Registration | Subsequent Registration | Disposition | Remarks |
| Avro Anson II | 7111 | | 10.2.42 | 1.10.46 | | | WA | 9 B&G 8 SFTS |
| Avro Anson II | 7112 | | 10.2.42 | 21.8.46 | | | WA | 9 B&G, 8 SFTS, 18 SFTS |
| Avro Anson II | 7113 | | 10.2.42 | 22.8.46 | | | WA | 9 B&G, 8 SFTS |
| Avro Anson II | 7114 | | 10.2.42 | 16.9.42 | | Sold to USAAF Wright Field | | 9 B&G |
| Avro Anson II | 7115 | | 18.2.42 | 16.9.42 | | Sold to USAAF Wright Field | | 9 B&G |
| Avro Anson II | 7116 | | 18.2.42 | 16.9.42 | | Sold to USAAF Wright Field | | 3 TC |
| Avro Anson II | 7117 | | 18.2.42 | 16.9.42 | | Sold to USAAF Wright Field | | 3 TC |
| Avro Anson II | 7119 | | 18.2.42 | 16.9.42 | | Sold to USAAF Wright Field | | 9 B&G |
| Avro Anson II | 7120 | | 18.2.42 | 16.9.42 | | Sold to USAAF Wright Field | | 9 B&G |
| Avro Anson II | 7121 | | 18.2.42 | 16.9.42 | | Sold to USAAF Wright Field | | 9 B&G |
| Avro Anson II | 7122 | | 6.3.42 | 16.9.42 | | Sold to USAAF Wright Field | | 9 B&G |
| Avro Anson II | 7123 | | 6.3.42 | 16.9.42 | | Sold to USAAF Wright Field | | 9 B&G |
| Avro Anson II | 7124 | | 6.3.42 | 27.6.47 | | | WA | 9 B&G |
| Avro Anson II | 7126 | | 6.3.42 | 16.9.42 | | Sold to USAAF Wright Field | | 9 B&G |
| Avro Anson II | 7127 | | 6.3.42 | 1.10.46 | | WA | | 9 B&G, 8 SFTS |
| Avro Anson II | 7128 | | 6.3.42 | 16.9.42 | | Sold to USAAF Wright Field | | 9 B&G |
| Avro Anson II | 7129 | | 6.3.42 | 16.9.42 | | Sold to USAAF Wright Field | | 9 B&G |
| Avro Anson II | 7130 | | 6.3.42 | 16.9.42 | | Sold to USAAF Wright Field | | 9 B&G |





In March 1942, Walt Disney artists created this insignia for the American 33rd Flying Training Wing, 68th Two-Engine Flying Training School at Ellington Field, Houston, Texas. This was a Texas flying training school for pilots who had advanced to two-engine aircraft, flying the B-25 Bomber. The Western Union stork first appeared in the 1941 movie "Dumbo" where he insisted on singing "Happy Birthday" to Mrs. Jumbo as he delivered her new baby Dumbo. Disney animator Art Babbitt created the stork and Dumbo went on to become the most affectionately characterized Disney movie of all time. This Disney insignia soon caught the

eye of RCAF members in the BCATP training in Canada, which was ready made for the training duties being conducted by the Canadian built RCAF Avro Anson Mk. II bomber.



This Disney inspired nose art first appeared on the Avro Anson aircraft at No. 5 SFTS at Brantford, Ontario. In May 1942, sixteen Avro Anson Mk. II trainers at No. 9 B & G School received new markings featuring the same Disney Stork [below] inspired nose art insignia.





The new RCAF Avro Anson Mk. II bomber training aircraft received a diagonal red strip on the fuselage [50"wide] with white numbers beginning with #78 for RCAF serial 7111 and ending with #93 for serial 7130. Its unknown if Anson serial 7116 and 7117 were ever assigned to Mont-Joli, Quebec, they do not appear on the Daily Diary records. The Disney stork insignia appeared on each bomber nose [possibly both sides] inside a 50" white disk. The first of four Anson bombing training exercises took place on the morning of 20 June 1942, however they would be short lived. On 19 July 1942, RCAF Command issued orders that no further Air

Observer or Bombing Training would take place at No. 9 B & G School. From this date on No. 9 at Mont-Joli, would only train RCAF Air Gunners. On 16 September 1942, thirteen Canadian Federal-built Anson Mk. II aircraft were sold to the USAAF for testing at Wright Field, designated AT-20 aircraft. Eleven of these Anson's had been on strength at No. 9 B & G at Mont-Joli, Quebec, serial 7114, 7115, 7119, 7120, 7121, 7122, 7123, "7126" 7128, 7129, and 7130.



One of the Canadian built Anson's as an American AT-20 with new serial and markings.

STAR WEEKLY

TORONTO
MAY 2, 1942

10
CENTS



CANADIAN AIR GUNNER

May 2, 1942

RCAF Official War Artist Sgt. Donald Kenneth Anderson [promoted to Sgt. 1 Feb. 1942] painted this Air Gunner in training beside his Fairey Battle I serial 1904, taken on strength by RCAF 21 April 1941. Beginning on 19 July 1942, No. 9 B & G School at Mont-Joli, Quebec, was

officially used exclusively for the twelve-week training of air gunners, painted by Sgt. Anderson in April 1942, for Star Weekly magazine in Toronto

The first class of eighteen air gunners arrived at No. 9 B & G on 15 December 1941, however the school was still under construction and had no aircraft on strength. The first two Courses [thirty-five trainees] #22A Air Gunners and #23 Wireless Air Gunners completed their ground training on 15 January 1942, then were posted to No. 6 B & G School at Mountain View, Ontario, to complete their flying training. The first Wings Parade at No. 9 B & G was Course #24 Air Gunners which graduated 29 students on 16 February 1942. This was followed by the first Air Observer Course #34, graduated 21 students on 28 February 1942. Each course originally lasted four weeks, was extended to eight, then to twelve weeks 19 July 1942.

1 March 42 Course #35 Air Observers graduated 29 trainees.

28 March 42 Course #36 Air Observers [20 students] and Course #26A Air Gunners [28 students] had a joint graduation ceremony.

11 April 42 A/G #38 graduated 32 students and WAG #27 graduated 29 students.

25 April 42 A/G #39 graduated 33 students and WAG #28 graduated 35 students.

9 May 42 A/G #40 graduated 29 and WAG #29 graduated 28 students.

23 May 42 A/G #41 graduated 23 and WAG #30 graduated 37 students.

26 June 42 WAG #32 graduated 32 students.

4 July 42 Air Observers #44 graduated 29 and WAG #33 graduated 31 students.

19 July 42 No. 9 B & G officially trained only Air Gunners beginning with Course #35A which graduated 34 students on 15 August 1942.

The school officially opened on 15 August 1942 and graduated 29 students from A/G Course #36A on 25 August 1942. During the first eight months of operation No. 9 B & G School had managed to train 315 Air Gunners, 50 Air Observers, and 205 Wireless Air Gunners, while they were still under civilian construction. Now they prepared for full-time RCAF Air Gunner

training [twelve weeks] with obsolete [originally French purchased] American built Nomad trainer aircraft which begin to arrive at Mont-Joli in late July.

In June 1940, the French government purchased 93 ex-USAAC Northrop A-17A 'Nomad' fighter planes but they were not delivered before the fall of France to Nazi Germany. The French government order was taken over by Great Britain and 32 of these aircraft were directed to Canada to be used for BCATP training. These aircraft were all taken on strength by the RCAF on 13 and 26 August 1940, with all assigned to No. 3 Training Command. In late July 1942, the first six RCAF Northrop Nomad aircraft arrived at No. 9 B & G School at Mont-Joli, and by the end of September they had received twenty of these obsolete old American fighters. The following serial numbers in yellow are known to have first flown at No. 9 B & G School, however by January 1943, Mont-Joli had on strength twenty-four Nomad trainers, which trained [towing Droque Lines for twenty-months] until August 1944.

| | | | | | | |
|--------------------------|------|---------|----------|--------|----------------|------------------------------|
| Northrop Nomad | 3490 | 10.8.40 | 26.5.44 | NX-NT | | Cat C4 28.9.41 Mountain View |
| Northrop Nomad | 3491 | 10.8.40 | 10.3.41 | NX-N48 | | Cat A 19.11.40 Borden |
| Northrop Nomad | 3492 | 13.8.40 | 7.3.45 | NX-N53 | | Cat C 25.2.42 Mountain View |
| Northrop Nomad | 3493 | 12.8.40 | 7.3.45 | NX-N35 | | Total hours 890.10 |
| Northrop Nomad | 3494 | 13.8.40 | 4.8.42 | NX-N2 | | Cat A 13.6.42 Bay of Quinte |
| Northrop Nomad | 3495 | 13.8.40 | 21.10.43 | NX-N6 | | Cat C 2.2.42 Mountain View |
| Northrop Nomad #53 | 3496 | 13.8.40 | 7.3.45 | NX-N12 | | Cat C2 29.1.43 9 B&G |
| Northrop Nomad | 3497 | 13.8.40 | 7.3.45 | NX-N16 | | Cat C14 15.9.40 Borden ✓ |
| Northrop Nomad | 3498 | 13.8.40 | 2.11.43 | NX-NIT | | Cat B 14.10.40 Borden ✓ |
| Northrop Nomad | 3499 | 13.8.40 | 12.2.44 | NX-N18 | | 9 B&G 1942 |
| Northrop Nomad | 3500 | 13.8.40 | 7.3.45 | NX-N20 | Cat C 30.9.40 | Borden - Target Tow 30.3.42 |
| Northrop Nomad | 3501 | 13.8.40 | 7.3.45 | NX N22 | | Conv Target Tow 20.12.41 |
| Northrop Nomad | 3502 | 13.8.40 | 7.3.45 | NX-N36 | | Conv Target Tow 6.12.41 |
| Northrop Nomad | 3503 | 13.8.40 | 20.2.41 | NX-N40 | | Cat A 12.12.40 Borden |
| Northrop Nomad | 3504 | 13.8.40 | 21.6.43 | NX-N34 | | 9 B&G |
| Northrop Nomad | 3505 | 13.8.40 | 7.3.45 | NX-N43 | | 9 B&G |
| Northrop Nomad | 3506 | 13.8.40 | 16.3.43 | NX-N38 | | Cat A 30.11.42 9 B&G |
| Northrop Nomad | 3507 | 13.8.40 | 26.5.44 | NX-N39 | | Conv Target Tow 20.5.41 |
| Northrop Nomad | 3508 | 13.8.40 | 7.3.45 | NX-N45 | Cat C 20.4.42 | Conv Target Tow 4.10.41 |
| Northrop Nomad #60 | 3509 | 13.8.40 | 29.4.43 | NX-N47 | Wallacetown | Conv Target Tow 1.10.41 |
| Northrop Nomad | 3510 | 13.8.40 | 7.3.45 | NX-N51 | TT 2.12.41 | Cat B 18.11.40 Borden ✓ |
| Northrop Nomad | 3511 | 26.8.40 | 7.3.45 | NX-N31 | | Cat B 15.9.41 Mountain View |
| Northrop Nomad | 3512 | 26.8.40 | 26.2.41 | NX-N44 | | Cat A 13.12.40 Borden |
| Northrop Nomad | 3513 | 26.8.40 | 10.6.44 | NX-N42 | 9 B&G. | FIRE 9 MAY 1944 |
| Northrop Nomad | 3514 | 26.8.40 | 7.3.45 | NX-N52 | Cat C 23.10.40 | Conv TT 23.10.40 Borden ✓ |
| Northrop Nomad | 3515 | 13.8.40 | 7.3.45 | NX-N15 | | 9 B&G 1073:35 hrs |
| Northrop Nomad | 3516 | 13.8.40 | 7.3.45 | NX-N27 | | 9 B&G 2807:30 hrs |
| Northrop Nomad | 3517 | 13.8.40 | 12.6.46 | NX-N24 | | Cat C 7.10.40 Uplands |
| Northrop Nomad | 3518 | 13.8.40 | 7.3.45 | NX-N25 | | Cat C 7.7.42 Mt. View |
| Northrop Nomad | 3519 | 13.8.40 | 7.3.45 | NX-N28 | | 6 B&G 2444:45 hrs |
| Northrop Nomad | 3520 | 13.8.40 | 7.3.45 | NX-N29 | TT 18.12.41 | Cat B 9.2.42 Mt. View |
| Northrop Nomad RECOVERED | 3521 | 13.8.40 | 4.3.41 | NX-N46 | | Cat A 13.12.40 Borden |



Nomad serial 3509 was converted to a Target Tow on 1 October 1941, and possibly delivered to No. 9 B & G with the first six arriving in late July 1942. This free domain image was from the aviation collection of Charles Daniels in B.C. Wearing her Mont-Joli trainer marking #60 she would tow drogue lines until 29 April 1943. The other nine Nomad aircraft [serial 3491, 3497, 3498, 3500, 3503, 3510, 3512, 3514, and 3521] flew at Camp Borden. Nomad 3491, 3503, 3512, and 3521 were all lost at Camp Borden, in early 1941, and 3521 was not found until 27 July 2010. This rare RCAF Nomad history and recovery can be found on many excellent websites.



This image taken by M/Cpl. Roy Maclelland appeared in the Globe and Mail newspaper on 30 October 2014, when Northrop Nomad RCAF 3521 came to the surface of Lake Muskoka in Ontario. A very rare part of RCAF WWII aviation history saved and preserved for future generations of Canadians. Only eight of these Nomad trainers remained at RCAF Camp Borden, while the other twenty-four were all taken on strength at No. 9 B & G School Mont-Joli, Quebec. Northrop Nomad #3506 had a Cat. "A" accident on 30 November 1942, and #3513 caught fire in mid-air and crew bailed-out on 9 May 1944. Pilot R168256, F/Sgt. C.A.

Robertson was too low and his parachute failed to open, killed on impact. The old Nomad target tow trainers were all transferred from No. 9 B & G by mid-August 1944, they had done their job for Canada.



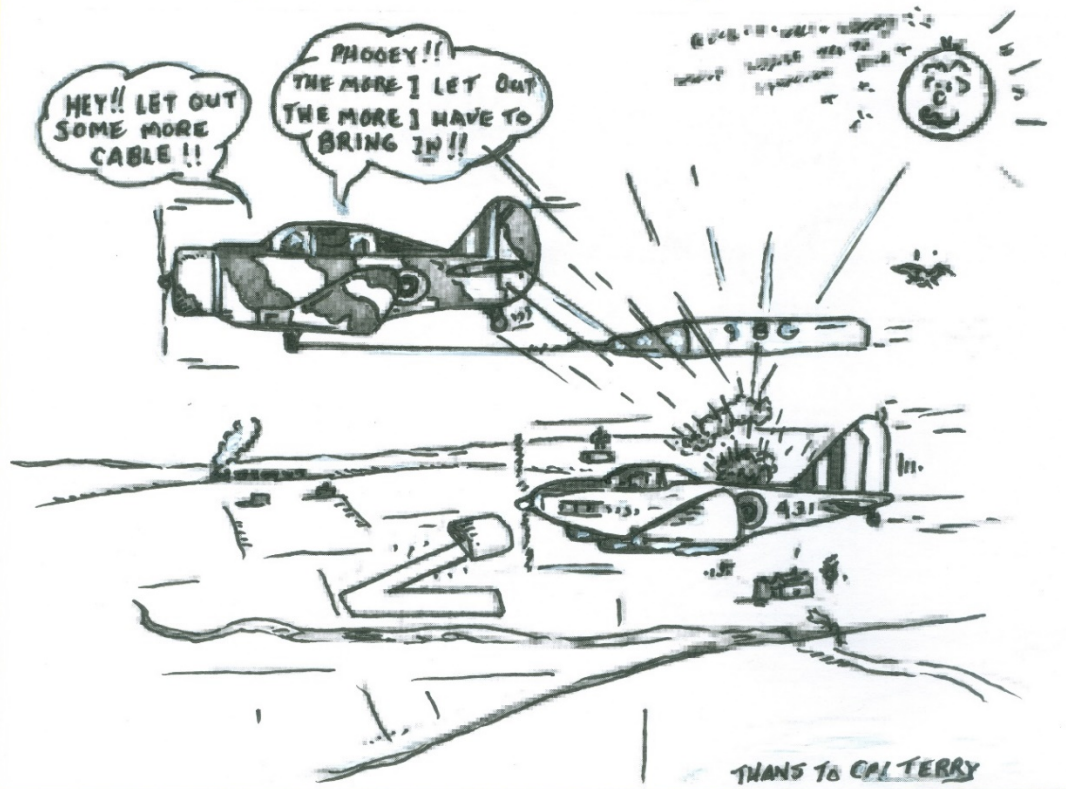
MONT JOLI
TARGET
No. 9 BOMBING & GUNNERY SCHOOL

5 CENTS
Per Copy
★
DECEMBER, 1943
No. 1 — (1st Year)

XMAS SHOW OPENS DEC. 20th.

MONT JOLI TARGET, DECEMBER, 1943

Giving Him a Drogue 'Line'



The old RCAF Northrop Nomad did her duty at Mont-Joli and managed to appear in a cartoon drawing for the December 1943 "First Issue" of local RCAF newsletter "Target." As this cartoon suggests, flying a target towing Nomad was an unpopular assignment. The station had on strength 22 Nomad Drogue [Target Tow] aircraft on 31 December 1943. By October 1943, the base strength had grown to over 2,000 and A/G trainee's strength from 600 to 800 students.

DAILY DIARY

OF NO. 9 BOMBING & GUNNERY SCHOOL, MONT JOLI, P.Q.
(UNIT OR FORMATION)

| MONT JOLI, P.Q. | | 1943 Dec. 31 | SUMMARY OF EVENTS | | | | |
|---|-------------|---------------------------------------|---|---------------------------------------|-------------|-------------------------------|----|
| <u>Strength as at November 30th, 1943</u> | | | <u>Strength as at December 31, 1943</u> | | | | |
| No. 9 B. & G. School, Mont Joli, P.Q. | | No. 9 B. & G. School, Mont Joli, P.Q. | | No. 9 B. & G. School, Mont Joli, P.Q. | | | |
| Officers | 88 | <u>No. 3 C. & M. Unit</u> | 14 | Officers | 88 | <u>No. 3 C. & M. Unit</u> | 15 |
| Airmen | 997 | Airmen | | Airmen | 918 | Airmen | |
| Airwomen | 186 | | | Airwomen | 187 | | |
| Trainees | 795 | <u>RCAP Stn. Casps</u> | | Trainees | 740 | <u>No. 9 R.D.</u> | |
| R.C.A.S.C. | 5 | Airmen | 3 | R.C.A.S.C. | 6 | Airmen | 18 |
| C.P.C. | 4 | | | C.P.C. | 4 | <u>No. 4 E.F.T.S.</u> | |
| C.D.C. | 7 | <u>No. 9 R.D.</u> | | C.D.C. | 6 | Airmen | 3 |
| Civilians | 125 | Airmen | 4 | Civilian | 124 | <u>No. 3 T.C.</u> | 4 |
| | <u>2207</u> | | | | <u>2073</u> | <u>No. 6 S.F.T.S.</u> | |
| | | | | | | Airmen | 1 |

MONT JOLI, P.Q. | AUGUST 31 1944

Leagues were created and are in full progress. Personnel of this Unit participated in the Golf and Tennis tournaments held in Metis. They made a good showing. P/L Campbell of No. 3 T.C. was a great aid in boosting morale - with his ever ready willingness to entertain whenever called upon. His concerts were enjoyed immensely by all ranks.

Total flying time for August, 1944 - 4,591:45 hours. (Two forced landings, 1 taxiing accident, and 1 accident to engine of aircraft).

Total number of Exercises for August, 1944 - 5,394.

Aircraft on Strength as at 31st. August 1944.
Battle Drogue 25; Battle Turret 48; Battle Dual 2; Total Battles - 75.
Norseman IV. 1; Harvard II. 1; Anson V. 1; Hurricane 3.
Total Aircraft - 81.
Stored Aircraft - Battle Turret 16; Battle Drogue 1.

1 August

| <u>Strength as at 1st August, 1944</u> | | <u>Strength as at 31st. August, 1944.</u> | |
|--|-------------|---|---|
| No. 9 BGS Mont Joli, P.Q. | | No. 9 BGS Mont Joli, P.Q. | |
| Officers | 112 | <u>No. 3 C.M.U.</u> | 4 |
| Airmen | 916 | Airmen | |
| Airwomen | 192 | | |
| Trainees | 610 | | |
| R.C.A.S.C. | 14 | | |
| C.P.C. | 3 | | |
| C.D.C. | 7 | | |
| Civilians | 120 | | |
| | <u>1974</u> | | |

| | | | |
|-------------------|--------------|--|--|
| Officers | 122 | | |
| Airmen | 926 | | |
| Airwomen | 182 | | |
| Trainees | 572 | | |
| R.C.A.S.C. | 14 | | |
| C.P.C. | 3 | | |
| C.D.C. | 10 | | |
| Civilians | 120 | | |
| Useful employment | 93 | | |
| | <u>2072.</u> | | |

G. Vadboncoeur
(G. Vadboncoeur) W/C
A/Commanding Officer,
No. 9 B & G School, RCAF,
Mont Joli, P.Q.

No. 9 B & G School had become the largest Air Gunners training base in the BCATP, with 5,394 air gunners training exercises completed in the month of August 1944. They had 75 Fairey Battle on strength and 17 in reserve storage. August was the first month they did not have on strength or fly any American Nomad Drogue aircraft.



No. 9 B & G flew the Nomad until August 1944, with peak aircraft on strength [23] for Nov. 1942, [23] for December 42, and [24] for January February and [22] for March 1943. The only RCAF School in the BCATP to train with twenty-four original French government purchased Nomad Target Tow trainers. The French connection you might say.

LAC Jacques Morin began his Air Gunner training at No. 9 Mont-Joli, Quebec, in early January 1944, Class #74 which graduated on 6 April 1944. His training targets were towed by Nomad aircraft.

1944 6
 MONT JOLI, P.Q. April

Flying commenced at 0730 hours and finished at 1830 hours. Total flying time 226.20 hours, 262 exercises completed. Hudson A/C 627 in from Bagotville and Beechcraft 188 in from Chatham en route to St. Hubert. Travelair A/C ABAFI, piloted by a Bush pilot, Mr. Page, in from Grande Bergerones to bring in two pilots from Bagotville who were rescued after their plane had crashed. Wings Parade was held in the Drill Hall at 1930 hours. Seventy-four students graduated including one Officer, F/O T.R. Devine. Wings were presented by the Commanding Officer, Group Captain H.P. Crabb. He also addressed the graduates and congratulated each one individually. Flight Lieutenant G.A. Casey DFC Chief Ground Instructor was O/C Parade. Sgt. M.R. Mair, Sgt. A.P. Owens and Sgt. S.J. South had their wings pinned on by their fathers. Sgt. Major Hardwick of the R.C.A. Station at Toronto, pinned the wings on his son Sgt. G.O. Hardwick. Sgt. W.H. Kay, Sgt. G. Child, Sgt. E. Kearns, Sgt. G.L. Frost, Sgt. G.F. Wright had their wings pinned on by their wives. Miss Coulombe pinned on her brother's wings and Sgt. Pilot Martin now at "Y" Depot, pinned the wing on his brother, Sgt. J. Martin. Silver Identification Bracelets were presented to Sgt. W.H. Kay, Honour Student, and to Sgt. Rocan, best Air Firer. The Course Pennant was presented to Sgt. MacCarthy, the best sportsman. Sports Honour Shields were awarded to the leading sportsmen in each class. The Protestant Chaplain, Flight Lieutenant M.W. Murphy, offered a prayer. The ceremony was concluded with a March Past, the Commanding Officer taking the salute. A Wing's Parade Dance was held in the Drill Hall in honour of the Graduation class. Music was provided by the Station Orchestra.

COURSE NO. 74 - AIR GUNNERS

GRADUATES

WASTAGE

| | | | |
|---------------------------------|-----|----|----|
| Intake | 100 | | |
| Transfers from previous courses | 20 | | |
| | 120 | | |
| Less Wastage | 46 | 74 | 46 |



During his air gunner training LAC Morin had his photo taken on Fairey Battle #43 and in the background is #36. Both contain the same [nose art] of a Red Devil on cloud, holding a white bomb with his pitch-fork. Photo Sgt. Jacques Morin from Pierre Lagacé collection.



The last Course #100 to graduate 31 March 1945.



Station Farewell Banquet

Honoring Course 100 W.A.G.'s

THURSDAY, March 29

Mont-Joli, P. Q.

COURSE NAMES BY CLASSES

| | |
|----------------------|-------------------|
| Class 7 | SGT Kmicik, E. |
| SGT Baldwin, G. | SGT Smithers, J. |
| WO2 Cunnian, W. | Class 10 |
| F/O Bélanger, J. | SGT Beffort, H. |
| SGT Doble, J. | SGT Burgess, E. |
| SGT Goodridge, S. | SGT Campbell, D. |
| SGT Hampel, A. | F/SGT Gay, H. |
| SGT Kelly, D. | SGT Giles, C. |
| SGT Macaulay, W. | SGT Gilmour, D. |
| SGT Pearson, S. | SGT. James W. |
| SGT Remington, J. | SGT Lipprott, F. |
| SGT Smith, C. | SGT Dermid, J. |
| SGT Smithvaughan, A. | SGT MacKenna, A. |
| SGT Walker, R. | SGT Osterman, H. |
| SGT Williamson, W. | SGT Potts, L. |
| Class 8 | SGT Quinet, A. |
| SGT Anderson, D. | SGT Smith, B. |
| F/Sgt. Biggar, J. | Class 11 |
| SGT Clifford, I. | SGT Borneman R. |
| SGT Coleman, J. | SGT Coates, C. |
| SGT Curry, A. | SGT Cox, W. |
| SGT Desrosiers, J. | SGT Dixon, K. |
| SGT Dunham, R. | SGT Ford, J. |
| SGT Fisher, L. | SGT Gould, E. |
| SGT Lacey, L. | SGT Lorraine, L. |
| SGT Moynes, J. | SGT Nagle, N. |
| SGT Patrick, M. | SGT O'Brian, D. |
| SGT Stilwell, O. | SGT Tatts, R. |
| SGT Turner, A. | Class 12 |
| SGT Zimmer, G. | SGT Whitcroft, G. |
| SGT Beaudoin, J. | SGT Currie, R. |
| Class 9 | SGT Fox, G. |
| SGT Amos, D. | SGT Gaudreau, A. |
| SGT Brain, R. | SGT Hore, L. |
| SGT Carl, E. | SGT Hutton, F. |
| SGT Carter, A. | SGT Mckendry, R. |
| SGT Cash, W. | SGT Munro, W. |
| SGT Chesney, D. | SGT Saunders, J. |
| SGT Clark, D. | SGT Schnare, O. |
| SGT Harker, F. | SGT Sidor, S. |
| SGT Harper, B. | SGT Slack, E. |
| SGT Holland, J. | SGT Tilley, G. |
| SGT Flynn, E. | SGT Whyte, T. |
| SGT Hill, E. | |

This shows how RCAF No. 9 BGS divided each air gunner course into classes containing 14 – 15 students. It's possible none of these graduates went overseas.

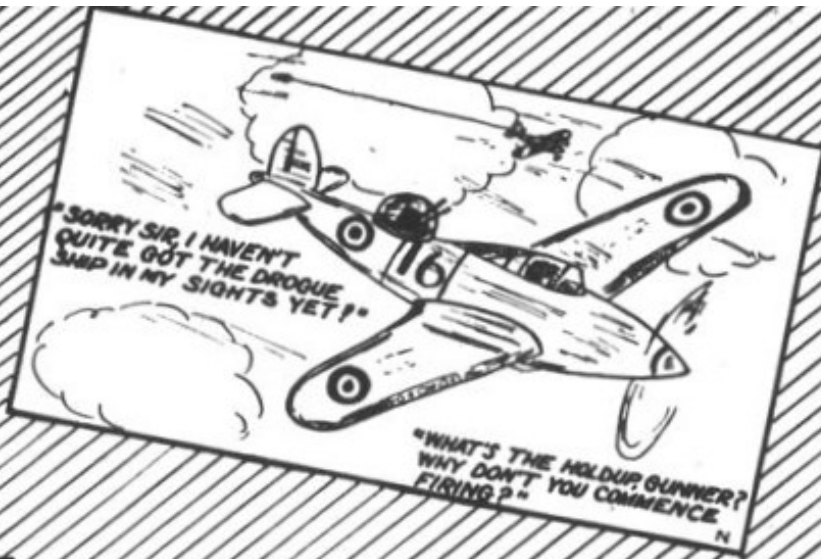
Beginning on 25 September 1942, No. 9 B & G School conducted 56 Air Gunners Courses, [#35B to #100] until 31 March 1945, where they graduated 5,874 Air Gunner Wings. The first Flight/Engineer Air Gunner training began with Course #1 on 30 December 1942, and 29 Courses were conducted until 29 June 1944, Course #35, graduating Wings to 573 RCAF Flight/Engineers.

The RCAF operated ten Bombing and Gunnery Schools in Canada during WWII [plus RAF No. 31 B & G at Picton, Ontario, which trained 1,392 British gunners] and trained a total of 12,917 RCAF Air Gunners. They also trained 244 RAAF and 443 RNZAF gunners. No. 9 B & G trained a total of 6,189 Air Gunners or almost half the total Wings who graduated from RCAF schools. In total 1,913 Flight Engineers were trained in Canada, with 573 receiving their Wings at No. 9 B & G School. They also graduated 50 Air Observers, [ended October 1942] and 205 Wireless Air Gunners. In over-all total, No. 9 B & G School graduated a total of 6,444 Air Gunners Wings from 15 December 1941 [Class 22A] until 31 March 1945 [Class #100].



No. 9 BGS at Mont-Joli, Quebec was designed and constructed as the largest air gunner's training school and used exclusively for the twelve-week course designed for air gunners. It was a very sound training base which provided so many with as close as possible real experiences of air gunners combat.

**M
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No. 9



More about No. 9 B&G Mont-Joli by Clarence Simonsen

8 May 1942

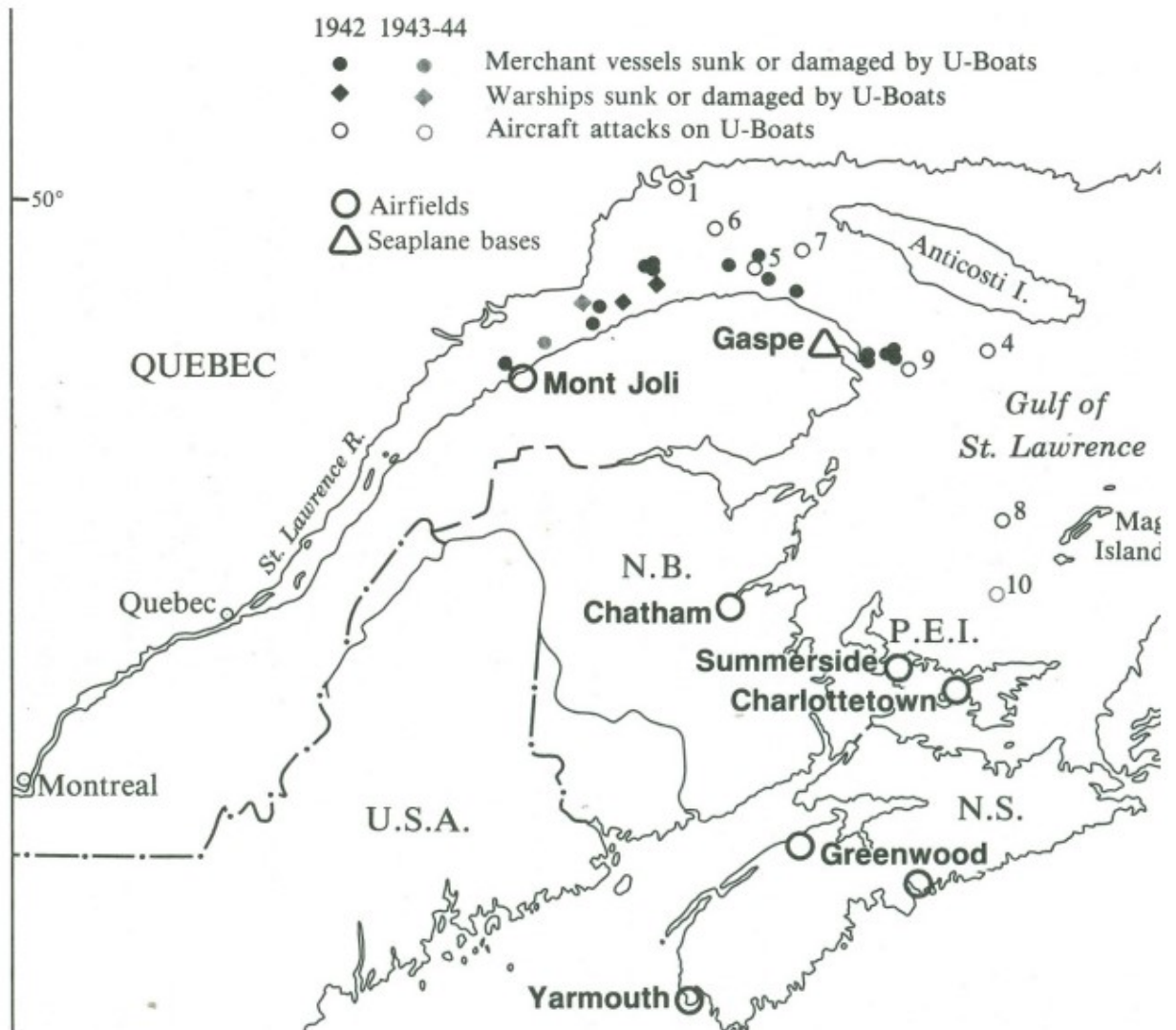
The Battle of the St. Lawrence began on 8 May 1942, when German U-553 slipped into the Gulf of St. Lawrence. During the early hours of 12 May, U-553 torpedoed and sank the freighter's "Leto" and Nicoya" on the north Gaspé coast.

| (UNIT OR FORMATION) <u>No. 9 B & G School, Mont Joli, P.Q.</u> | | | |
|--|------|--------------|--|
| DATE | TIME | U-553 | SUMMARY OF EVENTS |
| <u>May 12</u> | | | (C5486) F/O E.T. Keim and (C6732) F/O E.R. Ratchford, both of whom had filed applications prior to 20-4-42 for discharge to the U.S. Forces but had withdrawn them, requested permission to proceed to Montreal at their own expense for an interview by the Board. This was granted and both were accepted effective 10-6-42. <u>At 1100 hours, a telegram was received from G. Rook Cote, Chlorydorme, P.Q., advising a boat had been sunk 60 miles from Gaspé. Eastern Air Command and No. 3 T.C. Headquarters were immediately notified. Detachments from #5 (BR) Squadron and No. 11 (BR) Squadron, Dartmouth, were sent to search and subsequently arrived at this station from which they will operate under orders of E.A.C. until further notice. The detachments consist of ^{FOUR} Hudsons and ^{TWO} Canso's. (C6811) F/O C.R.S. MacKenzie, (GL), and (C611) F/O R.C.P. Lyman (GL) reported to fill vacancies as staff Pilots. (C7670) F/O A.H. Lawson (ADM.III) at this unit has been transferred from the Administrative Branch to the Educational Branch, eff. 17-4-42.</u> |

German U-132 entered the Cabot Strait on 30 June 1942, and in the twilight of 6 July 1942, fired torpedoes into two ships of convoy QS-15, and two hours later struck another ship in the same convoy. Two Fairey Battles took off on recon, very rare history.

| PLACE | DATE | |
|---|----------------|--------------|
| Mont Joli, P.Q. | 1942 July 6 | <u>U-132</u> |
| <p>At approximately 0230 hours, a message was received from the Navy Detachment at Rimouski by S/L J.A. Chevrier, Officer Commanding #130 (F) Squadron, training at this station, that a convoy had been attacked by submarines in the St. Lawrence River off Cap Chat at a point approximately 40 miles east of Mont Joli. He and F/L Cannon and two Sergeants of the Squadron immediately took off in four Kitty Hawks in search of the attackers. His take off was at approximately 0330 hours. At approximately 0430 hours a second call was received at the station from Rimouski also telling of the attack. W/O R.E. Little and S/L N.C. Stadden each piloting a Fairey Battle loaded with two 250 lb. depth charges each, took off at approximately 0500 hours on a reconnaissance patrol. Each aircraft also carried a gunner. W/O R.E. Little returned at approximately 0630 hours and S/L Stadden at approximately 0615 hours. One damaged ship was sighted by them and an immense black patch on the surface of the water at a point nearby indicated that another ship had sunk below the surface. Uprturned lifeboats and laden lifeboats proceeded towards the shore were seen. F/L Cannon and the two Sergeants returned earlier than S/L Stadden. S/L Chevrier failed to return. Several witnesses have testified that they saw an aircraft belch smoke in the air above the water and crash at high speed into the sea. It is presumed this aircraft was the Kitty Hawk piloted by the Squadron leader. His passing was deeply felt at the station. He was only 24 and was a conscientious and valuable officer, having been in the R.C.A.F. since prior to the outbreak of war and had been overseas. Six Lockheed Hudsons comprising two Bomber Reconnaissance Detachments arrived in the afternoon from Sydney & Yarmouth N.S. to act as an anti-submarine patrol. F/L A.H. McCallum, Command A.F.N. arrived from No. 3 T.O. for an inspection visit. He and F/O Beauchamp, station D.A.F.N. left for Gaspe to investigate reports of subversive activities in that section.</p> | | |

Two Fairey Battles from No. 9 BGS were dispatched with two 250 lb bombs, and they did not even have radio equipment in the old trainers. This is the only known RCAF combat patrol carried out by the British Battle trainers in WWII.



In the next six weeks U-517 and U-165 would proceed into the Gulf and carry out the most successful German sinking's of the war.

More about No. 9 B&G Mont-Joli by Pierre Lagacé

19 May 1942

These photos are courtesy of Mark Cote whose father Leonard E. J. Cote was an air gunner during World War Two.



Collection Leonard E. J. Cote (courtesy Mark Cote)



Collection Leonard E. J. Cote (courtesy Mark Cote)

Chris Charland had added this information about the crash scene.

The accident record cards noted that the aircraft was on a gunnery exercise when it crashed at high speed and burned five miles south-west of St. Eluce, P.Q. Pilot Officer Halamka was originally declared missing and believed killed. He had a total of 30 hours dual and 105 hours solo on the Fairey Battle.

Chris

Then I got thinking five miles south-west of St.Eluce?

Chris wrote again

Salut Pierre –

Lots of spelling mistakes on the accident records cards. St. Luce had no military affiliation during the Second World War according to 'Abandoned Military Installations of Canada' Volume 2 – Québec. It is a highly researched series by Ottawa-based Paul Ozorak. Worth the money if you can find a used copy.

Chris

St. Eluce was a typo of course, but five miles south-west of St.Luce would put the crash in the St. Lawrence River!

So I read the crash report again.

ROYAL CANADIAN AIR FORCE

OFFICER OR AIRMAN—REPORT ON ACCIDENTAL OR
SELF-INFLICTED INJURIES OR IMMEDIATE DEATH THEREFROM

N.B.—To be rendered in accordance with the Instructions on Pages 3 and 4

1. Name Rooke Clarence, James
(Surname) (Christian Names in Full)
Rank Cpl. Number R.120501 Unit #9 B. & G., Mont Joli, P.Q.
Date and time of accident 19-5-42 Place of accident Farmer's field in Ste. Flavie
around 10.15 hrs. (exact locality) Parish, Que.

2. Short statement by injured person of the circumstances of the injury (see Instruction 6). Signed statements of witnesses, or of persons to whom the injured person may have mentioned his injury, to be attached (see Instructions 7 and 9).

Killed as a result of a flying accident.

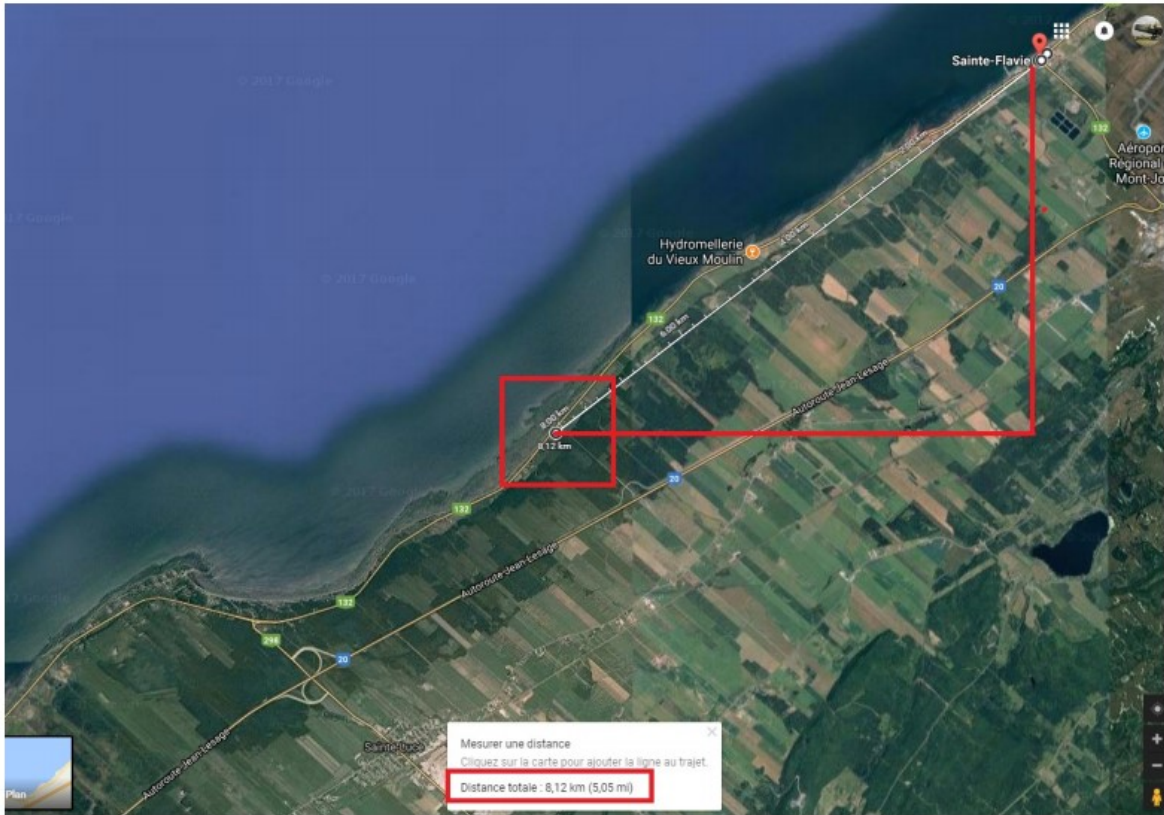
N.B.—See Instruction 4 before completing the following Section.

3. (a) Type and R.C.A.F. No. of Aircraft Fairey Battle #2022
(b) Name of Pilot of Aircraft P/O A.F. Halaska
(c) Number in Aircraft, including Pilot Four
(d) Crash occurred while: ~~to~~ ~~|||||~~ ~~|||||~~ forced landing
(strike out those not applicable)
(e) Weather Clear
(f) In case of non-fatal crash does individual recall all events immediately preceding and following crash? N.A.
(g) Number of flying hours of person reported on: Dual N.A. Solo N.A.
(h) Duty: G.I.S. instructor ~~Appr~~ ~~XXXXXX~~ ~~XXXXXXXXXXXXXXXXXXXX~~
(Strike out those not applicable)

Farmer's field in Ste. Flavie Parish!

That made more sense to pinpoint where the crash scene was photographed on May 19, 1942.





Category A

+ HALAMKA, P/O A.F. (Pilot)

+ ROOKE, Cpl C.J. – RCAF

+ SHAW, LAC I.J. – RAAF

+ WEAL, LAC K.G. – RNZAF

Battle Mk. I

Ex RAF L5207.

Serving at No. 9 Bombing and Gunnery School, Mt.-Joli, PQ at time of crash.

First date: 22 July 1941

Last date: 3 July 1942

Taken on strength

Struck off, after Category A crash on 19 May 1942

ROYAL CANADIAN AIR FORCE

OFFICER OR AIRMAN—REPORT ON ACCIDENTAL OR
SELF-INFLICTED INJURIES OR IMMEDIATE DEATH THEREFROM

N.B.—To be rendered in accordance with the Instructions on Pages 3 and 4

1. Name Rooke Clarence, James
(Surname) (Christian Name in Full)
Rank Cpl. Number R.120501 Unit #9 B. & G., Mont Joli, P.Q.
Date and time of accident 19-5-42 Place of accident Farmer's field in Ste. Flavie
around 10.15 hrs. (exact locality) Parish, Que.

2. Short statement by injured person of the circumstances of the injury (see Instruction 6). Signed statements of witnesses, or of persons to whom the injured person may have mentioned his injury, to be attached (see Instructions 7 and 9).

Killed as a result of a flying accident.

N.B.—See Instruction 4 before completing the following Section.

3. (a) Type and R.C.A.F. No. of Aircraft Fairey Battle #2022
(b) Name of Pilot of Aircraft P/O A.F. Halaska
(c) Number in Aircraft, including Pilot Four
(d) Crash occurred while: ~~to~~ ~~land~~ ~~take off~~ ~~in flight~~ forced landing
(strike out those not applicable)
(e) Weather Clear
(f) In case of non-fatal crash does individual recall all events immediately preceding and following crash? N.A.

(g) Number of flying hours of person reported on: Dual N.A. Solo N.A.

(h) Duty: G.I.S. instructor ~~copilot~~ ~~observer~~ ~~other~~
(Strike out those not applicable)

Accident report

About the pilot (body never recovered)

ROYAL CANADIAN AIR FORCE

| | |
|--|---|
|  <small>Right Index Fingerprint</small>  | Name <u>HALAMKA, Arthur Francis</u> <u>C 7 5 5 B</u> |
| | Rank <u>Pilot Officer</u> <u>R.C.A.F.</u> |
| | Age <u>24</u> Height <u>5' 8 1/2"</u> Weight <u>163</u> |
| | Hair <u>Brown</u> Eyes <u>Brown</u> Hair on face <u>Medium</u> |
| | Marks, scars, etc. <u>1/2" scar left eyebrow.</u> |
| | <i>Arthur F. Halamka</i> (Signature of holder) |
| <i>W. Kennedy</i> (Signature of issuer) | |
| Place <u>R.C.A.F. Recruiting Centre, Date September 15, 1941.</u> <u>OTTAWA, Ontario.</u> | |
| Card serial number <u>C1014</u> | |

About the accident (Rooke's death certificate)

FORM F

PROVINCE OF QUEBEC — STATISTICAL RETURN OF DEATH — MINISTRY OF HEALTH

1. PLACE OF DEATH: Municipal society: **Ste. Flavie, Rimouski, P.Q.** Official name of civil municipality by or township: **Ste. Flavie Parish** Place an X over the sign which applies to this municipality in this territory: City | Town | Village | Parish | Township: Parish

2. LENGTH OF STAY: (a) In hospital or institution: No. Hospital or institution: No. (b) In municipality where death occurred: Years | Months | Days: (c) In Province: Years | Months | Days: (d) In Canada (if immigrant): Years | Months | Days: 19-5-42

3. NAME OF DECEASED: Surname: **ROOKE** (Black letters) Given names: **Clarence James**

4. RESIDENCE: Street: **Cupar, Sask.** Official name of civil municipality or township: No. Municipal county: Province:

5. SEX: **M** 6. NATIONALITY: **British** 7. RACIAL ORIGIN: **Canadian** 8. Single, Married, Widowed or Divorced: **Married**

9. If married give name of wife or husband of deceased: **Mrs. Eleanor J. Rooke,**

10. BIRTHPLACE: **Cupar, Saskatchewan,**

11. DATE OF BIRTH: **June 25 1912**

12. AGE OF DECEASED: Years: **29** Months: **10** Days: **24** If less than one day old: hrs. or min.

13. Trade, profession or kind of work, as spinner, teamster, office clerk, etc.: **Gunnery Instructor**

14. Kind of industry or business, as cotton-mill, lumbering, bank, etc.: **R. C. A. F.**

15. Date deceased last worked at this occupation: **19-5-42** 16. Total years spent in this occupation: **9-1/2 months**

17. NAME: FATHER: MOTHER (Maiden name):

18. BIRTHPLACE (Province or Country):

19. Place of burial, cremation or removal:

20. Date of burial: 19-5-42

21. Name of parish or church: (a) Name of parish or church: (b) Civil municipality of: (c) Municipal county: (d) Date: 19-5-42

22. Date of death: **May 19th 1942**

23. I HEREBY CERTIFY that I attended deceased from **N. A.** to **N. A.** and last saw him alive on **19-5-42**

24. CAUSE OF DEATH: I Immediate cause: **1. Multiple lacerations and fractures** due to **2. Crushing lesions of body.** II Other morbid conditions (if important) contributing to death but not causally related to immediate cause: **Flying accident.** III If a communicable disease is mentioned on this certificate, give: (a) Date of appearance: **N. A.** (b) Duration of disease: **Nil**

25. If a woman, was there a puerperal condition? **No**

26. Was there a surgical operation? **No** Date of: **No**

27. If death was due to external causes (violence) fill in also the following:-- Accident, suicide or homicide: **Accident.** Date: **19-5-42** Manner of injury: **Flying accident** Nature of injury: **Multiple injuries.** Specify whether injury occurred in industry, in home, or in public place: **Air**

Signed: **J. C. McNamee** F/L M.D. Address: **No. 9 B&C School, Mont Joli, P.Q.** Date: **19-5-42-19**

28. Signature of person who fills in the form (priest, coroner, hospice authority, etc.) 29. Name of clergyman in charge of Register of Civil Status in which registration of this burial was made.

This signature authorizes the collector to accept this form as authentic. (Voir l'autre côté pour le français)

WRITE PLAINLY WITH UNFADING INK. THIS IS A PERMANENT RECORD. Every item of information should be carefully supplied.

Name of Undertaker (For cities only):

About the other two airmen

Name: WEAL, KENNETH GEORGE

Initials: K G

Nationality: New Zealand

Rank: Leading Aircraftman

Regiment/Service: Royal New Zealand Air Force

Age: 19

Date of Death: 19/05/1942

Service No: 413287

Additional information: Son of Arthur Thomas Weal and Christina Weal, of Pukeatua, Auckland, New Zealand.

Casualty Type: Commonwealth War Dead

Grave/Memorial Reference: Lot 34. Grave 1.

Cemetery: METIS BEACH (UNITED CHURCH) CEMETERY



**Leading-Aircraftman K.
G. Weal, of Pukeatua,
killed in aircraft accident
overseas.**

Name: SHAW, IRWIN JACK

Initials: I J

Nationality: Australian

Rank: Leading Aircraftman

Regiment/Service: Royal Australian Air Force

Age: 27

Date of Death: 19/05/1942

Service No: 413494

Additional information: Son of John Henry and Emelie Shaw; husband of Kathleen Mary Shaw, of Tamworth, New South Wales, Australia.

Casualty Type: Commonwealth War Dead

Grave/Memorial Reference: Lot 34. Grave 2.

Cemetery: METIS BEACH (UNITED CHURCH) CEMETERY



About this photo, this is the information David Young added...

Fairey Battle S/N 1794 of the 9 B&GS at Mont-Joli.....

On the 4th July 1942, the Battle 1794 struck the airfields boundary fence during its take-off and the undercarriage sustained damage. During the subsequent landing the undercarriage collapsed and the aircraft was damaged further. Initially it was thought repairable but this was not confirmed and the aircraft was cannibalised for spares. The three crew members survived uninjured.....

(Clipped Wings Vol 2)

More photos from the collection of dated

Summer 1942 – No. 9 Bombing and Gunnery School, Mont-Joli, Québec










All photos are from the collection of Leonard E. J. Cote (courtesy Mark Cote)

Marc Cote wrote a book about his father.

That Lucky OLD SON

RE-DISCOVERING MY
FATHER THROUGH HIS
WORLD WAR II
BOMBER COMMAND
AND POW EXPERIENCES



MARK COTE

More about Jacques Morin by Pierre Lagacé

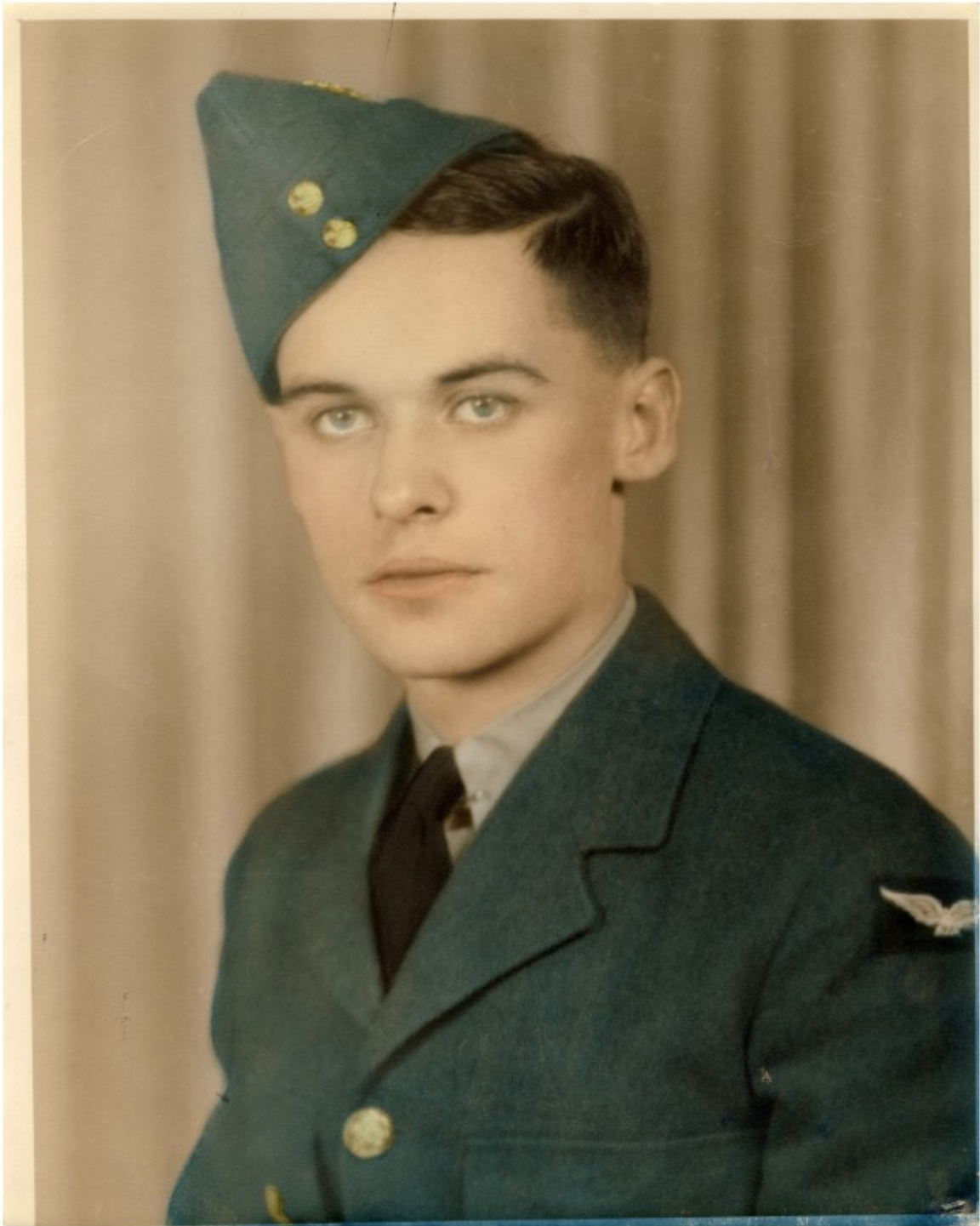
I have met Jacques Morin in 2011. He had never talked about his war years except with a few people. When I saw I knew about 425 Alouette Squadron and I was writing a blog about it, he shared what he knew and what he had: photos, stories, log book...





Jacques Morin's collection

Jacques Morin's friend at Mont-Joli was Georges Tremblay. He lost sight of him after the war. In 2016 Georges' son visited Jacques Morin and shared some of his father's photos.



Georges Tremblay's Collection



Unknown LAC
Georges Tremblay's collection



Unknown LACs
Jacques Morin's collection

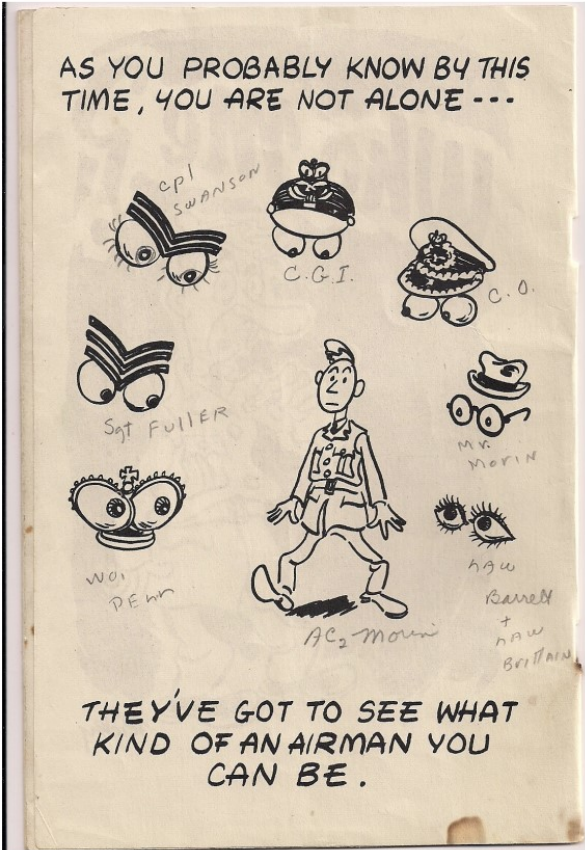
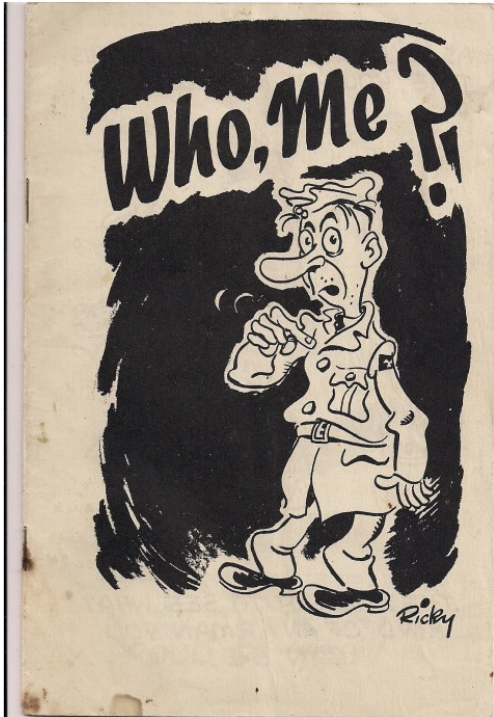


**Unknown LACs with Jacques Morin (center)
and Georges Tremblay (last one in the back)
Jacques Morin's collection**



**George Tremblay, Jacques Morin and unknown LAC
Jacques Morin's collection**

This is a booklet, part of Jacques Morin's collection of memorabilia. The annotations are from him. The booklet was given to LACs during their training.



THIS SHOULD BE YOU!



THE SERVICE AND YOUR SERVICE
CAREER DEMAND THAT YOU MEASURE UP TO THE HIGHEST
STANDARDS INDICATED BY THIS QUESTIONNAIRE.

**MAKE THE R.C.A.F.
PROUD OF YOU!**

WHY NOT LOOK AT YOURSELF?



**SO HERE'S A CHECK. SCORE
YOURSELF 3 POINTS FOR EACH YES.
IF YOUR SCORE IS UNDER 60
YOU'RE NOT A GOOD AIRMAN.
YOU'RE SNAFU!**

APPEARANCE AND BEARING



- DO YOU:
- | | YES | NO |
|--|--------------------------|--------------------------|
| 1. PAY CONSTANT ATTENTION TO BUTTONS, SHOES, SHAVE, HAIRCUT, PRESS IN UNIFORM? | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. CARRY YOURSELF ALERT AND ERECT? | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. MOVE ABOUT SMARTLY AT ALL TIMES? | <input type="checkbox"/> | <input type="checkbox"/> |

MENTAL ALERTNESS



THIS IS THE ABILITY TO GRASP READILY AND UNDERSTAND WHAT IS REQUIRED.

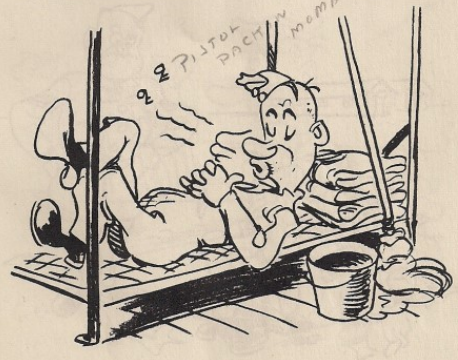
- DO YOU:
- | | YES | NO |
|---|--------------------------|--------------------------|
| 1. CONSTANTLY TRY TO IMPROVE YOUR EFFICIENCY IN YOUR JOB? | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. PREPARE YOURSELF FOR RESPONSIBILITY? | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. KEEP YOURSELF MENTALLY AND PHYSICALLY FIT? | <input type="checkbox"/> | <input type="checkbox"/> |

POWER OF EXPRESSION



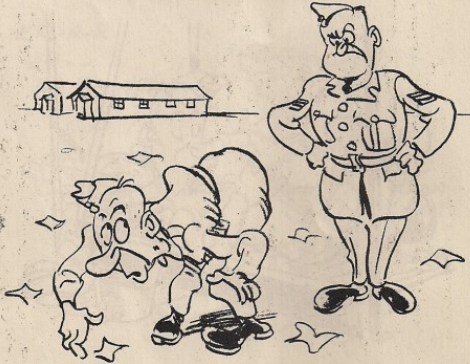
- DO YOU:
- | | YES | NO |
|---|--------------------------|--------------------------|
| 1. TRY EACH DAY TO EXTEND YOUR VOCABULARY? | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. STATE WHAT YOU MEAN CLEARLY AND TO THE POINT? | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. TRY TO IMPROVE YOUR EXPRESSION BY DEBATING, JOINING DISCUSSION GROUPS, ETC.? | <input type="checkbox"/> | <input type="checkbox"/> |

ENERGY AND PERSISTENCE



- DO YOU:
- | | YES | NO |
|---|--------------------------|--------------------------|
| 1. ALWAYS KEEP IN BEST OF PHYSICAL CONDITION? | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. TAKE A KEEN INTEREST IN YOUR JOB? | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. REALIZE THE IMPORTANCE OF EACH PERSON DOING HIS BEST TO DO HIS DUTY? | <input type="checkbox"/> | <input type="checkbox"/> |

DEPENDABILITY



DO YOU:

- | | YES | NO |
|---|--------------------------|--------------------------|
| 1. MAKE SURE YOU KNOW WHAT IS EXPECTED BEFORE YOU START? | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. WORK AS WELL ON YOUR OWN AS WHEN SOMEBODY IS WATCHING YOU? | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. WHEN WORK IS COMPLETED - INSPECT IT YOURSELF? | <input type="checkbox"/> | <input type="checkbox"/> |

INTEREST IN STATION ACTIVITIES



DO YOU:

- | | YES | NO |
|---|--------------------------|--------------------------|
| 1. TAKE PART REGULARLY IN AT LEAST ONE SPORT? | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. STUDY PROGRAM FOR THE WEEK - PLAN TO BE THERE? | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. TAKE THE LEAD WHEN NECESSARY IN ORGANIZING ACTIVITIES? | <input type="checkbox"/> | <input type="checkbox"/> |

CO-OPERATION



HOW WELL DO YOU WORK WITH A GROUP?
DO YOU GIVE FULL-HEARTED SUPPORT IN
THE MAINTENANCE OF A LOYAL AND EFFECTIVE
WORKING UNIT?

DO YOU:

YES **NO**

1. AVOID BEING A "LONE WOLF"?
2. FILL YOUR PLACE "ON THE TEAM"?
3. SHOW A HELPFUL INTEREST
IN THE OTHER FELLOW'S JOB?

SERVICE KNOWLEDGE



THE OUTSTANDING AIRMAN SHOWS
STEADY IMPROVEMENT AND FITS
HIMSELF FOR GREATER RESPONSIBILITY.

DO YOU:

YES **NO**

1. LEARN ALL SERVICE REGULATIONS?
2. KEEP POSTED WITH D.R.O.S?
3. KEEP UP TO DATE WITH ALL
SERVICE KNOWLEDGE
AVAILABLE?

PROFICIENCY



DO YOU:

- | | <u>YES</u> | <u>NO</u> |
|---|--------------------------|--------------------------|
| 1. KNOW REQUIREMENTS OF YOUR TRADE? | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. ATTEND TRADE IMPROVEMENT CLASSES? | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. WHEN HIGHEST GROUPING OBTAINED, KEEP STUDYING? | <input type="checkbox"/> | <input type="checkbox"/> |

DEPARTMENT



THE WAY AN AIRMAN ACTS ON AND OFF THE STATION WILL BRING CREDIT OR DISCREDIT TO THE SERVICE.

DO YOU:

- | | <u>YES</u> | <u>NO</u> |
|--|--------------------------|--------------------------|
| 1. LEARN THE REGULATIONS AND OBEY THEM -- THEY ALL HAVE A PURPOSE. | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. KEEP IN MIND THAT IN UNIFORM YOU ARE ALWAYS "ON PARADE"? | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. SERIOUSLY FEEL YOUR RESPONSIBILITY TO YOUR STATION AND SERVICE? | <input type="checkbox"/> | <input type="checkbox"/> |

DUTY-FITNESS



DO YOU:

YES **NO**

1. KEEP FIT AND FEEL WELL BY TAKING EXTRA EXERCISE?
2. DO YOU GET SUFFICIENT SLEEP AND EXERCISE?
3. REMEMBER ONLY YOU CAN KEEP YOURSELF FIT?



Jacques Morin's log book pages while training at No. 9 B&G

| DATE 1944 | HOUR | AIRCRAFT TYPE AND NO. | PILOT | DUTY | REMARKS (Including results of bombing, gunnery, exercises, etc.) | FLYING TIMES | |
|---------------|------|--------------------------|------------------|--------|---|--------------|-------|
| | | | | | | DAY | NIGHT |
| March 9 | 0810 | Battle 64 | O'SULLIVAN. P/O | G1 | COMPLETE | 1.20 | |
| " 9 | 0950 | " 68 | FERGUSON. S/P | G1 | " | 1.05 | |
| " 10 | 1410 | " 42 | FRYE " | G6 | " | .50 | |
| " 10 | 1535 | " 49 | LACEY P/O | G7 | " | 1.05 | |
| " 10 | 1640 | " 49 | ANGLBY P/S | " | " | .40 | |
| " 11 | 0870 | " 61 | ST. ANNAULT. P/O | " | " | .35 | |
| " 11 | 0825 | " 61 | " " | G6 | INCOMPLETE | .50 | |
| " 11 | 0935 | " 59 | PROVENCER S/P | " | COMPLETE | .35 | |
| " 11 | 1040 | " 45 | BLACK S/P | G2 P/B | " | .35 | |
| " 23 | 0740 | " 98 | Windsor S/P | G3 | INCOMPLETE | .35 | |
| " 23 | 0915 | " 110 | Joseph wool | " | " | .55 | |
| " 23 | 1020 | " 106 | GOSSELIN S/P | " | COMPLETE | .50 | |
| " 27 | 0820 | " 106 | Clote " | G3 | " | .45 | |
| " 27 | 0925 | " 97 | Edmunds P/O | G4 | " | 1.20 | |
| " 27 | 1115 | " 95 | Hamel P/O | " | " | .35 | |
| " 30 | 1330 | " 105 | GIBOUX WO/S | G5 | " | 1.15 | |
| April 1 | 1220 | " 99 | DESKIN P/O | " | " | 1.10 | |
| " 1 | 1615 | " 91 | HARMAN S/P | " | INCOMPLETE | 1.00 | |
| " 1 | 1720 | " 111 | MONT PETIT P/O | " | COMPLETE | .40 | |
| " 4 | 0946 | " 107 | GIBOUX WO/S | " | " | .50 | |
| " 4 | 1425 | " 98 | RUSSELL S/P | " | " | .45 | |
| " 4 | 1600 | " 97 | TODD WO/S | " | " | 1.45 | |
| TOTAL TIME... | | | | | | 17.50 | |

Jacques Morin with his crew while with 425 Alouette Squadron

