

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

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

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

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

Source of the above:

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

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

[https://heritage.canadiana.ca/view/oocihm.lac\\_reel\\_c12338/172?r=0&s=4](https://heritage.canadiana.ca/view/oocihm.lac_reel_c12338/172?r=0&s=4)

PLACE	DATE	TIME	SUMMARY OF EVENTS	PAGE NO.	REF. TO APPENDICES
St. Catharines, Ont.	10-11-42		Ceiling 500 to 800 ft. Visibility $\frac{1}{2}$ to 2 miles. Wind V., 28 to 32 m.p.h. Gusty - rained steadily all day. Flying washed out all day.		
	11-11-42		Flying washed out to 1800 hours. Wind N.W., 25 to 28 m.p.h. Ceiling 2000', visibility 3 to 8 m.p.h. with snow flurries. Dual only at 1130 hours. Dual all day. BreadDown sheets for November 9th, 1942 arrived in adjutant's office from C.F.I. to-day, - two days late.		
	12-11-42		Dual only 0900 to 0945 hours. Dual and solo 0945 to 1045 hours. Washed out balance of the day. Night flying also washed out.		
	13-11-42		Overcast, high winds 30 to 35 m.p.h., with snow flurries. Washed out all day and night.		
	14-11-42		Figer Moth a/c #9699 broke through ice in infield and nosed over. No damage. Dual only all day due to high winds. Flying ceased sharp at 1700 hours despite fine weather.		
	15-11-42		Dual and solo 0900 to 1200 hours. Dual only 1300 to 1700 hours due to high winds. Again flying ceased at 1700 hours despite fine weather. S.L. L. Ingram and F.Lt Balfour arrived in Lockheed a/c #7838 to attend memorial service held in memory of F.Lt. V. Drury.		
	16-11-42		Dual only all day and night due to high winds. F.Lt. Swanbergson arrived on posting to this station. F.Lt. J.A. Bremer arrived via P.M.C. from #1 Training Command to inspect runways and infield.		
	17-11-42		Flying washed out all day due to high winds. S.L. Davies CE786, Command Padre (P) arrived via C.E.S. to visit the station. Weather cleared after night fall and night flying was carried out for approximately 3 hours.		
	18-11-42		Flying dual and solo all day and night.		
	19-11-42		Flying dual and solo all day and night. S.L. Thres and S.L. Bouster arrived in Anson a/c #7566 from #1 Training Command to discuss training problems.		
	20-11-42		Dual only due to haze.		
	21-11-42		Flying all day. Course #65 graduated 33 students. The class was average in flying and above average in ground school.		
	22-11-42		Flying all day. Course #69 reported from #1 I.T.S., 40 pupils reporting.		
	23-11-42		Flying all day and night.		
	24-11-42		Flying washed out all day and night. W.C. Pollard arrived via P.M.C. from A.F.E.Q. to discuss accident reports.		
25-11-42		Flying washed out until 1300 hours. Dual only balance of day and night.			

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R.C.A.F. R. 88 (REVISED)  
SEP-24-42  
E.A. 188448

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

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

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

Murton A. Seymour, president of the St. Catharines Flying Club (S.C.F.C.) was instrumental in forming the Canadian Flying Clubs Association. He travelled to Ottawa in 1939 to meet the Minister of National Defence, Ian Alistair Mackenzie,

in an attempt to have the government support air training through existing flying clubs.

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

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

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

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

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

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



Source of the image

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

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

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

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

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

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

THIS FORM IS TO BE USED IN ACCORDANCE  
 WITH PARAGRAPHS 1251 AND 1252, R.C. & C.  
 FOR THE R.C.A.F. AND AIR FORCE ADMINI-  
 STRATIVE ORDER A.261.

**DAILY DIARY**

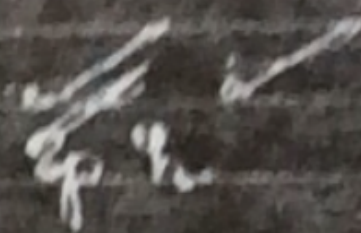
Of No. 9 R.F.T.S., St. Catharines, Ontario.

(UNIT OR FORMATION)

PLACE	DATE	TIME	SUMMARY OF EVENTS	REF. TO APPENDICES												
St. Catharines	1st Feb.		<p><b>STRENGTH:</b></p> <table border="0"> <tr> <td><b>STAFF</b></td> <td><b>TRAINERS</b></td> </tr> <tr> <td>R.C.A.F. Officers 15</td> <td>R.C.A.F. Airmen 149</td> </tr> <tr> <td>R.A.F. Officers 1</td> <td>R.A.F. Airmen 2</td> </tr> <tr> <td>C.D.C. Officers 1</td> <td></td> </tr> <tr> <td>R.C.A.F. Airmen 71</td> <td></td> </tr> <tr> <td>C.D.C. Soldier 1</td> <td></td> </tr> </table> <p>Flying washed out all day due to high winds. F.O. White, F.O. Lester, F.L. Jackson and F.O. Ridings reported for duty having been appointed Flight Commanders. Course No. 71 attended a P.T. parade at the I.M.C.A. in St. Catharines from 1915 hours until 2030 hours in accordance with arrangements which have been made whereby a course of trainees on Mondays and Thursdays will have an hours P.T., organized games and a swim. Each trainee will attend this parade at least twice a month.</p>	<b>STAFF</b>	<b>TRAINERS</b>	R.C.A.F. Officers 15	R.C.A.F. Airmen 149	R.A.F. Officers 1	R.A.F. Airmen 2	C.D.C. Officers 1		R.C.A.F. Airmen 71		C.D.C. Soldier 1		
			<b>STAFF</b>	<b>TRAINERS</b>												
			R.C.A.F. Officers 15	R.C.A.F. Airmen 149												
			R.A.F. Officers 1	R.A.F. Airmen 2												
			C.D.C. Officers 1													
			R.C.A.F. Airmen 71													
			C.D.C. Soldier 1													
2nd Feb.	S.L. McKibben visited from No. 1 Training Command in a Harvard, (No. 1322) for a conference re establishment with the manager. Flying dual and solo all day. Squadron Leader Simpson (CPI) visited No. 1 Training Command.															
3rd Feb.	Flying carried out all day, dual and solo. There was no night flying.															
4th Feb.	S.L. Henderson (SPSO Branch) visited from No. 1 Training Command and spoke to the officers on methods of use of the R.C.A.F. Form R.211. Flight Sergeant Patterson reported for duty as the Station Disciplinarian. Squadron Leader J.A. Simpson returned from Temporary Duty at No. 1 Training Command. Flying all day dual and solo. There was no night flying.															
5th Feb.	Dual and solo flying. No night flying. A full station parade and inspection was held. The parade formed up on the tarmac at 1145 hours and was inspected by the C.F.I. and marched past the ensign where the C.F.I. took the salute. Course No. 69 left the station. The postings were as follows: 15 to No. 15 S.F.T.S., Hagersville, 10 to No. 14 S.F.T.S., Aylmer, 6 to No. 5 S.F.T.S., Brantford. Ten trainees ceased training, four were held over for medical reasons and one was held over for disciplinary reasons.															
6th Feb.	Dual and solo flying was carried out but no night flying.															
7th Feb.	Flying washed out due to weather. Course No. 74 reported - 39 from No. 1 I.T.S. and 2 from No. 5 I.T.S.															

		and solo. There was no night flying.
5th Feb.		Dual and solo flying. No night flying. A full station parade and inspection formed up on the tarmac at 1145 hours and was inspected by the C.F.I. and the C.F.I. took the salute. Course No. 69 left the station. The postings were as follows: 15 to No. 15 S.F.T.S., Hagersville, 10 to No. 14 S.F.T.S., Aylmer, 6 to No. 5 S.F.T.S. ceased training, four were held over for medical reasons and one was held over for disciplinary reasons.
6th Feb.		Dual and solo flying was carried out but no night flying.
7th Feb.		Flying washed out due to weather. Course No. 74 reported - 39 from No.

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

6 LEAVE			
FROM	TO	DAYS	REMARKS
24 10 42	5 11 42	13	
24 10 42	6 11 42	13	
6 11 42	9 11 42	3	
6.2.43	6.3.43	27	
$\begin{array}{r} 35.6 \\ 743 \end{array} )^{43}$	4 7 43	14	Pre Embank

Collection William Gerald Phelan's family