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Bristol Beaufort Mk. I X.8931 L2  
No. 5 (Coastal) Operational Training Unit, R.A.F. Chivenor

## THE LAST FLIGHT OF:

## BEAUFORT W.6530

A narrative of the last flight of Beaufort W.6530, which crashed into Barnstaple Bay off North Devon on 10 June 1941. The pilot, F/Sgt HOLLELY, and the three other air crew died in the crash, with only the body of the pilot being recovered.

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## The Last Flight of Beaufort W.6530

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*They shall not grow old, as we that are left grow old,  
Age shall not weary them, nor the years condemn,  
At the going down of the sun, and in the morning,  
We WILL remember them.*

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## Introduction

The published history of No. 217 Squadron is titled *'The Expendable Squadron'* due to the losses it sustained in 1941 and early 1942 while part of Coastal Command. Most of these losses occurred as a result of enemy action, but losses still happened as a result of accidents. One such accidental loss took place on 10 June 1941, in Barnstaple Bay off the North Devon coast. A Bristol Beaufort that had been diverted to R.A.F. Chivenor took off to return to its base at R.A.F. St. Eval in Cornwall. Within fifteen minutes, something went wrong, and a fire started, either in an engine or in the aircraft fuselage. The Beaufort dived steeply and crashed into the sea. The four air crew on-board the aircraft all died as a result of the crash, with only the body of the pilot being recovered. This is their story and of the events of that tragic day.

## The Bristol Beaufort

The Bristol Beaufort was the standard torpedo-bomber and maritime strike aircraft of the Royal Air Force Coastal Command from 1940 until 1943. It replaced the Vickers Vildebeest biplanes, which were obsolete by the outbreak of the Second World War. The Bristol Aeroplane Company Limited, based at Filton, on the northern outskirts of the Gloucestershire city that it was named after, developed the Beaufort in response to two Specifications issued by the Air Ministry. Specification M.15/35 was for a three seat, twin-engine, monoplane for use as a torpedo-bomber, and G.24/35 for a four seat, general reconnaissance bomber.

The Bristol Aeroplane Coy Ltd saw an advantage in combining both roles into a single design, and the proposed aircraft was known as the Type 152. Blackburn Aircraft Limited had developed their design, which was known as the B-26 (later known as the Botha) in response to the same two specifications, and because Blackburn had less work than Bristol (who were building the Blenheim light bombers), the B-26 was chosen to become the principal R.A.F. torpedo-bomber. Because there was little to choose between the two designs on paper, orders were placed for both aircraft. The Air Ministry decided to use the Botha to replace the Avro Anson and Vickers Vildebeest at home, while the Beaufort would replace the Vildebeest overseas. The priority given to the Blackburn design can be seen that by the time that orders for the Botha had reached one-thousand, two-hundred and fifty-six aircraft, those for the Beaufort were only four-hundred and twenty-six aircraft.

The prototype Beaufort (L.4441) first flew on 15 October 1938, and the Air Ministry issued a contract to build seventy-eight aircraft to the Specification 10/36. The production aircraft differed from the prototype in several details, but in essence, they were still the same design. The aircraft was a torpedo-bomber, with a crew of four: pilot, observer/navigator, wireless operator, and air gunner. It had an all-metal, stressed skin construction, and weighed 13,107 lbs (5.85 tons) when empty, and 21,228 lbs (9.5 tons) when fully loaded. The aircraft was powered by two, 1,010 horsepower (hp), Bristol Taurus Mk. II air-cooled, radial engines.

The Beaufort had a wingspan of 57' 10", a length of 44' 7", a height of 12' 5", and a wing area of 503 square feet. The maximum speed of the Beaufort was 265 mph at 6,000 feet, with a cruising speed of 200 mph. Its range was 1,035 miles in normal operation, with a maximum range of 1,600 miles. The endurance of the aircraft was six hours, and it had a ceiling of 16,500 feet, although this was used rarely. The Beaufort was originally armed with one 0.303 machine gun in the port wing, and a single Vickers K-type gas fed 0.303 machine gun in the B.IV Mk I turret. The aircraft was designed to carry four 250 lb bombs in the bomb bay, and one more on each wing. In theory, the Beaufort could carry six 500 lb bombs, or one 1,605 lb, eighteen-inch torpedo semi-enclosed in the bomb bay. In practice, the restrictions on range and performance imposed by a full bomb load, meant that Coastal Command restricted the aircraft to carrying up to 2,200 lbs of bombs or mines.

Both the Blackburn Botha, and the Bristol Beaufort, were planned to be powered by two, single-row, sleeve-valve, air-cooled, Bristol Perseus engines. It was predicted that this would leave both aircraft underpowered, and in order to get the Beaufort into service as quickly as possible, and because a proven low-altitude engine of higher power was not available, the Air Ministry agreed to that the new and compact, twin-row, Bristol Taurus engine would be substituted. This turned out to be a flawed design, which had been rushed into production before full testing and development had been completed. Availability of this new engine was limited, and Bristol gave priority to their own design of aircraft, leaving the Botha to continue with the Perseus engine. This effectively condemned the Blackburn Botha to failure as an operational torpedo bomber.

Problems persisted with the Bristol Taurus Mk II engines fitted to the first production Beaufort aircraft. Frequent failures with a bolt led to the connecting rods slipping from the crankshaft and thereby wrecking the engine. This would result in the loss of an engine, often accompanied by fire, with catastrophic results at low altitude. The view of the Bristol company was to use high revolutions and maximum continuous speed, but although this may have reduced the incidence of failures, it reduced the range of the aircraft significantly, and simply wore the engines out early. The de Havilland propellers were variable speed, but they could not be fully feathered, meaning that a failed engine caused a lot of drag to the aircraft. As late as March 1940, the Aeroplane and Armament Experimental Establishment (A. & A.E.E.) refused to give full and final clearance for the aircraft to enter operational service because of its poor performance on a single engine.

There were also problems with the tailwheel and tailplane, but it was engine overheating that was the main issue delaying the Beaufort's operational debut. In October 1938, the Beaufort was grounded for modifications to the cowlings and cooling gills. This still caused problems with running the engines on the ground, but in the air, matters were improved. It was decided on 16 March 1939 that of the first seventy-eight aircraft ordered, five would act as prototypes, two would be used for trials, and twenty-one would re-equip No. 100 Squadron in Singapore. The other fifty would be supplied to the Royal Australian Air Force, with No. 36 Squadron to be equipped with aircraft from the next batch. Matters changed with the increasingly disappointing performance of the Blackburn Botha, and so the Air Ministry agreed to divert all Beauforts to home based squadrons.

On 1 July 1939, an order for fifty aircraft was placed with the Australian government to supply squadrons in the Far East.

Beams guns were added to some aircraft from May 1940 onwards, and from W.6538 onwards, a Browning machine gun was fitted in the starboard wing. Then problems with the supply of the Daimler built B.IV series turrets arose. The Blenheim type turret was modified for use in the Beaufort as the B.I Mk. V turret, and this mounted twin Browning 0.303 machine guns. The first aircraft so fitted was AW.335, and these had a strengthened airframe and were designated as Mark IA Beauforts. On 27 May 1941, the Air Staff decided that Beauforts allocated to torpedo bomber squadrons should have a single Vickers K machine gun installed in the nose, but these were fitted only in aircraft used by No. 22 Squadron.

Problems with the Bristol Taurus Mk II engine nearly led to the end of the Beaufort as an operational aircraft, but there was nothing else. On 28 August 1940, due to the persistent problems with the engines, the Beaufort was withdrawn from front-line service to allow two-hundred and fifty-four aircraft to be returned to Filton for the improved Mark VI engine to be fitted. Operations resumed with No. 22 Squadron on 31 August, with No. 42 following on 28 September. The Mark IA version was fitted with the Taurus Mk. XII engine, and these were retro-fitted to surviving Mark I aircraft.

The search for a better engine led to consideration of fitting the Rolls-Royce Merlin, but this was discounted for reasons of range and performance, but the Pratt and Whitney Twin Wasp S3C4 engine, was found to be suitable. Beaufort N.1110 was used as a prototype, and this led to the production of the Mark II version of the aircraft. The prototype flew for the first time in November 1940, with the first aircraft, AW.244 flying on 17 August 1941. The Twin Wasp engines developed 1,200 hp, but other than a few improvements made through operational experience, the basic aircraft was the same. The Beaufort squadrons found that the Taurus equipped aircraft performed better in temperate climates, but the Twin Wasps were better in hotter and more humid climates. Four-hundred and fifteen Beaufort Mk. II and Mk IIA aircraft (the Mark IIA having the strengthened airframe and new turret) were built before production ceased in 1944. The Taurus equipped Beaufort was declared obsolete in 1944, and the Twin-Wasp version a year later.

One-thousand and thirteen Beaufort Mk. I aircraft were built by the Bristol Aeroplane Co. Ltd. at their main works at Filton, and at a shadow factory at Banwell, Somerset. The Australian government built additional Beauforts in Australia for use by the Royal Australian Air Force. Total production was two-thousand, one-hundred and twenty-nine Beaufort aircraft, including seven-hundred built in Australia. Thirteen Beauforts were supplied to the Turkish Air Force, and these were flown until 1950. The last Beaufort was flown in the U.K. in 1946, and a consideration of its status is that it was never awarded a Civil certificate of airworthiness by the U.K. authorities. No flying examples remain today, and only two as static exhibits. Beaufort Mk. VIII (the Australian version of the Mark IIA) A9-557 can be seen at the Australian War Memorial in Canberra. There is a Beaufort on display at the R.A.F. Museum, which is displayed as Mark IIA, DD.931. It is in fact built from parts from several Australian Mk. VIII aircraft, the main airframe coming from A9-559.

## Operational Deployment

The Bristol Beaufort was approved to be allocated to R.A.F. squadrons in September 1939, and they entered service in November 1939, with No. 22 Squadron, based at Thorney Island, Sussex. The Beauforts superseded Vickers Vildebeest biplanes, and were a marked improvement in capability for the squadron. The conversion to the new aircraft continued until the last Vildebeest left in February 1940. A problem arose as it was realised that although the R.A.F. had a new torpedo bomber, it had no torpedo capable of being dropped from the Beaufort. The simple issue was that the design of British air-launched torpedoes had fallen behind the improvement in aircraft design.

The torpedo in use at the time was the Mk. XII, which had been designed during the First World War to be fired from Motor Torpedo Boats. The most modern Royal Navy torpedo carrying aircraft was the Fairy Albacore, a development of the Fairy Swordfish that remained the principal R.N. torpedo bomber. These were biplanes, with a top speed of about 160 mph, and different from the Beaufort. Trials at the Torpedo Development Unit at R.A.F. Gosport showed serious problems with torpedoes dropped from high-speed aircraft. To remedy this, a larger and detachable air tail was fitted, which resulted in the torpedo being carried in a nose-up attitude, as opposed to the preferred nose-down manner. These issues were overcome, and the Beaufort had several successes as a torpedo-bomber, particularly in the Mediterranean.

On 8 April 1940, No. 22 Squadron moved to R.A.F. North Coates in Lincolnshire, to cover the North Sea, as a consequence of the German invasion of Norway. The first operational sortie by No. 22 Squadron using their Beauforts was on the night of 15/16 April 1940, with a mine-laying operation in the mouth of the River Jade. The squadron dropped their first bomb on 7 May 1940.

The second squadron to receive the Beaufort was No. 42 Squadron. This unit had been formed in August 1939, from a flight of No. 22 Squadron. It was equipped with the Vickers Vildebeest biplane torpedo bomber, but it received its first Beaufort (L.4489) in April 1940. This coincided with a move to R.A.F. Thorney Island to replace No. 22 Squadron, which had moved to North Coates. The move was to allow the conversion of No. 42 Squadron to the Beaufort. In June 1940, with the conversion completed, the squadron moved to R.A.F. Wick, in Caithness, to fly operational sorties over the North Sea to Norway.

The third squadron to be equipped with the Beaufort was No. 217 Squadron. This pre-war squadron had been based at R.A.F. Warmwell, Dorset, at the outbreak of the Second World War. In October 1939, it moved to R.A.F. St. Eval in Cornwall, to cover the Western Approaches. It received its first Beaufort in May 1940, just after No. 42 Squadron started to receive its Beauforts. Due to the shortage of aircraft and trained pilots, with effect from 19 October 1940, other Beauforts were transferred from No. 48 Squadron, which had flown only one sortie with the Beauforts on 17 October 1940. No. 217 Squadron remained at R.A.F. St. Eval until October 1941, when it moved to R.A.F. Thorney Island, however, the squadron maintained a detachment at R.A.F. St. Eval.

No. 217 Squadron remained a bomb (and mine) only squadron well into 1941, before torpedo training was undertaken, however, the squadron had a trials detachment at R.A.F. Chivenor testing A.S.V. radar, and the use of depth charges.

The fourth, and last, squadron in the U.K. to receive the Beaufort was No. 86 Squadron. This squadron was formed at R.A.F. Gosport, Hampshire, on 6 December 1940. The new squadron was equipped with Bristol Blenheim Mk. IV aircraft. It spent a month at R.A.F. Leuchars in Fife in February 1941, and it moved to R.A.F. Wattisham in Suffolk in March 1941. It moved to R.A.F. North Coates in May 1941, where it began to receive Beaufort aircraft in June of that year. The first Beaufort sortie was flown on 11 June 1940, but in practice, it acted as a holding and dispatch unit for No. 39 Squadron in Egypt. The Beaufort Mk. II was issued to No. 217 Squadron beginning in November 1941, and to No. 86 Squadron with effect from January 1942.

The only other Home-based squadrons using the Bristol Beaufort were No. 489 Squadron, R.N.Z.A.F. and No. 415 Squadron, R.C.A.F.. The former was due to receive Beauforts in August 1941 at its base at R.A.F. Leuchars, but it converted to Beaufighters instead. For a short period of time, the latter operated some Beauforts while stationed at R.A.F. Thorney Island from September 1941 until January 1942.

The early sorties were against targets in Germany, mainly the naval bases on the north coast, and the area of Heligoland. The aircraft were armed with bombs, meaning that they were specialist air crew attacking a standard target suitable for bombers. The opening of hostilities in Norway meant a realignment of the sorties undertaken by the Beauforts. On 21 June, No. 42 Squadron conducted a strike against the battlecruiser Scharnhorst off Norway. There were no hits on the German warship, but the weakness of the defensive armament of the Beaufort was exposed, especially when attacked by the German Me 109 aircraft now based in Norway. To counter this, Beaufort sorties were provided with escorts, with Beaufighters becoming common in this role. Due to the limitations of engine power, additional armour could not be fitted to the aircraft.

Shortly after the Scharnhorst incident, persistent trouble with the engines led to all the Beauforts being grounded, and for a time, it was a possibility that the aircraft would be declared unsuitable for operational duties. On 28 August, the Bristol Aeroplane Co. Ltd. agreed to fit an improved version of the Taurus, the Mk. VI, and this allowed No. 22 Squadron to resume operations on 31 August 1940. No. 217 Squadron resumed operations on 25 September, followed by No.42 Squadron three days later.

With the fall of France, the German Navy took over French ports in Brittany, and on the Bay of Biscay. This led to another change in the tasking of the Beaufort squadrons, with attacks against French ports, in particular Brest, becoming frequent. No. 22 Squadron undertook its first sortie with torpedoes on 11 September, and then a new form of sortie commenced four days later, when the first 'Rover' patrols were flown.

Prior to this, the R.A.F. relied on aircraft carrying out reconnaissance sorties, and then if they found something of interest, they would radio back to base for a strike force to be dispatched. This introduced delays, so that most strike sorties failed to locate any meaningful targets. The Rover patrols were an attempt to overcome this, by dispatching aircraft, often armed with a mix of torpedoes and bombs, so that any target of opportunity could be attacked. The first success with a torpedo came on 17 September, at Cherbourg, when the small merchant vessel Johann Blumenthal was sunk by either L.4508 or L.9790.

No. 42 Squadron gained its first success on 26 October, with two ships being torpedoed off the coast of Norway by L.9813, and N.1159, but both aircraft were shot down. New bombs were introduced late in 1940, being modified sea mines, but these could only be carried by Beauforts and Hampdens. Bremerhaven was attacked with these bombs on 25 October by five aircraft from No. 22 Squadron. No. 22 Squadron gained further success on 18 September, with the sinking of a naval tanker, the sinking of Sperrbrecher 17 on 27 December, and the cargo-line Mar Del Plata on 26 March 1941. On 6 April 1941, three aircraft from No. 22 Squadron were tasked to attack the German battleship Gneisenau at Brest on 6 April. F/O K. CAMPBELL and his air crew flew in one of these aircraft, and he succeeded in hitting the German warship. The heavy flak brought the aircraft down in the harbour, and all four men died. F/O K. CAMPBELL was awarded, posthumously, the Victoria Cross for his selfless gallantry.

The entry of the Bismarck into the North Atlantic led to all three Beaufort squadrons being placed on readiness to attack the warship, when located. In addition, aircraft from the Torpedo Training Unit at R.A.F. Abbotsinch were placed on stand-by. No. 217 Squadron stood by at St. Eval, armed with bombs as they were not ready to fly with torpedoes until 8 July 1941. From mid-1941 onwards, the number of successful operations by the four-homebased squadrons declined. This was due to a combination of factors, including the shortage of torpedoes, and the lack of experienced pilots and air crew. The pilot aimed and dropped the bombs or torpedoes. The torpedoes had to be dropped at low speed, about 160 mph, at a height of about seventy feet, and at a range of about 750 yards from the target, to achieve the likelihood of a hit against any target moving at speed. The course at the Torpedo Training Unit in Scotland taught pilots to drop torpedoes at small and slow (often stationery) targets, from a range of 1,500 yards; a situation not rectified until the Spring of 1942. To obtain a hit, the pilot had to fly in the face of heavy light flak from the ship, or escorts, with a high degree of determination, discipline, courage, and hope. In the light of these facts, it is not surprising that a study undertaken in November 1942 revealed that flying a torpedo-bomber was the most dangerous role in the R.A.F. at that period. A tour was intended to last for three-hundred hours operational flying, but only 17.5% of pilots survived one tour. If a pilot was fortunate to survive one tour, and commenced another tour, they had only a 3% chance of surviving both. In comparison, a day fighter pilot had a 43% chance of surviving one tour, and an 18.5% chance of surviving two, and for a night bomber pilot, the figures were 44% and 19.5%.

The highest chance of survival came from flying Catalina flying boats, giving a pilot a 77% chance of surviving one tour, and a 60% chance of surviving two. In spite of this, the number of cases of men refusing to fly, and being labelled as 'Lack of Moral Fibre', was no worse than for other types and categories of flying duties.<sup>1</sup>

During 1942, the level of operations in the Mediterranean increased, and those in Home waters declined. This was because of the change of priorities, and the lack of targets for U.K. based squadrons. No torpedo hits were scored by any U.K. based Beaufort in 1942, and R.A.F. strike aircraft bombed no vessel larger than 400 tons. Attacks by No. 22 Squadron against the Scharnhorst in July 1941 were adjudged to have failed, as were another attack in May 1942 against the Prinz Eugen, with No. 86 Squadron even failing to find the German battle cruiser.

After the entry of Italy into the Second World War in June 1940, the Mediterranean became the main areas of operations for the British Armed Forces. Requests were made from late-1940 onwards for Beauforts to be deployed to the Mediterranean, but the Air Ministry blocked these due to the problems with engine cooling persisting. The strategic considerations led to the move east of the Beaufort Squadrons, leaving the Hampdens to cover Home waters pending the development of the Beaufighter as a torpedo-bomber. Three of the four U.K. Beaufort squadrons were sent overseas in 1942. The first to leave was No. 22 Squadron, which left for Ceylon in February 1942. In June 1942, No. 42 Squadron left the U.K. bound for Ceylon, while No. 217 Squadron left in the same month for Malta. No. 217 Squadron later moved onwards to join the other two squadrons in Ceylon. No. 86 Squadron remained in the U.K., and it served at R.A.F. St. Eval between January and March 1942, and R.A.F. Wick from March until July 1942. In that month, it moved to R.A.F. Thorney Island, and commenced converting to fly Liberators on anti-submarine duties.

In the Mediterranean, No. 39 and 47 Squadrons operated Beauforts from August 1941 onwards flying from Egypt and Malta, but by June 1943, both had converted to other types of aircraft. No. 39 Squadron had moved to Singapore from India at the outbreak of war, as a day bomber squadron. In April 1940, it moved to Aden to support the British operations in Eritrea and Ethiopia. In January 1941, the squadron was tasked with maritime reconnaissance, and commenced equipping with Blenheim and Maryland aircraft. In August 1941, the squadron began to receive Beaufort torpedo bombers, acquiring aircraft and air crews from No. 86 Squadron. The first operation mounted by the Squadron using Beauforts took place on 28 January 1942 with an attack on an Italian convoy.

A detachment of No. 217 Squadron arrived at R.A.F. Luqa on the island of Malta in June 1942, and they launched a successful attack on the Italian fleet on 15 June. By July 1942, Beauforts of No. 86 Squadron had also arrived on Malta, and these were absorbed into a reconstituted No. 39 Squadron, which had suffered heavy casualties. This allowed No. 217 Squadron to move onwards to Ceylon. No. 47 Squadron had started the war based in the Sudan. It moved to Egypt in December 1941, and in July 1942, it began its conversion to the Bristol Beaufort.

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<sup>1</sup> HADAWAY, Stuart *The British Airman of the Second World War* (Oxford, Shire Publications, 2013) p.33

The Squadron's first operation using the Beaufort took place on 8 October 1942, in an attack on the Axis supply convoys prior to the major battle of El Alamein. With the end of the campaign in Tunisia in May 1943, the Squadron moved there and re-equipped with the Bristol Beaufighter.

R.A.F. Chivenor was the only Operational Training Unit serving the Beaufort squadrons based in the U.K. and abroad, from its inception as No. 3 (Coastal) Operational Training Unit in late 1940, until 16 May 1942. It was redesignated as No. 5 (C) O.T.U. on 1 August 1941. On 3 May, No. 5 (C) O.T.U. began its move to R.A.F. Turnberry, on the west coast of Ayrshire, which was completed on 16 May. This ended one chapter in the history of R.A.F. Chivenor, but it allowed another to commence.

## No. 217 Squadron

At the beginning of the Second World War, No. 217 Squadron was based at R.A.F. Warmwell in Dorset. It was a maritime reconnaissance squadron which was equipped with the Avro Anson. The squadron had been formed at R.A.F. Boscombe Down on 15 March 1937 and had been based at Tangmere, Bicester, and back to Tangmere before moving to R.A.F. Warmwell. It returned to R.A.F. Tangmere for a short period before returning to Warmwell. The squadron commenced flying operational sorties over the Western Approaches, and as soon as R.A.F. St. Eval in Cornwall was suitable for use, it transferred there in October 1939. In May 1940, No. 217 Squadron became the third unit to begin to receive the Bristol Beaufort aircraft. Deliveries were slow, and the first production aircraft had some serious teething problems, so the Beaufort did not commence operations until 24 September. The last Ansons did not leave the squadron until December 1940.

The squadron was not trained to carry and drop torpedoes but carried bombs and mines instead. Following the fall of France in June 1940, the squadron concentrated on attacking the French ports now under German control. Brest was a frequent target for the squadron, and it suffered heavy losses. The mining campaign was driven by the Admiralty to close off the French Atlantic ports to the major German warships, including the Scharnhorst and Gneisenau. By the end of June 1941, Bomber Command and Coastal Command had laid seven-hundred and eight mines, which claimed seventeen enemy vessels. In November 1941, the squadron was equipped with the Beaufort Mk. II and became capable of torpedo dropping.

In February 1942, No. 217 Squadron took part in the failed attempts to stop the German warships, Scharnhorst and Gneisenau from moving from Brest to Germany by use of the English Channel. Some aircraft from the squadron were detached to R.A.F. Thorney Island in Hampshire and launched an abortive attack. The rest of the squadron made a late attempt to locate the German warships, but they were too late. In March 1942, the squadron moved to R.A.F. Leuchars in Fife and began to prepare for deployment overseas. The destination was Ceylon, and the ground echelon was sent direct to the island, but the aircraft were flown via Gibraltar and Malta, and upon reaching the latter island in June 1942, they were held there and added to the force attacking the convoys crossing the Mediterranean from Italy to Tunisia and Libya.

After two months, the air echelon left Malta and continued to Ceylon, but they left their surviving Beaufort aircraft on Malta. On arrival on the island of Ceylon, the squadron converted to the Lockheed Hudson, which they used to carry out maritime patrols over the Indian Ocean. They were issued with MK. III, IIIA and VI versions of the Hudson. In April 1943, the squadron began to receive Bristol Beaufort Mk. I aircraft again, which they used until June 1944. In that month, Bristol Beaufighter Mk. X aircraft were allocated to No. 217 Squadron, who used them until the end of the war. A detachment was sent to the Cocos Islands in preparation for the invasion of Malaya, but the Japanese surrender meant that the squadron was disbanded on 30 September 1945.

## Circumstances of the Crash

On 9 June 1941, Sgt HOLLELY took off from R.A.F. St. Eval in Cornwall at 22.45 hours flying Bristol Beaufort Mk. I, W.6530 (S/217) on a gardening (mine laying) sortie. He was flying one of four aircraft dispatched by the squadron that evening. The air crew were:

742265	Sgt P. F. HOLLELY, R.A.F.V.R. <sup>2</sup>	Pilot & Captain
957278	Sgt K. J. WHADCOAT, R.A.F.V.R.	Observer
974123	Sgt P. T. PERRINS, R.A.F.V.R.	WOp/AG
615917	Sgt C. G. J. McIVOR, R.A.F.	WOp/AG

It appears that Sgt McIVOR was a last-minute replacement for a Sgt SCOTT, who was the usual second wireless operator/air gunner in the crew. The target for these four Beauforts was Brest, and most of the mines were dropped (each Beaufort carried one mine). S/217 and the other three aircraft returned to St. Eval, but because of the poor weather conditions, they were diverted to R.A.F. Chivenor. S/217 landed safely at the North Devon base at 03.25 hours. The 1,650 pound sea mine had 'held-up' in the bomb bay and had not been released over Brest, but the aircraft landed safely with it on-board.

The crew rested, and at about 10.45 hours on Tuesday, 10 June 1941, the Beaufort took off from R.A.F. Chivenor to fly back to R.A.F. St. Eval. There was thick fog first thing in the morning at St. Eval, but this cleared to a haze to allow the four Beauforts to return to their base.

Shortly after taking off, at about 11.00 hours, S/217 crashed into Barnstaple Bay at a steep angle. Immediately after the crash, there was an explosion which destroyed the aircraft. There were no survivors, but the body of the pilot, Sgt HOLLELY was washed ashore after the incident, and subsequently taken to Flint in North Wales for burial.

<sup>2</sup> HOLLELY is recorded in the Operations Record Book of No. 217 Squadron with the rank of Sergeant, but as explained later, he was promoted to the rank of Flight Sergeant posthumously, with the date of his promotion back-dated to prior to his death, i.e., with effect from 1 June 1941.

Bristol Beaufort, registration serial W.6530, was one of the sixty-six Mark I aircraft delivered to the R.A.F. by the Bristol Aeroplane Company Limited between December 1940 and March 1941. It was delivered new to No. 217 Squadron and was fitted with two Bristol Taurus Mk. II engines.<sup>3</sup>

## Court of Inquiry

A Form 765 (C) 'Report into Flying Accident or Forced Landing not attributable to Enemy Action' was completed in respect of this accident. A witness came forward who had been at the Red Lion Hotel on Clovelly harbourside, and had seen the aircraft diving towards the sea at an angle of 45 degrees. The Beaufort had black smoke issuing from the tail at the time. The aircraft hit the sea, sending up a column of water and black smoke. There was then an explosion. The witness confirmed that there was no explosion prior to the crash. Details of the actual Court of Inquiry have not been found.

The Form 1180, Aircraft Accident Card states that the cause of the crash was an engine fire leading to the aircraft crashing into Barnstaple Bay.<sup>4</sup>

## Accidents Investigation Branch

It was decided that the nature of the crash did not merit an investigation by the Accidents Investigation Branch of the Air Ministry.

## The Air Crew

### **752265 Flight Sergeant Peter Frank HOLLELY, R.A.F.V.R.**

Peter Frank HOLLELY was born in Fulham, London on 7 March 1919. His parents were William Francis (1890 – 1962) and Mabel Kate (1893 – 1975 (nee BRAUN)). His father was technical manager for Rayon Fabrics manufacturers and the family lived at 14, Swinchiard Walk, Flint. Peter had two younger siblings. He was educated at King's School in the city of Chester.

Peter HOLLELY left school in 1938 and went to work for the De Havilland Aircraft Company Limited in Hatfield, Hertfordshire. He had a love of flying from an early age, and so he joined the Royal Air Force Volunteer Reserve, pre-war, and was given the service number of 752265. HOLLELY was called up at the outbreak of the Second World War in September 1939, and following a short wait, he was posted to No. 4 Initial Training Wing at Bexhill-on-Sea in Sussex. This unit was opened in September 1939 in the former seaside resort using hotel and guest houses requisitioned by the Air Ministry for the initial training of air crew.

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<sup>3</sup> The port engine was T3321/153015 and the starboard engine T3240/152934

<sup>4</sup> HAYWARD, Roger *The Beaufort File* (Tonbridge, Air Britain (Historians) Ltd, 1990) p.45

Peter HOLLELY was based in the Hotel Metropole, and he and other students used the De La Warr Pavilion next door for classroom training, and the car park for drill and physical training. Here he would have received lectures on the principles of flight, the organisation of the Royal Air Force, basic navigation, morse-code, and basic meteorology. Due to its proximity with the French coast, and the threat of air attack after the fall of France, No. 4 I.T.W. moved to Paignton in Devon on 1 July 1940.

To commence his flying training, the now Leading Aircraftman HOLLELY was posted to No. 9 Elementary Flying Training School at R.A.F. Ansty, near Coventry in Warwickshire. He arrived here in April 1940 and learnt to fly on De Havilland Tiger Moth biplanes with generally civilian instructors. HOLLELY completed this element in June 1940 and moved to No. 12 Service Flying Training School at R.A.F. Grantham in Lincolnshire for his advanced training. He had been selected for multi-engine aircraft, and at this unit, he trained on the twin-engine Avro Anson. On the successful completion of this course, HOLLELY received his Flying Badge ('Wings') and was promoted to the rank of Temporary Sergeant (Paid).

It is likely that having been posted to Coastal Command, Sgt HOLLELY was required to undertake a course at the School of General Reconnaissance at R.A.F. Squires Gate, Blackpool, Lancashire, in late 1940. It is presumed that while stationed at Squires Gate, he married his fiancée Gwenda Winifred SAVILL, as they married in Blackpool on or around 1 November 1940. She came from Hatfield, where her parents ran a local post office and grocery store, and Gwen worked there when leaving school. Peter and Gwen met after he had moved to work at De Havilland.

At this period of the war, the Operational Training Units in Coastal Command were just opening, and so several air crew were posted directly to squadrons until early 1941. Sgt HOLLELY was posted to No. 217 Squadron, a unit equipped with the Bristol Beaufort maritime strike aircraft, which was based at R.A.F. St. Eval in Cornwall. HOLLELY took his new wife down to Newquay, near to R.A.F. St. Eval, where they lived in a property called 'Downings' in Henver Road, Newquay.

Sgt HOLLELY flew his first operational sortie on 1 January 1941 in the role of Observer to allow him to gain experience of active service. There were few trained Observers with operational squadrons in late 1940 and early 1941, so it was common for a trained pilot to fly as the navigator and air bomber, the usual role for an Observer. He undertook another operation on 3 January 1941. HOLLELY would have learned to fly the Beaufort at St. Eval, within the Squadron. It was a challenging aircraft to fly, although it was seen as robust, the two Bristol Taurus engines were unpowered for the seven to nine-ton aircraft. They also had a poor reputation in terms of reliability, and the loss of one engine made the Beaufort difficult to fly. In April 1941, Sgt HOLLELY was taken off operations and given his own crew as a pilot and captain of a Beaufort. This training was probably undertaken at R.A.F. St. Eval.

It appears that Sgt HOLLELY flew his first operational sortie as a pilot and captain with No. 217 Squadron on 2 May 1941. His crew were Sgt SAPWELL (Observer), Sgt SUGGITT (WOp/AG) and Sgt BALL (WOp/AG). They took off at 03.20 hours on a gardening sortie to Brest and landed safely at 05.50 hours. The next day, HOLLELY flew another sortie, this time with Sgt WHADCOAT, Sgt PERRINS, and a Sgt GUNN. Their target this time was Cherbourg, and they carried out their task successfully. On 5 May, Sgt HOLLELY flew his third sortie, taking off at 22.15 hours with the same crew. They landed safely at 03.35 hours having completed the sortie. They did not fly again operationally until 2 June 1941, when together with other aircraft from the squadron, they undertook a parallel line search in the Bay of Biscay. They were airborne at 06.13 hours and landed safely at 12.15 hours. The Operations Record Book simply records: *'Duty performed'*.

Sgt HOLLELY was promoted to the rank of Flight Sergeant after his death, with effect from 1 June 1941. He had flown a total of forty-nine hours, twenty minutes on Beauforts and one-hundred and sixty-one hours, fifteen minutes on all types of aircraft. His body was taken to his hometown of Flint, in Flintshire, North Wales, for burial in the Northop Road Cemetery. He left an estate of £302 4s 8d to his wife.

#### **957278 Sergeant Kenneth James WHADCOAT, R.A.F.V.R.**

Kenneth James WHADCOAT was born in East Ham, Essex, on 12 May 1919. He was a son of George James (1896 – 1969) and Doris Edna Ivy WHADCOAT (1898 – 1988). George served in the Great War, enlisting into the 5<sup>th</sup> (City of London) Battalion, The London Regiment (London Rifle Brigade) where he reached the rank of Lance Corporal. He was appointed to a commission in the 4<sup>th</sup> Bn. The Essex Regiment on 29 May 1917. Doris had previously worked for the Royal Arsenal in Woolwich. In September 1939, the family lived at 50, Mill Lane, Dagenham, Essex. George was employed as a shipowners' freight clerk, and Doris was a housewife. In 1941, they lived at 13, Carrick Crescent, Giffnock, Renfrewshire, having moved probably due to the changes in shipping movements from the east coast to the west coast with the onset of the war.

Kenneth enlisted in the R.A.F.V.R. at R.A.F. Cardington shortly after war was declared. He was married to Eileen WHADCOAT (née WARD) whose parents lived at 51, Gloucester Road, Cheltenham. His body was never recovered, so he is commemorated on Panel 54 of the Runnymede Memorial in Surrey.

On 19 July 1941, Mrs WHADCOAT, Kenneth's mother, wrote to the Prime Minister and copied the letter to Marshal of the Royal Air Force, Lord TRENCHARD, demanding an inquiry into the loss of her son and his colleagues. In her letter, she related the circumstances of how the Beaufort had been on a sortie to Brest, and due to a fault in the mechanism, one sea mine had not been released. The Beaufort had landed safely (the writer's emphasis) at Chivenor. She then related how it had taken off and rose to 800 feet then crashed, the mine exploding as it did so. She asked why the aircraft had been allowed to take-off without the removal of the mine.

Mrs WHADCOAT alleged that Chivenor had been inefficient in not servicing the Beaufort and removing the mine. She demanded to know why an electrician was not sent from R.A.F. St. Eval to R.A.F. Chivenor, implying the cost of doing so was negligible compared to the lives of the four men. Lord TRENCHARD replied through his personal secretary that he was a retired R.A.F. officer, and although he had visited R.A.F. Chivenor, and probably R.A.F. St. Eval, he had done so in a private capacity and not an official one.

The letter to the Prime Minister was referred on to the Air Ministry. They explained in their reply that a witness had seen the aircraft dive into the sea with smoke coming from the tail, and that the explosion occurred after the Beaufort had crashed. They also explained how the pilot had signed the Form 700 accepting the status of the aircraft and that Chivenor could not be held responsible. The letter from the Air Ministry concluded by stating that although the cause of the accident could not be ascertained, the correct procedure had been followed in leaving the mine in the aircraft.

Mrs WHADCOAT was not satisfied by this answer and wrote again alleging that the letter contained '*weak excuses*', and the days of cover-up should be ended. She stated that her son was serving to make the world a better place and that she was '*not concerned with the correct procedure, but with the loss of four precious lives*'. She received a reply informing her that the Air Ministry, while sympathising with her loss, felt that the matter had been investigated as far as was possible.

#### **974123 Philip Tenby PERRINS, R.A.F.V.R.**

Philip Tenby PERRINS was born on 18 October 1921 in Manchester and was a son of Walter Anderson and Christine PERRINS. His parents lived at 1, The Beaches, West Didsbury, Manchester, but around the time of Philip's death, they moved to 8, Kensington Gardens, Hale, Cheshire. Sgt PERRINS enlisted at R.A.F. Padgate, Lancashire, shortly after war was declared. He is now commemorated on Panel 50 of the Runnymede Memorial

#### **615917 Sergeant Cyril George James McIVOR, R.A.F.**

Cyril George James McIVOR was born in London on 18 January 1921. His service number indicates that McIVOR enlisted in the Royal Air Force sometime between March 1938 and September 1939. His parents lived at 'Telford', Tarring Road, Worthing in Sussex. He is not believed to have been a regular member of this crew, because at the time of his death, he was on the non-establishment strength of R.A.F. St. Eval awaiting a formal posting to No. 217 Squadron. Sgt GUNN flew with Sgt HOLLELY on 3 May, 5 May and 2 June 1941, and the Operations Record Book for No. 217 Squadron shows a Sgt SCOTT as the second WOp/AG for this fateful sortie. Sgt McIVOR is commemorated on Panel 47 of the Runnymede Memorial in Surrey.

## Conclusions

The cause of the loss of Beaufort W.6530 was and will remain unclear. A witness clearly states that smoke was coming from the aircraft as it dived into the sea. Although the witness says that the smoke was coming from the tail of the aircraft, it remains possible that one of the engines caught fire shortly after take-off, and that the pilot was unable to control the aircraft. This resulted in the steep dive of 45° and the violent crash into the sea. It is also possible that something caught fire in the fuselage of the aircraft, for example, a flare. This may have started a fierce fire that may have burned through the control cables leading to the tailplane. The pilot possibly lost control of the elevators and rudder resulting in an uncontrollable dive into the sea. What appears to be known, is that the mine carried on board the Beaufort when it crashed exploded after the impact with the sea, and not before. It is unlikely that any of the crew would have survived the impact of the aircraft with the sea, irrespective of the subsequent explosion of the mine.

This case had added interest in the correspondence between Mrs WHADCOAT, the mother of the Observer, Sgt Kenneth WHADCOAT, and the Air Ministry. She was no doubt grief stricken for the loss of her son, as was his wife. It is common with sudden and unexpected deaths for the family and friends to go through a period of anger, and 'if only' or 'what if?' In this case, by some means, Mrs WHADCOAT came into possession of detailed knowledge of the circumstances of the loss of her son's aircraft, probably through sources in No. 217 Squadron. There may have been some disquiet within the squadron which was articulated to Mrs. WHADCOAT. In any case, Mrs WHADCOAT wrote to the Prime Minister and Lord TRENCHARD to demand an inquiry into the circumstances of her son's death. In particular, she was incensed by the fact that the mine had remained on-board the aircraft after it landed at R.A.F. Chivenor, and that the aircraft took-off with it still on-board.

It appears that the policy of the R.A.F. was to leave mines that had not released properly in aircraft until they could be properly dealt with at their home base. It is possible that R.A.F. Chivenor did not have any armourers capable of dealing with a sea mine, as that base was a training base and not an operational one. It is likely that the aircraft were refuelled at R.A.F. Chivenor, and if any faults had been made known to the staff at the base, they would have been addressed. F/Sgt HOLLELY signed the Form 700, stating that he agreed to accept the status of the aircraft and was prepared to fly it in that condition. It was only going to be a short flight of less than one hour down to R.A.F. St Eval where the issue with the mine would be dealt with.

It can be noted that the Air Ministry did investigate the concerns expressed in Mrs. WHADCOAT's letter to the Prime Minister after it had been referred to them. Even though she was not satisfied with their response, there is no evidence of a 'cover-up' or weak excuses. The reason for the fire could not be ascertained and no reasonable level of investigation could provide an answer to that. It was fair to state that there was no indication that the presence of the mine was in any way a factor in the primary cause of the loss of Beaufort W.6530. The primary cause was a fire, either in an engine, or in the fuselage, which resulted in the pilot losing control of the aircraft. The cause of that fire will forever remain unknown.

## In Memoriam

10 June 1941 – Bristol Beaufort Mk. I – W.6530

No.	Surname	Forenames(s)	Age	Date of Death	Rank	Role	Service	Service Number	Place of Burial	Grave
1.	HOLLELY <sup>5</sup>	Peter Frank	22	10/06/41	Flight Sergeant	Pilot & Captain	R.A.F.V.R.	742265	Flint Cemetery	Sec. R, Line 6. Grave 2.
2.	WHADCOAT <sup>6</sup>	Kenneth James	22	10/06/41	Sergeant	Observer	R.A.F.V.R.	957278	Runnymede Memorial	Panel 54.
3.	PERRINS <sup>7</sup>	Philip Tenby	19	10/06/41	Sergeant	WOp/AG	R.A.F.V.R.	974123	Runnymede Memorial	Panel 50.
4.	McIVOR <sup>8</sup>	Cyril George James	20	10/06/41	Sergeant	WOp/AG	R.A.F.	615917	Runnymede Memorial	Panel 47.

<sup>5</sup> Son of William Francis and Mabel Kate HOLLELY of Flint; husband of Gwenda Winifred HOLLELY, of Hatfield, Hertfordshire.

<sup>6</sup> Son of George James and Doris Edna Ivy WHADCOAT, of Chadwell Heath, Essex.

<sup>7</sup> Son of Walter Anderson and Christine PERRINS.

<sup>8</sup> No additional information provided.

### Map of Barnstaple Bay

R.A.F. Chivenor

Approximate Crash Site





*Above Left – Peter HOLLELY, probably taken when he joined the Royal Air Force Volunteer Reserve pre-war.*

*Above Right – The course photograph at No. 9 Elementary Flying Training School at R.A.F. Ansty. HOLLELY is in the middle row, seventh in from the right.*

*Note: only the instructors are wearing 'Wings'.*

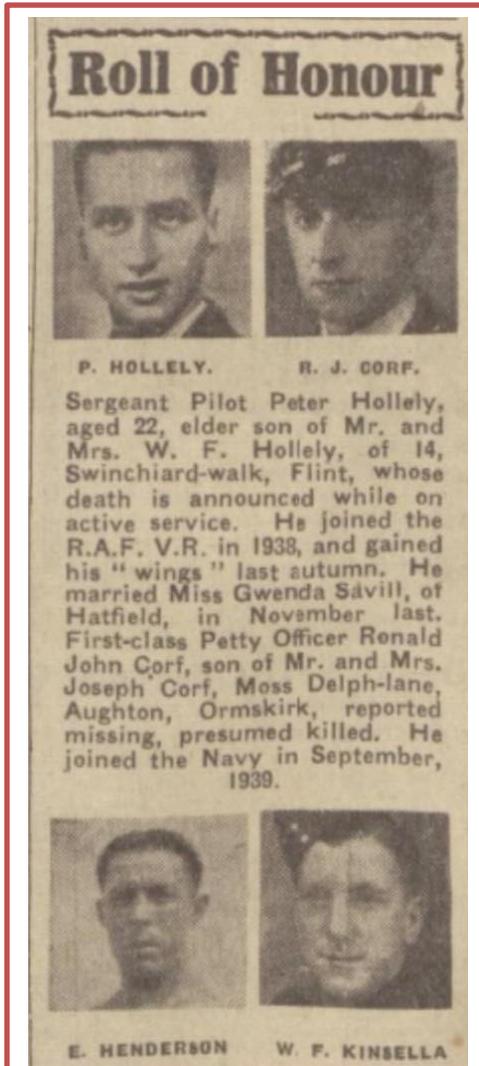
*Courtesy of: Peter HOLLELY (nephew)*



*Above Left – Peter HOLLELY after gaining his ‘Wings’. The VR shoulder patch is unusual and was generally worn early in the war by pre-war members of the Royal Air Force Volunteer Reserve.*

*Above Right – Peter and Gwenda HOLLELY on their wedding.*

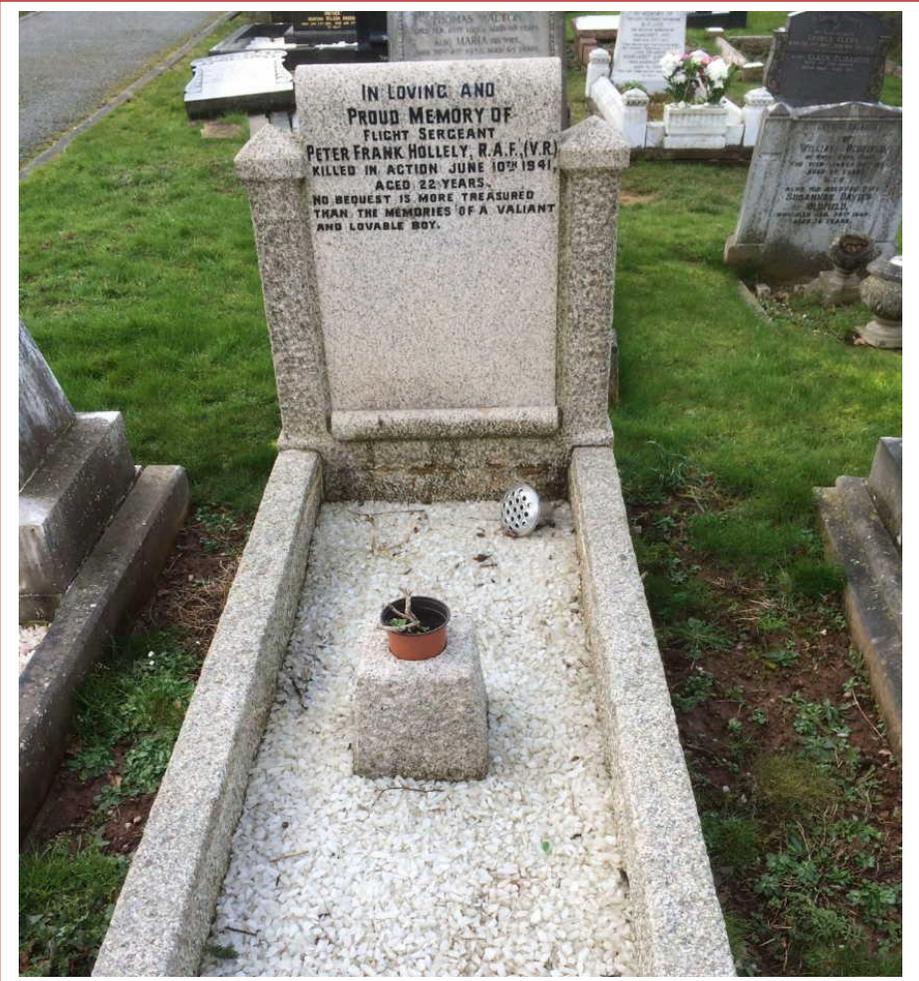
*Courtesy of: Peter HOLLELY (nephew)*



**Funeral Of Sergt. Pilot Hollely.**

The funeral of Sergt. Pilot Peter Hollely took place on Saturday at Flint Church, Rev. H. Williams officiating. The coffin was borne by six members of the R.A.F. The "Last Post" and the "Reveille" were sounded by Mr. E. Roberts, and a volley was fired over the grave by a party of ten men. The chief mourners were: Mr. and Mrs. W. F. Hollely (parents), Mr. D. L. Hollely (brother), Misses M. J. Hollely, E. M. Hollely, L. M. R. Hollely, D. L. Hollely, and C. Wesley (aunts), Mrs. E. A. Savill (mother-in-law), Mrs. P. Hollely (widow).

Others present included: The Mayor of Flint (Mr. E. W. Shuttleworth), Mr. J. Lowe, Mr. B. Ashby, Mr. C. W. Baty (Headmaster, King's School, Chester), Mr. and Mrs. P. Bayley, Mr. D. Bayley, Mr. S. Bayley, Mr. J. Blackwell, Mr. G. L. Brown, Mr. and Mrs. G. A. Edwards, Mr. Edwin Edwards, Mr. Jack Ellis (The Green), Mr. C. Eldridge, Mr. Tom Flynn, Mr. Gerard Foster, Mr. W. A. Foulkes, Mr. I. Foulkes, Mr. and Mrs. C. J. Godfrey, Mr. H. B. Griffiths, Mr. and Mrs. H. P. Griffiths, Mr. and Mrs. P. E. Hammond, Messrs. H. Haslam, W. Heggie, J. Jones, K. Jones, T. Jones, C. Jones, T. Clinton Jones, J. Joyce, J. Kemp, D. N. Lewis, W. Parry, G. Parry, J. Platt, Glyn Price, R. Roberts, J. Roberts, Bert Roberts, Jack Roberts, L. Robertson, Dr. and Mrs. W. M. Ross, Messrs. E. Rowlands, K. Stubbs, H. P. Templeman, D. C. Thomas, R. Werner, J. Williams, J. Wood.



Above – A newspaper article reporting the death of F/Sgt HOLLELY.  
 Above Centre – A newspaper article of the funeral of F/Sgt HOLLELY.  
 Above Right – The grave of F/Sgt HOLLELY in Flint Cemetery.

Courtesy of: Graham MOORE



*Above Left – Sgt Kenneth WHADCOAT, proudly displaying his Observer's brevet.*

*Above Right – Sgt WHADCOAT 'stepping out' with his wife Eileen.*

*Courtesy of: Christine CAREY (Eileen's daughter)*

ham.  
**GOLDEN WEDDING**  
**BELL—LEE**—On May 20th, 1891, at St. Luke's Church, William Henry Bell to Kate Etheridge Lee (now of Elmsmere, 11 Tivoll-street, Cheltenham).

**MARRIAGES**  
**WHADCOAT—WARD**—May 17th, at St. Mark's Church, by the Rev. C. W. Jameson, M.A., Sgt-Observer Kenneth James Whadcoat, R.A.F., only son of ex-Lieutenant James Whadcoat, London Rifle Brigade and Mrs. Whadcoat, of Chadwell Heath, Essex, to Eileen Megan Ward, elder daughter of John F. Ward, J.P., and Mrs. Ward, of 51, Gloucester-road, Cheltenham.

**WILLIAMS — SPENCER** — May 17th, at Holy Apostles, Hubert John, son of Mr. and Mrs. Thomas Williams, of London, to Edna, third daughter of Mrs. and the late Mr. Fred Spencer, 60 Cleevemount-road, Cheltenham.

**DEATHS**  
**BUBB**—May 16, 1941, Annie Bubb, second daughter of the late Richard Bubb, late of Staverton-Court Farm, aged 80.  
**DEACON**—On May 15th, 1941, at

**WEDDING OF MISS E. M. WARD**  
**St. Mark's Service**  
 The wedding took place at St. Mark's Church, Cheltenham, on Saturday of Sergt. Observer Kenneth James Whadcoat, R.A.F., the only son of ex-Lieut. James Whadcoat, London Rifle Brigade, and Mrs. Whadcoat, of Chadwell Heath, Essex, and Miss Eileen Megan Ward, eldest daughter of Mr. John F. Ward, J.P., and Mrs. Ward, of 51, Gloucester-road, Cheltenham.

The bride, who was formerly on the Town Hall Bureau staff, has been for two years on the Rotol staff, and the presents included a handsome canteen of cutlery from her friends there. She has been an active member of the Rotol Ladies' Hockey Club. Her father was for seven years a member of the Cheltenham Town Council.

The Vicar, the Rev. C. W. Jamieson, conducted the service, during which the organist played Mendelssohn's Wedding March and the Bridal March from "Lohengrin."

Her father gave away the bride, who wore a navy and turquoise two-piece with hat and gloves to match, and a spray of roses. She was attended by one bridesmaid, Miss Cora Green, who wore a white coat, and a spray of carnations.

Mr. H. Griffiths was best man. After the service a reception was held at the bride's home, and later the bride and bridegroom left for a honeymoon in Cornwall. For travelling the bride wore a tiger skin coat and navy accessories.

**HUSBAND MISSING, FEARED KILLED**  
**CHELTENHAM BRIDE RECEIVES NEWS**  
 Only a month after her marriage, a Cheltenham bride has received news that her husband is missing, presumed killed.

She is Mrs. Kenneth Whadcoat, formerly Miss Eileen Megan Ward, the eldest daughter of Mr. John F. Ward, J.P., and Mrs. Ward, of 51, Gloucester-road.

**LONG-RANGE FLIGHT**  
 Her husband, Sergt. Observer Whadcoat, R.A.F., is believed to have crashed returning from a long-range flight.

He is the only son of ex-Lieut. James Whadcoat, London Rifle Brigade, and Mrs. Whadcoat, of Chadwell Heath, Essex.

Sergt. Observer and Mrs. Whadcoat were married at St. Mark's Church, Cheltenham, on May 17.

The bride, who was formerly on the staff of the Town Hall Bureau, has been for two years on the staff of Rotol.

Above Left, Centre and Right – Two newspaper articles about the wedding of Kenneth WHADCOAT and Eileen WARD, followed by another newspaper article regarding the death of Sgt WHADCOAT.  
 Courtesy of : Graham MOORE



*Above – Philip PERRINS with his parents.*



*Above Right – Inside the Runnymede Memorial*

*Courtesy of: The PERRINS family*

*Taken by the Author (2017)*

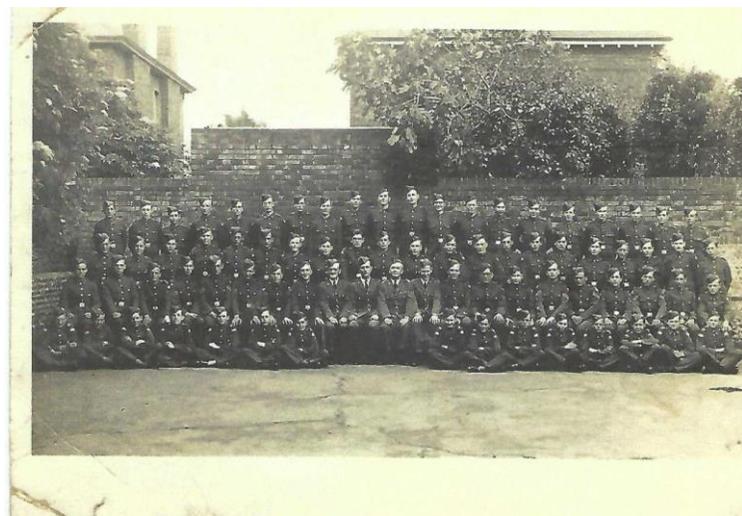


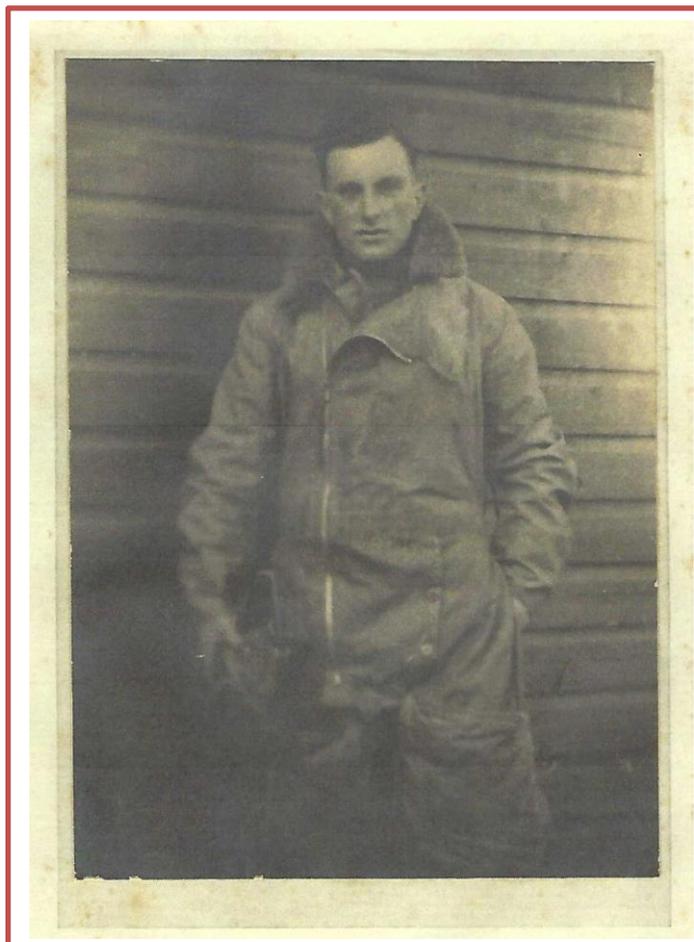
*Above – Cyril McIVOR as a schoolboy in his uniform.*

*Right – McIVOR with his colleagues at his initial training.*

*Far Right – A portrait of Cyril McIVOR as an aircraftman, probably shortly after his enlistment.*

*Courtesy of: Shaun GAMBLE (relative)*





ST ATHAN 1939



Above – Cyril McIVOR in his flying suit.

Right – A collection of photographs of Cyril McIVOR

Courtesy of: Shaun GAMBLE (relative)

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Published by: The Author.

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