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BELL, COLIN DOUGLAS 403317

AUSTRALIAN ARCHIVES ACCESS STATUS OPEN

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ROYAL AUSTRALIAN ATD POPCE

MISC. UNITS.

OFFICERS & AIR CREWS

The following biographical details are required for use at R.A.A.F. Overseas Headquarters, LONDON.

| WUMBER. J. Valat. |
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| CHRISTIAN NAMES. C.O. IN |
| AIR FORCE RANK AND MUSTERING. Sergeant. Plat. |
| DEGREES, DECORATIONS ETC. |
| PRESENT APPOINTMENT AND LOCATION 263. SOUPPRON COLERNE WILTS |
| DATE OF BIRTH. It. Ackober. 1918 PLACE Anydrey M. All. |
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| DATE OF ENTERING SERVICE. 6. 1. fan. 19.141 |
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| PLACES OF TRAINING P. a. S. E. E. T. S. Managens New No. 25 FTS Uplando Canada, |
| CIVILIAN CAREER AND ACTIVITIES ACCOUNTS Charles |
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| SPORT (TEAMS REPRESENTED), RECREATIONS, CLUBS ETC. |
| Lennis - Luimning |
| |
| FATHER. D.A.V.I.P. M. METH. BELLA. |
| WIFE. |
| CHILDREN. |
| HOME ADDRESS. 3.7. CRM. BRIDGE ST. WITCOMBE NSW. |
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| SIGNATURE Color Bell |
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| DESTINATION banada |
| (These forms are to be filled in and handed to the idjutant of the Unit |





Account by : AUS403326 Sergeant Peter Alexander Ewing and

AUS403317 Sergeant C. B. Bell.

Bell and Ewing sailed on the "AWATEA" for Vancouver on 15th June 1941. There were 1,000 airmen altogether including the ground staff for No. 452 Squadron.

Bring and Bell trained as pilots at Uplands, Canada, during which, as members of No. 35 Gourse, they were filand by Warner Bros. in the full length picture featuring Air Marshal Bishop, V.C., James Cagney in full cast in the picture "Captains of the Clouds".

They left Halifax in mid October in the "AUES", a vessel which had been completed shortly after the outbreak of war for the South American trade. Her first maiden voyage was as a troopship between Australia and the Middle East. Other vessels in the convoy were the Ospetown Castle, Marvick Castle, Empress of Bermada, Tio del Pacifico and the Aorungi. It is believed that the Aorungi was taken to Socitland for breaking up.

Ewing and Bell after landing at Liverpool were three weeks at Bournemouth and then were posted to 61 0,71. Heston, and were trained for two months on Spittires. There were 5 Australian Filot Officers and 6 Sergeents on the same course. The R.A.F. ace, Wing Commander Malan, loctured them in Tighting taction. The Australians were very impressed with his sound commonence.

Bwing had $26\frac{1}{2}$ hours flying and Bell 30 hours before they were posted on 20th January 1942 to 263 Squadron located at Charmey Downs, which is a satellite of Colern, Wiltshire.

26) Squadron is equipped with Thirletinia. It is customary for new arrivals to have an hour or so on Oxfords before getting on to the Whitherind. Bad weather held up Bring and Bell's Oxford training and up to the time of the interview they had no opportunity of Flying Whirletinds.

A signal came through calling for applications to the Middle East. Although the sustrainan volunteered the Commanding Officer did not submit their names stating that they would have many opportunities later. Five days ago, the Australians removed their applications after hearing that quite a maker were going east. The Commanding Officer and their Plight Commander took immediate action and went themselves to No. 10 Group Headquarters and it is believed arranged for their posting to the Middle East.

Ewing and Bell were the only Australians on the Station. They stated that there were only two Whirlwind squadrons in the United Kingdom. The Whirlwinds were originally built for bomber interception. They are twin engine single seater flighters armed with four camons, Fowered by Rolls Royce Foregrine Mark I, the aircraft have been operational for about twelve months. They have already gone out of production - it is believed they have proved too expensive. They cost as much as five Spitfires.

Cruising speed 240 miles per hour and 315 miles at full boost at their reted altitude. Their endurance in the air is about one hour. They carry about 67 gallons of petrol for each engine. Guns have enough semantion for six seconds full firing. The Whithirmids are being used latterly for "rhmarke" Pilots really accomplish their operations full of praise of them as a type but less experienced sen are usually retioned in their remarks. They are tricky to land as the approach is about 155 miles per hour. They have a wonderful rate of climb, climbing to 3,500 feet in a minute. They are fully acrobatic and possess good visibility, nose being small compared to the 12' 6" projection of the Spittire. They are manufactured by Westlands.

AUS. 403317 Sergeant C.B. Bell

(INTERVIEW FILED UNDER AUS. 403326 Sergeant Peter Alexander Ewing)