

AWM 65

[4156]

PEGG, CLARENCE ROY

405811

AUSTRALIAN ARCHIVES
ACCESS STATUS

OPEN

ROYAL AUSTRALIAN AIR FORCE.

OFFICERS AND AIRCREW.

The following Biographical details are requested for use at R.A.A.F. Overseas Headquarters, LONDON:-

Missing 16-1-66
Safe 4-12-65

Surname..... PEGG 405811

Christian Names..... CLARENCE ROY

Air Force Rank and Mustering..... PLT F/O

Degrees, Decorations, etc..... DFC

Present Appointment and Location..... RAAF PRC DOURNEMOUTH

Date of Birth..... 20th September 1914 Place..... DUNDABERG O'LAND

Educated..... WINDSOR ST

.....

Date of Entering Service..... 20th JUNE 1941

Previous Service Experience..... NIL

.....

Places of Training..... 175. 250 Brasfield Park SEFTS. Macarthur

..... 1 SEFTS. Royal Park

Civilian Career and Activities..... Garage Proprietor Surf Life Saving Club

..... Cricket Rugby Tennis Horse Riding Motor Cycling

.....

Clubs, Recreations, etc..... Surf Life Saving Club

.....

Father..... WILLIAM HENRY PEGG

Wife..... HAZEL IRENE PEGG

Children..... PATRICIA PEGG

Home Address..... 96 WELLINGTON RD. EAST DRISBAVE O'LAND

Signature H.R. PeggDate 16/10/41Date Embarked 15th 24th 1942Destination U.K.

Safe

ROYAL AUSTRALIAN AIR FORCE.

TRC. FORM.
1/R. 5.B.I.T.A.
Overseas Headquarters,
Kodak House,
KINGSWAY, W.C.2.SECRET & CONFIDENTIAL.

The following biographical details are required for R.A.A.F. Historical Records, Overseas Headquarters. These forms are to be filled in and returned to the Officer Commanding Repatriation Disposal Section, No. 11 (R.A.A.F.) T.D.R.C.

NAME (in full) PEER, CLARENCE ROY..... NUMBER 903 405811.....
 RANK AND MUSTERING. F/O..... PILOT..... DECORATIONS. D.F.C......
 NUMBER I.T.S. COURSE 16..... 87..... NO. T.U. - A.F.U. etc......
 DATE LEFT AUSTRALIA } 24-8-42.....
 CAMPA } DATE OF ARRIVAL U.K. 19-11-42.....
 S. AMERICA }
 SQUADRONS. 576 SADM.....
 AIRCRAFT FLOTTA. D.H. 82..... OXFORD..... WELLINGTONS..... MARIBAKES..... LANCASTERS.....
 COLLIER & TYPE OF ACTIVITY. BOMBER..... MAIN FORCE.....
 OPERATIONS OR TRAINING WITH AMERICAN PERSONNEL, SQUADRONS, OR AIRCRAFT.....

DETAILS OF OPERATIONS - with dates: to be given as fully as possible under the following applicable headings:-

- | | |
|---------------------------------|---|
| (a) Number Operational Hours | (b) Number Operational Sorties, Day-night |
| (c) Targets attacked | (d) Attacks on enemy surface vessels - type, size, etc. |
| (e) Attacks on enemy submarines | (g) Outstanding sorties or incidents |
| (f) Combats with enemy aircraft | (i) Personnel in Photographic Reconnaissance Unit, Transport Command, etc., should give a brief report of their work. |
| (h) Other Australians in crews | |

(A) 155 HRS..... (B) 27..... DAY 12..... NIGHT 15..... (C) STETTIN.....
LA. MAYBE (2)..... LEEWARDEN..... CALAIS (4)..... NEUSS..... SARBRUCKEN.....
EMMERICH..... FORT. FREDRICK HENRICK..... DUISBURG (2)..... ESSEN.....
SLOANE..... WANNE..... FICKEL..... FREI AUCH..... DR. RT. RUND.....
HAFT DAM..... MERSEBURG (2)..... KOBLENZ..... BONN..... MUSKELBURG.....
ROYAN..... ZIETZ..... (B)..... DUISBURG..... BADLY HOLLOW BY EAK..... NORMENBERG.....
THREE ENGINES..... MERSEBURG..... THREE ENGINES..... ZEITZ..... THREE ENGINES.....
FORT. WING..... HALLER BY ROND..... TWO ENGINES..... THEN ONE ENGINE.....
BALBOA OUT..... IN BELGIUM AT 1000 FT..... (H) FOUR AUSTRALIANS.....
 DATE 20-2-45..... SIGNATURE L. R. Pegg.....
 (Use other side, or attach extra sheets, if necessary).

Personal

PARACHUTE JUMP FROM 'PLANE AT 1000 FEET

Pilot and captain of aircraft which was hit while over its objective, Flying-officer C. R. Pegg, R.A.A.F. No. 576 Squadron, set course for home, only to find that the airplane was becoming almost uncontrollable.

He altered course for Allied territory, but as the position became worse he ordered his men to leave by parachute.

As two jumped, the starboard engine caught fire. He managed to keep the airplane straight until all his comrades were clear, and as he himself jumped the aircraft had fallen to 1000 feet.

Pegg, who lives at East Brisbane, receives the D.F.C.

*Evening Standard.
9-3-45.*

2nd. TAF/FP/AIR. INF. 859.

EX-CHORISTER IS "FATHER AND MOTHER" OF R.A.F. PILOTS

A 44-year-old ex-chorister in St. Paul's who has been a University student of aero-dynamics, an insurance agent, a Scoutmaster, a fireman in London's blitz, an A.A. instructor with the R.A.F. Regiment, is now serving as adjutant to the famous West Riding Typhoon squadron in R.A.F. 2nd T.A.F. on the Western Front.

Let Flying Officer Sydney Edward Hills himself tell you what it is like to be "mother and father" to the rocket-firing Typhoon pilots.

"One has really to try to fill the place of parents, for many of these boys are youngsters, fresh from school to the front line - our C.O., Squadron Leader E.R.A. Roberts (of Worple Road, Epsom) is only 22. I quickly found how truly unassuming they are, yet they take their life in their hands each time they fly.

"They're superstitious. One won't fly without a baby's shoe tied round his neck. Another carries a lock of his wife's hair, and one chap, for a reason I've never discovered, insists on having a silk stocking round his neck. Superstition once took an amusing turn during one move of the squadron eastwards. We forgot both Squadron mascots in the first party to move. I had to travel back 100 miles to fetch Billy the Goat and Blitz the Dog, as the boys were afraid disaster would overtake the squadron."

F/O Hills, who claims to be a true Cockney - born within the sound of Bow Bells - now has his home at Tyn-y-coed, Llanychan, near Ruthin, North Wales, where his wife and two children live.

A keen Scoutmaster, he was in south-east London and in Buckingham during the first war years. "I've been able to pass on to the boys many things from the Scout movement one finds invaluable in the Service," he said.

F/O Hills was among the advance party in Ypres after the German evacuation, where, he said, "The first thing I noticed was two little Belgian boys in full Scout uniform which had been forbidden by the Germans. They were thrilled when I gave them my smartest Scout salute and handshake, and ran to tell a bunch of watching children that they'd met a British Scout."

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Copy of Citation of Immediate Award D.F.C.

Tagetted. 9-3-45,

Flying Officer Clarence Roy PEGG (Aus.405811) R.A.A.F. No.576 Squadron.

This officer was pilot and captain of an aircraft detailed to attack a target near Leipzig one night in January, 1945. Whilst on the outward flight the port inner engine failed. In spite of this Flying Officer Pegg continued to the target which he finally bombed at a height much lower than intended. Whilst over the target area the aircraft was hit by anti-aircraft fire. The port outer engine was damaged and had to be put out of action. The aircraft became difficult to control. One end of the dinghy rope was lashed to the rudder pedals, however, and the air bomber was thus enabled to assist his pilot in operating the rudder. Course was set for this country but the aircraft began to lose height and soon became almost uncontrollable. Flying Officer Pegg thereupon course for allied territory. The port outer engine was restarted but caught fire and had to be stopped. The port inner engine was then tried but it broke up and pieces flew into the fuselage. By this time the wireless operator obtained a fix which established their position over allied territory and that Flying Officer Pegg ordered his crew to leave by parachute. As two of them left, the starboard engine caught fire. Flying Officer Pegg managed to keep the aircraft straight, though, until all his comrades were clear. As he himself jumped the aircraft was down to 1,000 feet. In the face of harassing and dangerous circumstances, this officer displayed skill, courage and determination worthy of the highest praise."

Copy of Citation of Immediate Award D.F.C.

Filed 7-3-45

Spare

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