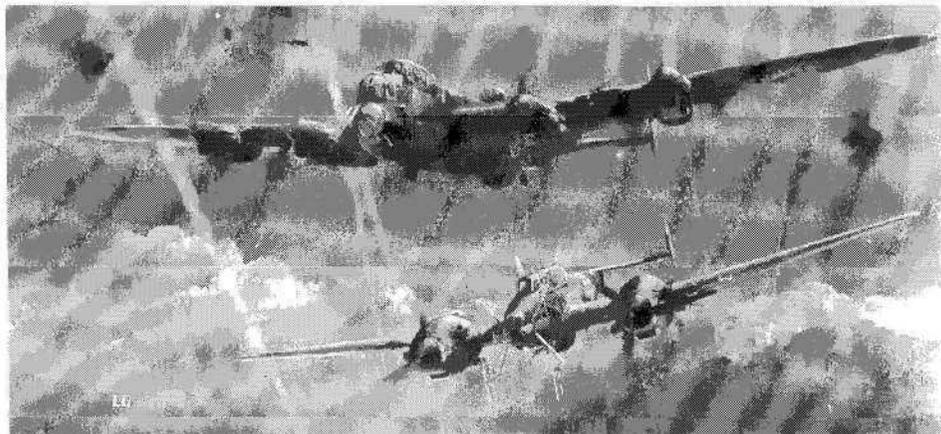


Lancaster Bomber Ft. Lt. James Cassidy

Navigated in these aircraft.



Mr. James Cassidy has joined the Air Force. His going will be a distinct loss to the staff of the Sunday School and the membership of the Bible Class. His genial happy friendship will be greatly missed but he goes to "do his bit" for the cause of Liberty with the prayers and good wishes of all who know him. He has two brothers in the Navy. We wish them all a safe and speedy return to the ordinary walks of life. This was a local Australian Newspaper Report when Jim joined up.



War Service - James Cassidy DFC and Bar

My war service really began when I applied to join the R.A.A.F. as a Navigator – Air Crew in May 1941. As there was quite a long waiting list for call up to camp, my entry into the R.A.A.F. was due in September 1941. I was attending University at night time attempting a Degree Course in the Faculty of Commerce, so I applied to the Dean of the Faculty, Prof. Alcock for permission to do the exam early before call up in September.

The Dean looked up my subjects and suggested I should hold back till the normal Examinations in November. When I said the war might be over then, he laughed

and replied there would be plenty of time for me to see some action. How right he was!!!

This delay meant that I would be called up to report on Saturday 6th, December 1941. To arrange this I saw the Recruiting Flight Sergeant, Gordon Stanbridge, who happened to live across the road from me, and he said it was quite easy for him to take the file out of one drawer and put it in another one.

I sat my Exams in November and was called up to enter camp on 6th December 1941, on 23 Course at 3 I.T.S. Sandgate. On Monday 8th December we were paraded before the Station C.O. who told us we had a new enemy in the Pacific as Japan had attacked Pearl Harbor, Honolulu by air and at the same time landed in Thailand heading for Malaya and Singapore.

The delay from 21 Course (Sept) to 23 Course (Dec) was a good break for me as with the entry of Japan into the war, shipments of Aircrew for training in Canada had been suspended temporarily, and time was spent digging slit trenches in preparation for the expected Japanese attacks. With the result that our course graduated more or less in normal time and Navigators for training in Canada left Sandgate for No. 2 E.D. Bradfield Park N.S.W. on 25th April 1942.

A Typical Day Experienced By Operational Air Crews Of Bomber Command During World War 2

Our crew was stationed at North Killingholme near Immingham on the Humber Estuary. North Killingholme was a satellite aerodrome to the Base Station at Elsham where 103 Squadron was based.

The air crew lived in Nissan huts which were a temporary structure that could be erected quickly. The Nissan structure consisted of semi circular corrugated iron sections which were fastened to concrete floor slabs. The radius of bending was 8 feet for the crew quarters. The crew huts were enclosed at each end with timber bulkheads fitted with entry door, and two windows. Heating of the huts was by a circular cast iron stove in the centre of the hut with a flue through the roof. The stove was fuelled with coal. This certainly was not the warmest form of heating for an English winter. Fortunately all our crew, including our pilot S/Ldr. Willie Caldwell, the "A" Flight Commander, were lucky to have a hut to ourselves.