

Fewest of the Few Supplement



S38 Entry Graduated October 1939

SURNAME	INITS
STEPHENS	MM
STEVENSON	PCF
TEMLETT	CB

17000-10000 101 0000-224 1121 211 T.S. 118

See instructions for use of this form in K.I. and A.C.I. and notes in R.A.F. Field Service Pocket Book.

OPERATIONS RECORD BOOK

R.A.F. Form 540

No. of pages used for day

of (Unit or Formation).....Station Headquarters.....CRANWELL.

Place.	Date.	Time.	Summary of Events.	References to Appendices.
CRANWELL.	1.9.39.		Lieutenant T.A. Tindle assumes the duties of Station Defence Officer. Education Officers - members of the Royal Air Force Volunteer Reserve - recalled for duty. Aerodrome Council School closed owing to evacuation.	D.R.O. 170. D.R.O. 168.
	2.9.39.		Lighting restrictions introduced, and guards posted at entrances to the Station.	
	3.9.39.		Receipt of message stating that War has been declared on Germany by the Allied Powers. Group Captain Strugnell, MC., posted to Command (A/Cdre Post). <u>Royal Air Force College becomes a Flying Training School, and is self-controlled.</u>	A.M.P.L. 319.



**Stephens, Maurice Michael
(S38 Entry, C Squadron)**



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Born in Ranchi, India on 20 October 1919, the son of a British Army Officer, Stephens was educated at the Xaverian Colleges at Clapham and Mayfield, Sussex. After school he initially joined the Port of London Authority, before going to the Royal Air Force College Cranwell in September 1938. At Cranwell, he excelled in boxing and rowing and graduated on 23 December 1939..

In 1940, Stephens' first posting was to 3 Squadron, with whom he fought during the Battle of France. He became the Flight Commander of B Flight during this battle, while still holding the rank of Pilot Officer. On his return from France he was awarded the DFC and Bar, which were gazetted at the same time (and in fact on the same page of the London Gazette).

Distinguished Flying Cross

This officer has destroyed four enemy aircraft in May, 1940, and led his flight with courage and skill.

Bar to the Distinguished Flying Cross

This officer has continued to lead his flight against formations of enemy aircraft of much superior numbers with such good leadership that he rarely lost any members of his formation. In addition Pilot Officer Stephens brought down four more enemy aircraft recently, bringing his total to eight.

After the fall of France, B Flight was posted to Scotland and reformed as 232 Squadron, of which Stephens was Commanding Officer. 232 Squadron formed part of 13 Group during the Battle of Britain. He was promoted Flying Officer on 20 August 1940 in the middle of the Battle.

He next served in North Africa, where he joined No 274 Squadron and was sent to Turkey for eight months, during which he flew operational patrols along the Bulgarian border. He twice intercepted Italian S-84 reconnaissance aircraft intruding across the border, and shot two down in a Turkish Hurricane, while wearing civilian clothes.

In November 1941, he returned to the Western Desert to command 80 Squadron. He was shot down and wounded in both feet in December 1941, receiving a DSO in January 1942

In December, this officer led a bombing and machine-gun attack on enemy mechanical transport in the Acroma area. Following the attack, Squadron Leader Stephens observed the fighter escort in combat with a force of enemy fighters, but, whilst attempting to participate in the engagement, his aircraft was severely damaged by an enemy fighter pilot whose cannon fire exploded the starboard petrol tank which, with the oil tank, bursting into flames.

The same burst of fire wounded Squadron Leader Stephens in both feet and blew out the starboard side of the aircraft's cockpit. Squadron Leader Stephens then prepared to abandon his aircraft but, when half-way out of the cockpit, he observed an enemy aircraft fly past him. He immediately regained his seat and shot down the enemy aircraft. Squadron Leader Stephens finally left his crippled aircraft by parachute and landed safely on the ground where he beat out the flames from his burning clothing. Although he had landed within 300 yards of the enemy's lines, Squadron Leader Stephens succeeded in recovering to friendly territory within three-quarters of an hour.

Previously, Squadron Leader Stephens led his squadron on operations which were of the greatest value during the battle for Tobruk. His leadership and example proved an inspiration.

He joined No. 229 Squadron flying Spitfires on Malta in October 1942. He was shot down on 12 October and picked up by an air-sea rescue motor launch. In November, he was promoted to Wing Commander. He returned to the UK in 1943 and served in various staff positions, before becoming CFI at 3 OTU in January 1944.

Stephens' final score in the war was 15 (and 3 shared) destroyed, 2 Unconfirmed destroyed, 1 probable and 5 damaged.



**Stevenson, Peter Charles Fasken
(S38 Entry, C Squadron)**



Stevenson was born at The Priest's House, Wellingore, Lincolnshire. His father Donald was at that time a Group Captain, holding an MC and DSO from service in the RFC in WW1; in 1939, he would be appointed ADC to King George V. Stevenson was educated at Clifton College and entered RAF College Cranwell in September 1938 as a Flight Cadet. After the outbreak of war the course was shortened and Stevenson graduated in December 1939.

He joined 74 Squadron at Rochford on 15th February 1940.

Over Dunkirk on 22nd May Stevenson shared a Ju 88 and on the 27th probably destroyed an Me 109. On this day, he was hit by return fire from a Do 17 and made a forced-landing on the beach at Dunkirk in Spitfire L1084. He removed the blind-flying panel, reflector gunsight and radio before setting fire to the aircraft and going off to seek transport. He managed to get back to Hornchurch on the 31st. Finding the squadron had departed, he rejoined them at their new base at Leconfield.

On 8 July, Stevenson probably destroyed an Me 109, on the 10th he probably destroyed an Me 109 and damaged another and two Me 110's, on the 12th he shared an He 111, on the 19th probably destroyed an Me 109, and on the 28th he probably destroyed an Me 109 and damaged two others.

On the 28th, he was attacked by Oberleutnant Leppla whilst pursuing Major Molders of JG51 over the Channel and he landed at Mansion with the engine of his Spitfire seized. He was unhurt. Molders was wounded but managed to get back to France where he crash landed at Wissant.

On 11 August, Stevenson was shot down over the Channel, one mile off Dover, following a solo attack on 12 Me 109's, one of which he probably destroyed. He baled out of Spitfire P9393 and was rescued from the sea by an MTB, after drifting eleven miles out. He attracted the MTB's attention by firing his revolver. Stevenson was awarded the DFC (gazetted 27th August 1940) and posted on 20 September 1940 to 5 OTU Aston Down as an instructor.

He was killed on 13 February 1943, when a Flight Lieutenant with 64 Squadron, shot down during a sweep over the Boulogne area in Spitfire IX BR142. He is commemorated on the Runnymede Memorial, Panel 121



Temlett, Cyril Bernard (S38)



Temlett joined the RAF in August 1935, as an Aircraft Apprentice (567960). He passed out in July 1938 and was awarded a cadetship to the RAF College.

The outbreak of war caused the course to be shortened and Temlett, unlike other cadets who had not completed their courses, was not enlisted in the regular RAF on 7 September 1939, as an Airman u/t Pilot, as he was already an enlisted airman. He graduated in December 1939 and granted a permanent commission.

He was probably at No 1 School of Army Co-operation, Old Sarum, from January to 23 March 1940, when he joined 4 (Army Co-operation) Squadron in France and served with it in the fighting in May 1940, flying Lysanders. The squadron was withdrawn in June. Temlett was awarded the DFC (gazetted 6th August 1940).

He volunteered for Fighter Command, converted to Hurricanes and joined 3 Squadron at Turnhouse on 27 September. He moved to 17 Squadron on 16 November 1940

In May 1941, Temlett was with 213 Squadron on board HMS Furious in the Mediterranean. The squadron flew off to Malta on the 21st and then flew on to Mersa Matruh. Temlett was with 'C' Flight, which was attached to 73 Squadron in the Western Desert. On 15 June, he destroyed an Me 109 and on the 26th damaged a Ju 87. The squadron went to Nicosia in July and returned to the Western Desert in December 1941.

On 3 July 1942, five Hurricanes of 213 Squadron were scrambled over Alamein. They were jumped by four Me 109's of I/JG27. Temlett and two other British pilots were killed and a fourth wounded.

The three Hurricane IIC's lost were BM981, BN128 and BN449.

Temlett is buried in El Alamein War Cemetery, Egypt.