

AARON, F/L Thomas Richard (C6794) - **Commendation for Valuable Services in the Air** - No.8 SFTS - Awarded 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943 - American citizen; born 4 January 1918 at Fort Stockton, Texas. Enlisted in Ottawa, 23 September 1940. To "R", 25 October 1940. To Trenton, 23 December 1940. To No.8 SFTS, 7 February 1941. Promoted Flying Officer, 23 July 1941. Posted to No.1 GRS at date of award. Subsequently transferred to US Army Air Corps, 25 December 1942. Died in Orlando, Florida, 2 May 2014.

For twenty months Flight Lieutenant Aaron has been employed as a flying instructor, flight commander and examining officer at No.8 SFTS, during which time he has flown 1,370 hours. He has always set a high standard of devotion to duty and his pupils have shown that they have received painstaking and accurate instruction. An outstanding officer whose enthusiasm and department have been exemplary.

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ABBEY, WO James Ernest (R82627, later J86037) - **Distinguished Flying Cross** - No.58 Squadron - Award effective 13 January 1944 as per London Gazette dated 25 January 1944 and AFRO 644/44 dated 24 March 1944. Born in Ottawa, 5 January 1915. Home there; educated at Ottawa Technical High School. Clerk for CP Express, then shipper for Christie Brown Biscuits (1936-1939) and then for R.A. Beamish Stores (1938-1940). Enlisted Ottawa 20 January 1941. To No.2 Manning Depot, Brandon, 22 January 1941. To No.11 SFTS, Yorkton (guard duty), 28 February 1941. To No.2 WS, Calgary, 31 March 1941; promoted LAC, 1 May 1941; graduated 12 September 1941 when posted to No.7 BGS, Paulson; graduated and promoted Sergeant, 25 October 1941. To "Y" Depot, Halifax, 27 October 1941. To RAF overseas, 11 November 1941. To No.1 Signal School, Cranwell, 23 December 1941. To No.3 Radio School, Prestwick, 15 April 1942. To No.3 (Coastal) OTU, Cranwell, 9 June 1942. With No.58 Squadron, 4 August 1942 to 5 April 1944 (Whitley and Halifax aircraft). Promoted Flight Sergeant, 25 October 1942. Promoted WO2, 25 April 1943. Promoted WO1, 25 October 1943. Commissioned 7 March 1944 (J86037). At No.7(Coastal) OTU, Haverford West, 5 April 1944 to 22 May 1944 (instructing on Wellington aircraft). Attending Aircrew Officer School, 22 June to 20 July 1944. To No.3 School of General Reconnaissance, 24 August 1944. Promoted to Flying Officer effective 7 September 1944. Repatriated 1 November 1944, arriving in Canada 10 November 1944. To No.3 Release Center, Rockcliffe, 22 January 1945. Released 5 February 1945. Died in Ottawa, 8 January 1975. Award presented 1 April 1949. Cited with F/L A.I. Sladen, DSO (RAFVR, pilot) and F/O A.J. Starr, DFC (RAFVR, navigator). Incidents cited occurred 1 and 4 January 1944. Photo PL-39733 taken April 1949 with his wife and mother immediately after investiture.

One night in January 1944, Flight Lieutenant Sladen, Flying Officer Starr and Warrant Officer Abbey were pilot, navigator and wireless operator/air gunner, respectively, of an aircraft which attacked a fully surfaced U-Boat. In the face of considerable anti-aircraft fire, Flight Lieutenant Sladen pressed home his attack from a low level and straddled the vessel with his depth charges. In the operation, which was executed with great skill and accuracy, Flying Officer Starr and

Warrant Officer Abbey co-operated excellently with their pilot. Three nights later this crew attacked another U-Boat which was straddled with depth charges from a low level. Flight Lieutenant Sladen, who has completed an extremely large number of sorties, has invariably displayed great skill, courage and leadership of a high order. Flying Officer Starr and Warrant Officer Abbey have also completed very many sorties and have rendered most valuable service. They are highly efficient and have set a fine example of determination and devotion to duty.

**Notes:** Application for Operational Wing dated 4 June 1944 stated he had flown 63 sorties (640 hours) with No.58 Squadron, 7 August 1942 to 5 April 1944.

On Repatriation Form dated 13 September 1944 he stated he had flown 64 sorties (640 operational hours), the last on 16 March 1944. Types experienced were Botha (eight hours ten minutes), Anson 11.10 (Whitley (106.55), Halifax (691.20 and Wellington (23.35).

**Training:** Interviewed 29 July 1940 by F/O E.L. O'Leary. "Short, bright, clean-cut lad. Responds well, is cooperative and generally type to get along well with others. Courteous, keen to fly and should make an excellent Air Gunner."

Attended No.2 WS, 31 February to 14 September 1941. Spent 25 minutes in flying classroom as First Operator, two hours 35 minutes in flying classroom on listening watch, six hours ten minutes in two-seat aircraft as sole operator. Ground school marks in Theory (33/50), Radio Equipment (127/250), Morse, buzzer and lamp (170/200), Procedure (148/200), Signals Organization (98/150), Armament (83/100) and Drill and PT (34/50). Placed 102<sup>nd</sup> in a class of 199.

Attended No.7 BGS, 15 September to 13 October 1941. Battle aircraft for gunnery training (nine hours 20 minutes). Fired 350 rounds on ground, 300 air-to-ground and 2,278 air-to-air. Scored four percent hits on Beam Test, three percent hits on Beam Relative Speed Test and six percent hits on Under Tail Test. Scored 91/100 on written examination, 72/100 on practical and oral examination. Rated 155/250 in Ability as Firer. Placed 26<sup>th</sup> in a class of 33. "Has a good knowledge of subject but is rather slow and inclined to doubt his own judgement."

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ABEL, F/L George Clayton (J7526) - **George Medal** - No.36 Squadron - Award effective 28 April 1944 as per **London Gazette** of that date. Born in Grayson, Saskatchewan, 11 June 1909. Educated in Melville. Home in Melville, Saskatchewan (grain dealer, elevator operator). Militia experience with First Yorkton Regiment, 1927-1929. Enlisted in Regina, 14 August 1940. To Trenton, 31 August 1940. To No.1 Equipment Depot, 10 November 1940. To No.2 WS, 31 January 1941. Promoted LAC, 3 March 1941; to No.5 BGS, 13 August 1941; graduated and commissioned, 15 September 1941. To Halifax, 16 September 1941. To No.31 OTU, 28 September 1941; to RAF overseas, 13 March 1942. Disembarked in Britain, 23 March 1942. Posted 20 May 1942 to No.3 RS overseas; posted 7 July 1942 to No.7 (Coastal) OTU. Promoted Flying Officer, 15 September 1942. As of 20 November 1942 at No.36 Squadron on posting to

Middle East and followed that unit to Far East. Promoted Flight Lieutenant, 15 September 1943. To No.22 Personnel Transit Centre, 19 March 1944. Disembarked in England, 1 June 1944. To No.6 (Coastal) OTU, 17 July 1944. Repatriated to Canada, 9 February 1945. Retired 3 April 1945. Presented November 1946. Died in Vancouver, 29 October 1977 as per British Columbia Vital Statistics. Photo PL-18007 taken 16 April 1943 shows him in India.

In November 1943, Flight Lieutenant Abel was a member of the crew of an aircraft detailed for an operational sortie. Shortly after taking off the pilot was compelled to make an emergency landing, and on touching the ground the aircraft burst into flames. The crew, who had taken crash positions, proceeded to leave the aircraft through the emergency exits. Flight Lieutenant Abel, with his companions, had travelled a distance of approximately sixty yards before he realized that one member of the crew, the rear gunner, was missing. The aircraft was blazing furiously and ammunition was exploding. There was also the grave risk of the petrol tanks and the bombs exploding. Flight Lieutenant Abel, ignoring the imminent danger, returned to the aircraft, calling on the other members of the crew to follow him. The rear gunner was discovered trapped in his turret which, together with the exists, had become jammed. Efforts were made to turn the turret but this the rescuers found to be impossible. Flight Lieutenant Abel then smashed the perspex with his bare hands and succeeded in dragging the rear gunner clear of the wreckage. When all were about twenty yards from the aircraft the first bomb exploded, and the aircraft was soon completely destroyed. By his courage and leadership Flight Lieutenant Abel undoubtedly saved his comrade's life at the risk of his own.

NOTE: Public Records Office Air 2/5038 has extensive documentation about the incident which occurred on 27 November 1943 (Wellington MP803). The aircraft had taken off on an Air/Sea Rescue sortie; ten minutes later it had to make an emergency landing. Abel was recommended for the George Cross on 23 December 1943. Other members of the crew were F/O G.W. Bowes (RCAF, J7651, navigator), F/O R.H. Regimbal (RCAF, J10149, pilot), P/O Fox (navigator, not further identified), Warrant Officer J.L. Victorsen (RAAF, AUS.407629, rear gunner), and Warrant Officer F.L. Hannah (second pilot, RAAF, AUS.405177). Not clear where it was downgraded to George Medal but most likely at Air Ministry level.

The documentation begins with the submission by Air Vice-Marshal Hugh Lloyd, 23 December 1943, which noted that Abel had flown 600 hours (315 on operations) of which 298 hours 45 minutes in the previous six months. These represented 41 sorties. He was a Wireless Operator/Air Gunner. The submission read:

At dawn of the 27th November 1943, a Wellington aircraft of No.36 Squadron took off on an Air Sea Rescue Sortie. Flying Officer Abel was the Wireless Operator Air Gunner. Within ten minutes of becoming airborne the aircraft was forced to make an emergency landing and on touching the ground immediately burst into flames. Crash stations had been taken and the occupants left through the emergency exits and had proceeded to a distance of approximately 60 yards away when Flying Officer Abel realized that the Rear Gunner was not with them.

In spite of the complete fuselage being ablaze, exploding ammunition and the immediate danger of the eight Depth Charges exploding, this officer immediately returned to the aircraft, calling upon the other members to follow him. He found the rear gunner and exits jammed but with great force smashed the perspex with his bare hands and dragged the conscious but trapped Air Gunner clear. They only proceeded 20 yards before the first Depth Charge exploded.

I consider the conspicuous courage and premeditated action of this officer in returning to the aircraft to face the danger of fire and exploding ammunition, together with the risk of exploding Depth Charges and petrol tanks, to be of the highest order. The Rear Gunner owes his life to this officer's leadership and complete disregard for his own personal safety.

To this were appended four letters, one dated 14 January 1944 (Regimabal) and the others dated 16 January 1944, addressed to the Commanding Officer, No.36 Squadron. These were as follows:

From J10149 Flying Officer R.H.. Regimbal (later Mentioned in Despatches):

I have the honour to render the following report as instructed:

On the 27<sup>th</sup> November 1943 after Wellington aircraft MP803 was force-landed it caught fire immediately. My second pilot, Flight Sergeant Hannah, my wireless operator, Flying Officer Abel and I escaped through the nose of the aircraft. I joined my navigator who was suffering from a badly burned hand. I heard Flying Officer Abel shout that Flight Sergeant Victorsen, my rear gunner, was trapped in the tail turret. I turned towards the aircraft to find that it was well alight. Two persons were running towards it. I left my navigator and ran to the aircraft to help to render assistance. I got to the aircraft just in time to see Flight Sergeant Hannah trying to turn the turret and Flying Officer Abel smashing the perspex of the rear turret. By this time the pyrotechnics and the bullets in the aircraft were exploding in the intense heat of the fire. Flying Officer Abel and I just had time to grab Flight Sergeant Victorsen by the shoulders and drag him out of the turret. All through that incident Flying Officer Abel kept calm and undoubtedly realized the risk of the depth charges exploding. Actually we had only got about 50 to 70 yards away when the depth charges or the petrol tanks exploded, completely destroying the aircraft.

As captain of the aircraft, I sincerely believe that Flying Officer Abel was responsible through his bravery, good judgement and calmness for the safety of the rear gunner. I wish to add that very often during 42 sorties together, Flying Officer Abel has shown himself an excellent and extremely valuable member of my crew.

From Aus 407629 Warrant Officer J.F. (or J.L.) Victorsen, Royal Australian Air Force:

I have the honour to report as instructed, that when Wellington MP803 crashed bursting into flames on 27/11/43, I, the Rear Gunner, was trapped in the rear turret and although having tried several ways for effecting escape had achieved no success.

Whilst endeavouring to rotate the turret, I realised that some one was attempting to aid me in doing so. On pressing my face against the perspex I saw through the smoke that the Second Pilot, Warrant Officer Hannah, was trying to help me with no apparent success.

Flying Officer Abel and the remainder of the crew came to the turret and assisted in trying to turn the turret, still with no success. Flying Officer Abel then began beating on the perspex in the most vulnerable place and was assisted by other members of the crew. Flying Officer Abel then managed to smash the perspex near the top and grasped me by the neck, and assisted by Flying Officer Regimbal and Flying Officer Bowes, pulled me through the aperture with great rapidity, almost certainly saving my life as the depth charges exploded before we managed to run 20 yards and the plane was burnt out.

All this aid was given me whilst ammunition, flares, flame floats etc. were exploding in all directions with apparent disregard for their own safety. The leadership of the successful action enabling me to escape was taken by Flying Officer Abel, to whom both he and Warrant Officer Hannah, Flying Officer Bowes, Flying Officer Regimbal and I am much indebted. During this action the Navigator, Flying Officer Fox, was incapacitated and was unable to render assistance, although present.

From Aus 405177 Warrant Officer F.L. Hannah:

I have the honour to report as instructed, that when Wellington MP803 crashed bursting into flames on 27<sup>th</sup> December [sic] 1943, I, as second pilot, escaped with Flying Officer Regimbal and Flying Officer Abel through the front of the aircraft. We commenced to run towards the tail of the aircraft when Flying Officer Abel raised the alarm that Flight Sergeant Victorsen was still in the turret.

I ran to the turret and tried to push it round by the guns. Flying Officer Abel called out to the rest of the crew to come and help, then proceeded to smash the perspex top with his fist. Flying Officers Bowes and Regimbal also assisted.

When the hole was sufficiently large, Flying Officer Abel reached down and assisted Flight Sergeant Victorsen to scramble out of the turret. We then all ran away from the scene of the crash and met Flying Officer Fox, who was injured, making his way to help in the escape of Flight Sergeant Victorsen.

Flying Officer Abel' prompt and cool action was mainly responsible for the rescue of Flight Sergeant Victorsen before the depth charges exploded.

From J7654 Flying Officer G.W. Bowes:

I have the honour to report as instructed:

When Wellington aircraft MP803 crashed on 27-11-43, it burnt immediately.

Pilot Officer Fox and I escaped through the astro dome, both having received burns on hands and face. As we stumbled away I heard Flight Sergeant Hannah yell, "Where's Joe", and immediately Flying Officer Abel yell "Come and help - Joe is in the turret."

I made my way to the aircraft, Pilot Officer Fox following as best he could (he had lost his shoes in the mud) where Flying Officer Abel, Flying Officer Regimbal and Flight Sergeant Hannah were trying to turn the turret. Finding that impossible, Flying Officer Abel began to smash in the perspex, while Flying Officer Regimbal, Flight Sergeant Hannah and myself assisted with our fists.

Flying Officer Abel reached in and pulled Flight Sergeant Victorsen from the turret; Pilot Officer Fox joined us and we all ran away from the aircraft but were barely 20 yards away when the aircraft exploded.

Flying Officer Abel's coolness and immediate action undoubtedly were the major factors in Flight Sergeant Victorsen's escape.

**Note:** On 14 November 1941 in accident at No.31 OTU, Summerside, Hudson AM764 (pilot was F/O Moran Howard Arthur Leslie, RAAF 400479), observer P/O Winstanley Henry Everard, RAAF 401356 and Abel as gunner; no injuries; no details).

On repatriation he stated he had flown 344 operational hours (42 sorties, the last on 4 January 1944) and 404 hours 30 minutes non-operational, Africa and India, Wellingtons, with No.36 Squadron. He has also taken a junior commander's course.

Application for operational wing dated 24 February 1945 gave 344 operational hours, 42 sorties, 11 December 1942 to 4 January 1944.

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ABELL, F/O John William (J36330) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 19 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born in 27 September 1910 in Goderich, Ontario. Home there; enlisted in Toronto, 15 June 1942. To No.1 Manning Depot, 10 August 1942. To No.1 SFTS (guard duty), 25 September 1942. To No.6 ITS, 25 January 1943; graduated and promoted LAC, 2 April 1943 but not posted to No.4 AOS until 15 May 1943; graduated and commissioned 1 October 1943. To "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943.

Repatriated 24 December 1944. To No.1 Composite School, 14 March 1945. Retired 13 May 1945. Medal sent by registered mail 17 April 1952. Died 23 September 1967.

This officer has participated in numerous sorties and has displayed a high standard of navigational ability throughout. On a recent occasion he took part in an attack on Wanne Eickel. Whilst leaving the target area the aircraft was hit by anti-aircraft fire. Flying Officer Abell was wounded. He was given first aid, and although suffering acutely, he did everything he could to assist in navigating the aircraft home. He set a fine example of fortitude and devotion to duty.

RCAF file 181.009 D.5526 (Library and Archives Canada RG.24 Volume 20667) has original recommendation drafted 13 November 1944 when he had flown eleven sorties (52 hours 45 minutes). Sortie list and submission as follows:

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)

1 August 1944 - Acquet (4.20)  
3 August 1944 - Foret de Nieppe (4.05)  
4 August 1944 - Bois de Casson (4.50)  
5 August 1944 - St. Leu d'Esserent (5.25)  
7 August 1944 - Caen (4.35)  
8 August 1944 - Foret de Chantilly (5.20)  
9 August 1944 - Labreteque (4.15)  
25 August 1944 - Brest (4.55)  
31 August 1944 - Ile de Cezembre (5.20)  
10 September 1944 - Le Havre (4.40)  
12 September 1944 - Le Havre (5.00)

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)



As a navigator, this officer has participated in operations, displaying outstanding skill and devotion to duty. On one occasion he was a member of an aircraft crew detailed to carry out an operation over Wanne Eickel, on 12<sup>th</sup> September 1944. During the operation, while leaving the target area, the aircraft was damaged by intense anti-aircraft fire and Flying Officer Abell was seriously wounded in the leg by flak. The wireless operator rendered first aid to his wounded comrade. In spite of his injuries, Flying Officer Abell displayed exceptional coolness and unperturbability and, despite great pain, assisted in the navigation of the aircraft safely back to base. Throughout, Flying Officer Abell has set and maintained a high standard of courage and navigational skill, which has been a fine example to others. I strongly recommend that this officer be awarded the Distinguished Flying Cross.

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ACHESON, F/L John William (J12544) - **Distinguished Flying Cross** - No.576 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born in Toronto, 20 March 1914; home in Montreal. Enlisted in Montreal, 8 July 1941. To No.1 Manning Depot, 22 July 1941. To No.1 ITS, 20 August 1941; graduated and promoted LAC, 27 October 1941 when posted to No.1 EFTS; graduated 31 January 1942 when posted to No.2 SFTS; graduated and commissioned, 3 July 1942. To No.31 GRS, 10 July 1942; to No.121 Squadron, 3 December 1942; promoted Flying Officer, 3 January 1943; to No.121 Squadron, 31 August 1943. To "Y" Depot, 19 November 1943; taken on strength of No.3 PRC, 24 November 1943. Repatriated 14 May 1945. Retired 6 August 1945. Invested with medal in Montreal, 25 November 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8749 has recommendation dated 15 April 1945 when he had flown 33 sorties (215 hours), 27 October 1944 to 4 April 1945.

27 October 1944 - Cologne  
2 November 1944 - Dusseldorf  
4 November 1944 - Bochum  
6 November 1944 - Gelsenkirchen  
9 November 1944 - Wanne Eickel  
11 November 1944 - Dortmund  
18 November 1944 - Wanne Eickel  
27 November 1944 - Freiburg  
29 November 1944 - Dortmund; aircraft damaged by flak.  
3 December 1944 - Urft Dam; bombs brought back on M/Bomber orders.  
17 December 1944 - Ulm  
22 December 1944 - Coblenz  
28 December 1944 - Bonn  
31 December 1944 - Osterfeld  
4 January 1945 - Royan

14 January 1945 - Merseburg  
16 January 1945 - Zeitz; aircraft damaged (flak)  
22 January 1945 - Duisburg/Hamborn  
8 February 1945 - Politz  
14 February 1945 - Chemnitz  
20 February 1945 - Dortmund  
21 February 1945 - Duisburg  
23 February 1945 - Pforzheim  
2 March 1945 - Cologne  
5 March 1945 - Chemnitz  
7 March 1945 - Dessau  
11 March 1945 - Essen  
12 March 1945 - Dortmund  
15 March 1945 - Muisburg  
16 March 1945 - Nuremburg  
31 March 1945 - Hamburg  
3 April 1945 - Nordhausen  
4 April 1945 - Lutzkendorff

Flight Lieutenant Acheson, a Canadian officer, has completed 33 operational sorties as captain of a Lancaster bomber operating in Bomber Command. He has made many successful attacks on heavily defended targets in Germany, including Cologne, Dusseldorf, Dortmund and Essen. He has also made numerous deep penetrations to attack targets when fighters have been active, including Merseburg, Chemnitz and Nuremburg. His unconquerable spirit of determination under these trying conditions to achieve his objective has undoubtedly inspired a high standard of morale in his crew.

On two occasions Flight Lieutenant Acheson's aircraft has been damaged by anti-aircraft fire, but this has in no way deterred him from pressing home his attacks with the utmost skill and determination.

Flight Lieutenant Acheson has acted as Flight Commander and has shown outstanding qualities of leadership. His courage, tenacity and endurance have led to a fine record of achievement, and I very strongly recommend him for the award of the Distinguished Flying Cross.

**Note:** RCAF photo PL-43368 (ex UK-20731), circa 23 April 1945 has the following caption: "Widely known in the sports world back in Canada, these former athletes now flying with an RAF Lancaster squadron lined up at a Midlands bomber station to sign their applications for Victory Bonds across a 4,000-pound 'cookie' to be dropped on Germany the next day. Left is the salesman, F/L G.A. Campbell (Ottawa), a former member of the RCMP stationed at Banff, Calgary and Lethbridge. To his right is WO2 A.V. Scribner, air gunner, Nelson, B.C., who used to play baseball in Nelson and around Spokane, Washington; extreme right F/L J.W. Acheson, pilot (Montreal), noted amateur hockey star who played left wing for the RCAF Allan Cup champions in 1942. Wielding the fountain pen is F/O W.J. Driscoll, air bomber (Ottawa). Driscoll was a star baseball

pitcher with senior teams in Quebec and the Ottawa Valley League, winning the Ottawa Journal Trophy with a ball club made up of pro hockey stars like Bill Cowley, Allan Shields, Syd Howe and Hec Kilrea.”

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ACORN, Sergeant Elmer Keith (R76639) - **Commended for Valuable Services in the Air** - No.7 Bombing and Gunnery School - award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/86 dated 25 January 1946. Born 18 July 1918. Enlisted in Edmonton, 28 October 1940 for General Duties. To No.2 BGS, 18 November 1940. Promoted AC1, 28 February 1941. Promoted LAC, 28 May 1941. To No.7 BGS, 2 July 1941.. Promoted Corporal, 1 February 1942. Promoted Sergeant, 1 April 1943. To No.11 Equipment Depot, 31 August 1945. To Release Centre, 4 October 1945. Retired 11 October 1945.

This non-commissioned officer has served as a drogue operator at this unit for 26 months. He has been outstanding in his devotion to duty and has set an example to all his associates by his efficiency.

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ADAIR, Flight Sergeant Fulton Muir (R100752) - **Croix de Guerre (France)** - No.15082 GCI, 21 Sector - Awarded as per AFRO 1619/45 dated 19 October 1945. Born 30 August 1918. Home in Cannington, Ontario. Enlisted in Toronto, 8 April 1941 and Radio Mechanic. To No.1 Manning Depot, 27 April 1941. To University of Toronto, 25 May 1941. Promoted LAC, 30 August 1941. To Embarkation Depot, 28 September 1941; to RAF overseas, 6 October 1941. Promoted Corporal, 1 April 1942. Promoted Sergeant, 1 April 1943. Promoted Flight Sergeant, 17 April 1944. Repatriated to Canada, 12 August 1945. Retired 2 October 1945. Public Records Office Air 2/9645 gives unit and citation.

From D-Day until the fall of Paris, Flight Sergeant Adair was in charge of the major part of the men and equipment of 15082 GCI [Ground Control Interception] and was at all times in the front of the battle. His unit was responsible for the ultimate destruction of over 50 enemy aircraft. His skill and devotion to duty, his coolness and judgement in the face of many difficult situations, was a fine example to all those who worked with him.

The following is from Robert Quick website, <http://www.rquirk.com/cdnradar/cor/chapter11.pdf> (**Ground Controlled Interception Radars in Operation Neptune/Overlord, The Allied Invasion of France, June 1944**), citing part of a press release that appeared in the Edmonton Journal shortly after the end of the war:

Mobile GCI 15082, to which Flight Sergeant Muir Adair, RCAF, was attached, met misfortune in coming ashore at Omaha Beach in the American sector. Around noon at their first attempt, they were met with machine-gun fire and had to withdraw until about five in the afternoon. Muir recalls that when he took the first echelon off the LCT it must have been on a sand bar. Within minutes all of the

vehicles were “drowned”. He swam ashore, and to this day, vividly remembers coming across a body of one of his young RAF radar operators with the left arm totally missing. After wading ashore, in the midst of assorted US Rangers and engineers he managed to get some shelter from the enemy fire in the lee of an embankment at the edge of the exposed shingle beach.

After Omaha Beach was secured, the vehicles and electronic equipment of GCI 15082 were recovered and 21 Base Defence Sector became operational on D-Day + 4. For this action on Omaha Beach, members of 21 Base Defence Sector, of which Muir’s GCI 15082 was the forward echelon, received six Military Crosses and two Military Medals”. (Note: No. 15082 casualties during landing were six officers and 41 airmen).

**Note: The following is from his obituary:**

Muir passed away in the early morning of August 16, 2015 just 2 weeks before his 97th birthday.

Muir was predeceased by his parents, Mary and John, his brother, Thomas, and in 2012 by his beloved wife Chrissie. He is survived and greatly missed by daughters Margaret (Les), Patricia (Norm), grandchildren Jason, Dana, Kathleen (Jérôme), Ian, and Marianne, and great-grandchildren Aiden, Zia, Matéo and Iona.

Born and raised in a small Ontario town, Muir explored every opportunity available to an inquisitive and independent boy. At age 16 Muir left home to begin a musical career in Florida, singing and playing guitar with the Paul Prescott Orchestra. Here Muir discovered what would become his life-long love for piloting small aircraft. Homesick for Canada, he left the orchestra and enjoyed a short career as a music instructor in rural Ontario.

Muir served in the RCAF from 1941 to 1945. During his service in the UK, Muir met and married Chrissie. Muir landed at Omaha Beach on D-Day with Ground Control Interception 15082 (radar). His leadership and valor was recognized by France with his award of the Croix de Guerre and, in May 2015, the Legion of Honour.

Following repatriation to Canada, Muir began his respected 30-year career in policing. After retirement Muir and Chrissie settled in Langley, BC where they continued to enjoy their spontaneous road trips throughout the province.

Muir met every life opportunity with confidence and with gusto. He gave respect to all and, in turn, was recognized as a true gentleman. About his life - his achievements, his pastimes, his travels, his family - Muir told all of us, “I’ve had a ball!” In lieu of flowers, donations may be made to Langley Care Foundation [www.langleylodge.org](http://www.langleylodge.org), or to a charity of your choice.

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ADAIR, Corporal Lewis Gowen (R210932) - **British Empire Medal** - Air Armament School, Mountain View - Award effective as per **Canada Gazette** dated 13 June 1946 and AFRO 660/46

dated 5 July 1946. Born 28 September 1923. Enlisted at Vancouver, 7 January 1943 as Airframe Mechanic. To No.3 Repair Depot, 25 January 1943. To No.1 Manning Depot, 31 May 1943. To Technical Training School, 22 July 1943. To Mountain View, 14 October 1943. Promoted AC1, 15 October 1943. Promoted LAC, 1 April 1944. Promoted Corporal, 1 December 1945. To No.6 Repair Repair Depot, 4 September 1946. Reverted to LAC, 1 October 1946. To No.2 Supply Depot, 22 January 1949. Promoted Corporal, 1 October 1949. Promoted Sergeant, 1 August 1951. . To Air Material Command, 22 March 1952. To No.2 Supply Depot, 20 April 1952. Retired 18 December 1952. Medal presented July 1948.

This non-commissioned officer has demonstrated outstanding ability and supervises the work of two sections, involving work of a highly trying nature in the maintenance of aircraft. His initiative, determination and his willingness to put in long working hours has set an example to all personnel of the squadron and has contributed greatly to the general efficiency of the Unit and the war effort.

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ADAM, LAC John Rooch (R84372) - **Mention in Despatches** - No.9408 Servicing Echelon (No.62 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 20 April 1915; home in St.Catharines, Ontario.. Enlisted in Hamilton, Ontario, 14 January 1941 as Airframe Mechanic and posted to No.1 Manning Depot. To Technical Training School, 4 April 1941. To Embarkation Depot, 4 September 1941; to RAF overseas, 14 September 1941. Repatriated 23 November 1944. To No.2 BGS, 8 January 1945; to Release Centre, 11 March 1945; retired 20 March 1945. Died in Niagara Falls, Ontario, 16 January 2012. Recommendation found in DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) which give name as John Roach Adam. Fitter IIE, stating he had served eight months in Canada, 36 months overseas.

Leading Aircraftman Adam is one of the hardest working and most conscientious airmen in the Repair and Inspection Section and can be depended upon to complete his work speedily and thoroughly. On his own initiative he has put in many hours of overtime working on aircraft and by his fine spirit and devotion to duty he has set a splendid example to his comrades.

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ADAMS, G/C Albert Oliver (C90) - **Officer, Order of the British Empire** - AFHQ - Awarded as per **Canada Gazette** dated 13 June 1946 and AFRO 660/46 dated 5 July 1945. First World War service RFC/RAF, 9 January 1918 to 1 February 1919, training as a pilot. He stated that as his convoy sailed for England, his ship developed a leak and had to return singly to St. John's. By the time it was seaworthy, the Armistice had been signed. Upon release (1919) was engaged in private passenger flying in an aircraft part-owned by W.N. Deisher (later Manager of Fleet Aircraft). He studied at McGill, graduating with a Bachelor of Science Degree. Later studied at Imperial College of Science, London, obtaining a D.I.C. in aeronautics. Air Board technician and CAF member before the permanent RCAF formed; he gave his period of service as follows: CAF: 18 February to 26 December 1920, part-time; Air Board: 27 December 1920 to 30

September 1921 (full time); CAF, part time, 1 October 1921 to 1 May 1922; Air Board, full time, 2 May 1922 to 2 August 1922; CAF, full time, 3 August 1922 to 24 April 1923; CAF, part time, 25 April 1923 to 31 March 1924; RCAF, non-permanent, 30 June 1924 to 31 May 1927; RCAF Permanent Force, 1 June 1927 to 13 May 1953. Commissioned in Ottawa, 1 June 1926. Specialist in aircraft structural design, airworthiness and testing with both service and Civil Aviation Branch. Commended by British authorities in letter to Department of External Affairs dated 5 May 1932 for valuable services as a conference evolving common standards of airworthiness for the Empire. Promoted Squadron Leader, 1 April 1938. Commanded No.11 Technical Detachment in Montreal. Promoted Group Captain, 15 October 1941. To No.8 Repair Depot, 17 November 1941 to command. To AFHQ, 23 March 1943 with Accidents Investigation Branch. Retained rank of Group Captain as of 1 October 1946. In 1948 appointed Director of Logistics. He was seconded to DND Inspection Services; this secondment ceased 6 December 1950 when he was further seconded to Inspection Board of Canada as Deputy Controller General. Returned to RCAF as Coordinator of Standardisation. Retired 13 May 1953. Insignia of OBE presented 1 December 1948. Received Queen's Coronation Medal, 28 October 1953 when on retired list, living in Ottawa. Died in Carleton Place, Ontario, 25 August 1965. Photo PL-39640 shows him seated at desk.

During the present war this officer has served in the capacity of officer in charge, Aeronautical Inspection District, Commanding Officer of a Repair Depot, and as Director of Repair and Maintenance and Director of Aeronautical Engineering at Royal Canadian Air Force Headquarters. This officer has always endeavoured to improve methods and procedures in the engineering field. While in command of No.8 Repair Depot he completed a treatise on control and administration of service Repair Depots for which he was highly commended. The entire service career of this officer has been marked by an unselfishness and conscientious devotion to duty and his energy and diligence has been an example to all those who have served with him. The results achieved by Group Captain Adams in the field of Aeronautical Engineering have been produced on many occasions under very trying conditions. It is considered that the services of this officer are of the highest order, and marked by a patriotic ideal that merits recognition.

\* \* \* \* \*

ADAMS, F/O Donald Albert (J27509) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born at Donavon, Saskatchewan, 6 August 1921. Home given variously as Donavon and Vancouver. A waiter and farmer. Enlisted in Saskatoon, Saskatchewan 29 May 1942 and posted that date to No.2 Manning Depot. To No.5 BGS (guard duty), 18 July 1942. To No.7 ITS, 10 October 1942; graduated and promoted LAC, 30 December 1942 but not posted to No.3 AOS until 6 February 1943; to No.2 AOS, 24 May 1943; graduated and commissioned 25 June 1943. To "Y" Depot, 9 July 1943; to United Kingdom, 15 July 1943. Repatriated 28 October 1944; to Western Air Command, 9 December 1944. To No.8 Release Centre, 13 March 1945. Retired 16 March 1945. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". DHist file

181.009 D.1730 (RG.24 Vol.20607) has recommendation dated 16 September 1944, when he had flown 34 sorties (161 hours ten minutes) in a tour from 9 May to 31 August 1944.

A navigator of outstanding ability, Flying Officer Adams has recently completed a tour of operations, among which included bombings on important targets such as Stuttgart, Hamburg and Kiel. Throughout his operational tour, he displayed great skill as a navigator. On all his thirty-four sorties he reached the target on time.

On 25th July 1944, this officer and his crew were detailed to bomb Stuttgart. On the run-in to the target, the flak was intense and it was necessary to do two orbits. Flying Officer Adams, displaying magnificent courage and under adverse conditions, was able to bring the aircraft back on course. Despite the heavy flak, the target was bombed with success.

Of a retiring nature, Flying Officer Adams has shown outstanding skill as a navigator. At all times he has kept before him the necessity of a successful attack. He has exhibited a dogged determination in his efforts to bring all his sorties to a successful conclusion.

His remarkable skill, his gallantry in the air and his unselfish devotion to duty under the most trying conditions are deserving of the highest praise. Keeness coupled with intelligent understanding of a job make for effective bombing.

The sortie list was as follows:

9 May 1944 - Calais (3.35)  
10 May 1944 - Ghent (4.10)  
12 May 1944 - Louvain (4.35)  
31 May 1944 - Au Fevre (4.50)  
2 June 1944 - Neufchatel (4.05)  
5 June 1944 - Houlgate (5.25)  
6 June 1944 - Coutances (4.20)  
7 June 1944 - Acheres (5.00)  
9 June 1944 - Le Mans (5.15)  
12 June 1944 - Cambrai (5.20)  
14 June 1944 - St. Pol (4.10)  
16 June 1944 - Sautrecourt (3.40)  
17 June 1944 - Oisemont Neuville (4.40)  
24 June 1944 - Bomieres (4.10)  
27 June 1944 - Foret d'Eary (5.10)  
1 July 1944 - Biennais (4.10)  
5 July 1944 - Biennais (3.35)  
12 July 1944 - Thiverny (4.40)  
25 July 1944 - Stuttgart (8.25)  
28 July 1944 - Hamburg (5.50)

30 July 1944 - Amaye-sur-Seulles (4.50)  
31 July 1944 - Oeuf-en-Ternois (4.50)  
3 August 1944 - Foret de Nieppe (4.35)  
4 August 1944 - Bois de Cassan (4.50)  
5 August 1944 - St. Leu d'Esserent (5.00)  
7 August 1944 - La Hogue (4.20)  
8 August 1944 - Foret de Chhantilly (5.05)  
9 August 1944 - Foret de Nieppe (3.50)  
12 August 1944 - Foret de Montrichard (5.50)  
15 August 1944 - Brussels (3.55)  
16 August 1944 - Kiel (5.25)  
25 August 1944 - Brest Cornouailles (4.45)  
27 August 1944 - Marquis Mimoyecques (3.40)  
31 August 1944 - Ile de Cezembre (4.50)

\* \* \* \* \*

ADAMS, F/O Ernest Allen (J9584) - **Distinguished Flying Cross** - No.97 Squadron - Award effective 6 November 1943 as per **London Gazette** dated 12 November 1943 and AFRO 2610/43 dated 17 December 1943. Born in Omenee, Ontario, 5 September 1908; home there. Enlisted at North Bay, Ontario, 3 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 21 January 1941. To No.1 Equipment Depot, 31 January 1941. To No.1 WS, 27 April 1941; promoted LAC, 29 May 1941; may have graduated 8 October 1941 but posted on 15 October 1941 to Trenton; to No.6 BGS, 22 November 1941; graduated and commissioned, 22 December 1941. To "Y" Depot, 23 December 1941; to RAF overseas, 23 January 1942. Promoted Flying Officer, 1 October 1942; promoted Flight Lieutenant, 18 August 1943; promoted Squadron Leader, 1 November 1944. Promoted Wing Commander, 1 December 1945. Repatriated 8 July 1946. To No.1 Air Command, 31 July 1946. Retired 5 September 1946. Died 23 July 1966 as per DVA records. Photo PL-45520 (ex UK-24047 dated 13 August 1945) shows him as Squadron Leader at Repatriation Depot, inspecting NCO aircrew before they entrain for ships. Caption says in part, "Squadron Leader Adams completed two tours of operations as an air gunner on Lancaster heavy bombers before taking over administration of the Repatriation Wing situated in the garden and resort spot in England." Photo PL-46224 shows him with wife and mother-in-law. No citation in AFRO other than "completed many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty."

\* \* \* \* \*

ADAMS, Corporal Eric Victor (R62722) - **Mention in Despatches** - No.1664 Conversion Unit - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 20 December 1918. Home in Sherbrooke, Quebec; draughtsman for an electrical company; enlisted there 23 July 1940 as Airframe Mechanic. To Eastern Air Command, 16 August 1940. To Technical Training School, 17 September 1940. Promoted AC1, 8 February 1941. To No.1 WS, 12 February 1941. Promoted LAC, 1 October 1941. To "Y" Depot, 27 October 1941. To RAF overseas, 2 November 1941. To No.400 Squadron, 21 November 1941. Promoted Corporal, 12 April 1942. To No.1664 Conversion Unit, 21 May



1943. Died at Dishforth, 15 September 1944 (heart failure). DHist file 181.009 D.2993 (National Archives RG.24 Volume 20634) has recommendation forwarded to No.6 Group Headquarters, 25 July 1944. He had enlisted 23 July 1940 and had served 16 months in Canada, 32 months overseas; Fitter IIA.

This Junior Non-Commissioned Officer, a Fitter IIA ground crew man in the Repair and Inspection Squadron of No.1664 Conversion Unit, has been outstanding amongst his comrades for devotion to duty. He has worked long hours under arduous conditions and is an example to all ranks. He has had little relief and has been most cheerful, willing and eager to give of his best at all times. He is strongly recommended for the above award.

\* \* \* \* \*

ADAMS, Sergeant (now P/O) James Allen (R90629/C16857) - **Mention in Despatches** - No.35 Squadron - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born in Montreal. 13 July 1916; home there; bank clerk and salesman for eight years before enlistment in North Bay, 14 April 1941. Posted to RCAF Detachment, McGill University, 1 June 1941; promoted to Leading Aircraftman, 6 September 1941 on classification as Radio Mechanic; to No.31 Radio School, Clinton, Ontario, 23 September 1941; to "Y" Depot, Halifax, 11 November 1941; arrived in UK, 23 November 1941; to No.2 Signals School, 12 December 1941; to No.35 Squadron, 23 December 1941; promoted Corporal, 7 June 1942; promoted Sergeant, 24 July 1942; to Officers School, Cosford, 3 February 1943; commissioned 4 March 1943 and posted to RAF Station Snaith; promoted Flying Officer, 4 September 1943; promoted Flight Lieutenant, 13 November 1943; to No.51 Squadron, 21 January 1944; to No.139 Squadron, 11 May 1944; to No.4 Group Headquarters, 14 October 1944; to No.43 Base, 19 November 1944; to Transport Command, 20 May 1945; repatriated to Canada, 23 November 1945; released 4 January 1946.

\* \* \* \* \*

ADAMS, S/L John Lindley (C5160) - **Mention in Despatches** - No.63 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Home in Vancouver. Enlisted in Montreal 16 May 1941 in Armament branch. Promoted Flying Officer, 22 September 1941. As of 23 September 1941 he was at No.7 AOS. Promoted Flight Lieutenant, 1 May 1942. To "Y" Depot, 4 January 1943. To RAF overseas, 2 February 1943. Promoted Squadron Leader, 31 May 1944. Repatriated 16 October 1944. To Western Air Command, 18 November 1944. To Canadian Joint Staff, Washington, 5 April 1945. To Release Centre, 16 August 1945; retired 21 September 1945. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 31 July 1944 to No.6 Group Headquarters. Had served 21 months in Canada, 17 and one half months overseas.

Flight Lieutenant Adams is the Base Armament Officer, having taken over that position when this Base was formed in May 1944. Prior to that time he was the Station Armament Officer at Leeming. This officer has shown himself to be an excellent organizer which is reflected in the manner in which armament matters

have gone smoothly on despite the many daily bomb load changes. Without thought of the many long hours involved, Flight Lieutenant Adams has worked tirelessly and cheerfully.

\* \* \* \* \*

ADAMS, Corporal Joseph Hervey Chauncey (R73678) - **Mention in Despatches** - No.64 Base - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 8 January 1911. Home in Rat River, County Laviolette, Quebec. Enlisted in Montreal 7 October 1940 as Airframe Mechanic and posted to No.4 Manning Depot. To Technical Training School, 23 November 1940. To No.8 Repair Depot, 2 April 1941. Promoted AC1, 10 April 1941. Promoted LAC, 1 October 1941. To "Y" Depot, 21 January 1942. To RAF overseas, 23 February 1942. Promoted Corporal, 1 October 1942. Repatriated 1 June 1945. To No.419 Squadron, 11 June 1945. To Scoudouc, 14 July 1945. To Release Centre, 5 October 1945; released 10 October 1945. Identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations with MiD recommendations for 1 February to 31 July 1945 identifies unit. No citation in AFRO or biographical file. DHist file 181.009 D.4364 (RG.24 Vol.20648) confirms unit and has recommendation submitted 5 May 1945, stating he had served 16 months in Canada, 39 months overseas.

This airman while working in a junior position has had the responsibility of a section of major proportion at this Base. His personality, [and] technical ability resulted in a production of serviceable aircraft for operations against our common enemy which has far surpassed the normal requirements in his particular sphere. The co-operation he has inculcated in those under him is the result of his evident pleasure in his work and inspired leadership.

\* \* \* \* \*

ADAMS, F/L Lawrence John (J7439) - **Commended for Valuable Services** - No.10 SFTS - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born in Winnipeg, 7 March 1917. Enlisted in Winnipeg, 9 January 1941 and posted to No.2 Manning Depot. To No.3 BGS, 10 February 1941 (guard duty). To No.2 ITS, 29 March 1941; graduated and promoted LAC, 3 May 1941 when posted to No.14 EFTS; graduated 3 July 1941 when posted to No.11 SFTS; graduated and commissioned 1 September 1941. To Trenton, 14 September 1941. To No.10 SFTS, 16 December 1941. Promoted Flying Officer, 13 September 1942. Promoted Flight Lieutenant, 15 January 1943. Promoted Squadron Leader, 1 August 1944. To No.5 Release Centre, 6 February 1945; retired 7 February 1945. Employed by TCA (Air Canada) after the war. In 1958 he became President of Avis (Canada) Limited. Retired in 1978 as Chairman of the Board. As President of the Canadian Tourist Association he transformed it into the Tourism Industry Association of Canada. Died in Halifax, 11 July 2004. See <http://www.airmuseum.ca/bios/adams.html>.

This officer, for the past two and a half years, has executed his flying instructional duties with exceptional zeal. He is an outstanding pilot and has contributed much to the high standard of pilots graduating from this school.

\* \* \* \* \*

ADAMS, P/O Norman Thomas (J88226) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 24 March 1921, Glace Bay, Nova Scotia; home in Conheath or Sydney River, Cape Breton, Nova Scotia. Clerk, enlisted in Halifax, 22 July 1941 as Clerk (General) and posted to No.4A Manning Depot. To No.1 BGS, 3 August 1941. To AFHQ, 17 November 1941. Promoted AC1, 1 July 1942. Promoted to LAC, 1 October 1942. Remustered to aircrew and posted to No.5 ITS, 10 October 1942; may have graduated 19 December 1942 but not posted to No.4 BGS until 23 January 1943; graduated 19 March 1943 when posted to No.9 AOS; graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 26 May 1943; to RAF overseas, 22 June 1943. Commissioned 30 July 1944. Promoted Flying Officer, 30 January 1945. Repatriated 7 June 1945. To No.8 OTU, 8 June 1945. Retired 11 October 1945. Medal sent by registered mail, 9 February 1950. Died in Coxheath, Cape Breton County, Nova Scotia, 24 July 2004. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9051 has recommendation dated 21 December 1944 when he had flown 57 sorties (233 hours), 9 April to 17 December 1944.

9 April 1944 - Lille  
11 April 1944 - Aachen  
24 April 1944 - Karlsruhe  
26 April 1944 - Essen  
10 May 44 - Lens  
11 May 44 - Louvain  
21 May 44 - Duisburg  
22 May 44 - Dortmund  
24 May 44 - Aachen  
27 May 44 - Bourg Leopold  
28 May 44 - Mardick  
31 May 44 - Montcouple  
5 June 1944 - Longues  
7 June 1944 - Foret de Cerisy  
9 June 1944 - Rennes  
11 June 1944 - Tours  
14 June 1944 - Everecy  
15 June 1944 - Fouillard  
16 June 1944 - Renescure  
27 June 1944 - Oisemontnaville Bois  
2 July 44 - Oisemontnaville Bois  
4 July 44 - Villeneuve St. Georges  
9 July 44 - L'Hey

10 July 44 - Nucourt  
11 July 44 - Gapennes  
12 July 44 - Tours  
20 July 44 - Wizernes  
23 July 44 - Kiel  
24 July 44 - Stuttgart  
25 July 44 - Stuttgart  
28 July 44 - Stuttgart  
31 July 44 - Foret de Nieppe  
16 August 1944 - Stettin  
18 August 1944 - Connantre  
25 August 1944 - Brest  
20 September 1944 - Calais  
23 September 1944 - Neuss  
27 September 1944 - Calais  
5 October 1944 - Saarbrucken  
14 October 1944 - Duisburg  
14 October 1944 - Duisburg  
19 October 1944 - Stuttgart  
25 October 1944 - Essen  
31 October 1944 - Cologne  
2 November 1944 - Dusseldorf  
6 November 1944 - Gelsenkirchen  
18 November 1944 - Wanne Eickel  
20 November 1944 - Koblenz  
21 November 1944 - Worms  
14 July 44 - St.Philibert  
27 November 1944 - Frieburg  
29 November 1944 - Dortmund  
4 December 1944 - Urst  
5 December 1944 - Soest  
6 December 1944 - Merseburg Leuna  
17 December 1944 - Ulm

Throughout the 57 attacks against the enemy in which he has taken part, Pilot Officer Adams has consistently maintained a very high standard of efficiency. he is an operator of special equipment and, on many occasions, has played a vital part in attacks against enemy targets.

He always displays the most praiseworthy determination and coolness under the heaviest fire and by his keenness to fly against the enemy whenever possible, he sets a very fine example to his fellow Air Bombers. In recognition of this officer;s record of accuracy and reliability, and the part he has played in bombing attacks against the enemy, he is recommended for the non-immediate award of the Distinguished Flying Cross.

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ADAMS, F/L Robert Austin (J7340) - **Air Force Cross** - No.353 Squadron (Transport Command) - AFRO gives unit as No.335 Squadron but recommendation is from No.353 Squadron. Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Born at Moose Jaw, Saskatchewan, 8 May 1917 (RCAF press release announcing award); two years at Campion University, five years as a book-keeper. Home in Regina; enlisted there 10 January 1941 and posted to No.2 Manning Depot. To No.4 SFTS (guard duty), 21 February 1941. To No.2 ITS, 29 March 1941; graduated and promoted LAC, 2 May 1941 when posted to No.18 EFTS; graduated 2 July 1941 when posted to No.15 SFTS; graduated and commissioned 13 September 1941. To "Y" Depot, date uncertain; to RAF overseas, 23 February 1942. Repatriated via No.2 Air Command, 6 July 1945; retired 19 September 1945. Postwar he attended McGill and University of Toronto; became a teacher. Died in Regina, 20 April 2008. No citation in Canadian sources. Public Records Office Air 2/8771 has citation drafted when he had flown 1,801 hours, 431 in past six months. Medal sent by registered mail 24 February 1950. Photo PL-18204, taken 9 August 1943, shows him in India (left to right: P/O G. France of Prince Albert, P/O J.S. Miller of Bladworth, Saskatchewan, and F/O R.A. Adams). RCAF photo PL-31237 (ex UK-13303 dated 4 August 1944) is captioned as follows - "His regular job is piloting a two-motored Hudson to all parts of India, Ceylon and Burma but F/L Bob Adams is shown here on a motorcycle he uses to speed about his drome 'Somewhere in India'. A deputy flight commander with a transport squadron, Bob already has completed an operational tour on general reconnaissance with the same squadron which photographed the entire Burma coast and engaged in convoy patrols, anti-submarine sweeps and strikes against Japanese shipping. At present the squadron which includes 22 RCAF fliers carries personnel, mail and cargo throughout the Far East."

Flight Lieutenant Adams is a pilot and Training Officer of his squadron. In completing a large number of flying hours, including 200 hours on operational duty, under varying conditions and through two monsoons, without accident, this officer has displayed efficiency, a knowledge of aviation and devotion to duty of a very high degree. He has also applied his knowledge and experience to his duties as Training Officer with excellent results.

RCAF photo PL-31236 (ex UK-13303 dated 4 August 1944) is captioned as follows: "Standing in front of one of the Hudsons which saw them through one operational tour as a general reconnaissance squadron along the Burma coast and still serves them as a transport squadron in the Far East are seven members of the RCAF. There are 22 Canadians with the squadron and most of them have been in India for almost three years. On general reconnaissance the squadron photographed the entire Burma coast and engaged in convoy patrol, anti-submarine sweeps, low level reconnaissance, and strikes against Japanese shipping. Now with Transport Command the squadron conveys personnel, mail and freight to all parts of India, Ceylon and Burma. From left to right the Canucks are: front row, F/O Sam Shernofsky, J17215 (Outremont, navigator, Mentioned in Despatches), and Johnny Wark J18659 (Lindsay, Ontario, pilot); back row: P/O Stan Mason, J85512 (Vancouver, wireless air gunner), F/O Eugene Gauthier, J16497 (Edmonton, pilot), F/O George France, J16263 (Edmonton, navigator, Mentioned in Despatches), F/L Bob Adams, J7340 (Regina, pilot, awarded AFC) and P/O Elmer Ludlow, J18600 (Saskatoon, trade

not stated in caption), RCAF photo PL-31237 (ex UK-13303, dated 4 August 1944) has the following caption: "His regular job is piloting a two-motored Hudson to all parts of India, Ceylon and Burma, but F/L Bob Adams, J7340, 3130 Victoria Avenue, Regina, is shown here on the motorcycle he used to speed about his drome 'somewhere in India.' A deputy flight commander with a transport squadron, Bob has already completed an operational tour on general reconnaissance with the same squadron which photographed the entire Burma coast and engaged in convoy patrols, anti-submarine sweeps and strikes against Japanese shipping. At present the squadron, which includes 22 RCAF fliers, carries personnel, mail and cargo throughout the Far East."

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ADAMS, S/L William Houghton (J5783) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1724/43 dated 27 August 1943. Born in Toronto, 24 April 1917; home there. Educated in Toronto, Aurora (St. Andrews College) and University of Toronto (four years, BA and Honours, Law). Previous military service was Cadets in school, COTC at University of Toronto (private and officer). Enlisted in Toronto, 19 September 1940 and posted to No.2 Manning Depot, Brandon. To No.6(BR) Squadron, Prince Rupert Detachment, 20 October 1940. To No.2 ITS, 21 December 1940; graduated and promoted LAC, 27 January 1941 when posted to No.2 EFTS, Fort William; may have graduated 1 April 1941 but not posted to No.7 SFTS until 8 April 1941; graduated and promoted Sergeant, 21 June 1941; commissioned 22 June 1941. To Embarkation Depot, 22 June 1941; to RAF overseas, 6 July 1941. Taken on strength of No.3 PRC, Bournemouth, 9 July 1941. To No.3 School of General Reconnaissance, 23 August 1941. To No.415 Squadron, 11 November 1941. Detached for course, date uncertain but rejoined No.415 Squadron, 29 December 1941 and was with it off and on until 26 July 1943 when posted to RCAF Overseas Headquarters (Directorate of Air Staff). Promoted Flying Officer, 22 June 1942. Promoted Flight Lieutenant, 15 January 1943. Promoted Squadron Leader, 4 May 1943. Repatriated 22 August 1944. In view of the fact that he had not flown in a year, it was recommended that he be sent to No.6 OTU, Comox and trained in transport work, with a view that he eventually be returned to the United Kingdom for service with an RCAF transport squadron. This did not happen. To No.1 Training Command, 28 September 1944. To No.9 SFTS, 11 October 1944. To Release Centre, 6 November 1944; retired 1 January 1945. Died in Toronto, 19 August 1989 as per **Legion Magazine** of November 1989 and **Airforce Magazine**, January-February-March 1990. Photo PL-7905 shows him with F/L J.R. Sumaner of Hamilton.

In May 1943, this officer was pilot of a bomber detailed to attack a convoy off the Frisian Islands. The largest merchant vessel in this convoy was successfully attacked in spite of anti-aircraft fire. In July 1942, this officer attacked and sank an enemy merchant vessel near the Dutch coast and in November 1942 he made a successful attack on an escorted merchant vessel in the Bay of Biscay. Throughout all his operational missions this pilot has displayed keenness and devotion to duty.

NOTE: Public Record Office Air 2/8964 has recommendation drafted 22 May 1943 when he had flown 21 sorties (101 operational hours).

On May 17<sup>th</sup> Squadron Leader Adams was pilot of a Hampden torpedo bomber detailed to attack a convoy off the Frisian Islands. This convoy or another one close to it was found and the largest merchant vessel in it, between three and four thousands tons, was attacked with torpedo. Accurate light flak and tracer was encountered during the attack and get-away. Soon afterwards another aircraft patrolling in the same area saw two ships with decks awash and surrounded by life boats, and it is presumed that one of these was the ship which Squadron Leader Adams attacked.

Squadron Leader Adams has carried out a number of operational sorties and has at all times shown keenness and devotion to duty. He is one of the most reliable pilots on the squadron and has carried out previous attacks against heavy opposition but without any results being observed. He has proved to be a good and steady influence on the other members of the squadron.

The Station Commander, Thorney Island, simply wrote "Strongly Recommended" on the form (22 May 1943). Contradicting the statement about lack of observed results on previous occasions, the Air Officer Commanding, No.16 Group, wrote on 25 May 1943:

In addition to the ship sunk on May 17<sup>th</sup>, Squadron Leader Adams, in bad weather torpedoed and sank a ship on the Dutch coast on the night of 30<sup>th</sup> July 1942, landing back on the beach near North Coates with only five minutes petrol left. On 6<sup>th</sup> November 1942 he attacked a Motor Vessel and three escorts in the Bay of Biscay in a most determined manner, but results were not observed. At all times he has shown keenness, determination and devotion to duty. Strongly recommended.

Further to the above, No.415 Squadron Form 541 for 30 July 1942 recorded attack by eight aircraft (four with bombs and four with torpedoes) and Hudson of No.59 Squadron. Three reported no sightings; one crashed soon after takeoff, one pursued by enemy night fighter, and the remainder (all with torpedoes) attacked. Adams was airborne 2248 to 0550, with Flight Sergeant B.F. Sutton, Sergeant W.G. Metcalfe and Sergeant T.A. Leblanc.

Load - one torpedo Mark XII D Head Duplex set at Contact. Target convoy off Ameland. Sight at 0110/31/7 approximately 12 ships in line astern with escort vessels on flanks. Motor Vessel 2/3,000 tons flush deck type attacked at 1,000 yards, 60/70 feet. No results seen. Heavy tracer fire during run in. Aircraft landed on beach at Donna Nook owing bad visibility.

The diary for 6 November 1942 indicates a solo strike by Adams, Hampden N/415, crew as above, airborne 1547-1950. Narrative as follows:

Load - torpedo. Set out on anti-shipping strike from St.Eval. At 1811 sighted merchant vessel and three escort vessels in Bay of Biscay and attacked at 1814. Smoke was first observed on horizon 10-12 miles distant, 4 points on starboard

bow. Target identified as 400 foot three-island type Motor Vessel. Heavy and accurate flak from all vessels encountered in run up. Correct identification cartridge fired. Torpedo dropped from 80 feet, 1,100 yards, from port bow, 80 degree to track. Results not observed due to violent evasive action. Aircraft landed at Predannack. No damage to aircraft or casualties to personnel.

The Form 541 entry of No.415 Squadron, 17 May 1943, records that eight Hampdens were sent out on a shipping strike; two were reported missing, one returned early (directional gyro unserviceable), two reported seeing no targets and three made attacks. Adams in U/415 was airborne at 2149 hours, landed 0349 hours on the 18<sup>th</sup>, and described his sortie as follows:

Airborne Thorney Island loaded with torpedo set at eight foot contact on anti-shipping strike off the Dutch coast. In patrol area a convoy of 12 vessels in staggered formation was observed. The largest vessel was approximately 4,000 tons of the three-island type. U/415 carried out attack on first ship in line on the port side. Torpedo was observed to run for a few seconds towards amidships. Due to evasive action to avoid light flak results were not observed but one vessel is claimed. U/415 then circled and saw another convoy of similar composition about four miles away with an aircraft attacking and an unusual amount of black smoke coming from the second vessel from the east. Aircraft U/415 set course for base and landed at Thorney damaged by one cannon shell.

**Training:** Interviewed 1 August 1940 by F/O J.M. MacDonald who wrote, "Excellent appearance. Pleasing personality. Alert. Well organized. Excellent home training. Thorough knowledge of discipline. Morally, socially and intellectually fit for Commission. Excelled in sports.

Course at No.2 ITS was 24 December 1940 to 27 January 1941. He placed 66<sup>th</sup> in a class of 183. Courses and marks as follows: Mathematics (72/100), Armament, practical and oral (70/100), Visual Link (65/100), Drill (82/100), Law and Discipline (92/100). "Excellent background. COTC Sergeant. Good type, keen and confident." (W/C J.H. Burden).

Course at No.2 EFTS was 28 January to 29 March 1941. Flew 38 hours 20 minutes dual and 56 hours 45 minutes solo on Tiger Moths. Flying assessed as "Keen, alert, studious, average ability." Ground school courses and marks as follows: Airmanship (192/200), Airframes 89/100, Aero Engines (74/100), Signals, practical (95/100), Theory of Flight (96/100), Air Navigation (140/200), Armament, oral (172/200). Placed third in a class of 25.

Course at No.7 SFTS was 10 April to 21 June 1941. Flew 35 hours 55 minutes day dual, 37 hours 40 minutes day solo, three hours 50 minutes night dual, six hours ten minutes night solo. Also logged 18 hours 25 minutes in Link. Ground courses and marks as follows: Airmanship and Maintenance (176/200), Armament, written (86/100), Armament, practical (86/100), Air Navigation and Meteorology (144/200), Signals, written and practical (134/150). "Splendid type. Very good pupil. Very keen." Graduated first in a class of 38.



**Notes:** Damaged Blenheim IV, Z5743, Category "B", Thorney Island, 11 April 1942 at 1515 hours. He reported, "Pilot checked cockpit and controls before taxiing aircraft from dispersal. Starboard undercarriage collapsed when soft ground was encountered near the hangar." However, the investigator wrote, "This accident was not caused by any technical defect. On inspection of the aircraft the selector was found to be in the neutral position." The blame was attributed to Adams, who had never flown solo on Blenheims although he had been given 20 minutes dual instruction and had carried out at least 132 hours flying overseas. Cockpit drill poor and his log book was endorsed.

Damaged Hampden I, AE368, at Donna Brook, "write off", 0135 hours of 19 June 1942 on non-operational night training flight. At the time he had 255 hours flying time overseas, 144 hours on Hampdens. "Pilot states that in making a night circuit he selected wheels down and green light failed to come on. He checked selection and found it correct. He then twice throttled back and as the warning horn did not blow and hydraulics had not given any trouble during flight he assumed the wheels were down and landed. After running a few seconds the wheels collapsed and warning horn started to blow." Investigations found the undercarriage and warning light systems were operable but that the warning buzzer worked only intermittently. The report concluded, "It is evident that the warning horn was unserviceable. Even so, in my opinion the pilot should have operated his emergency undercarriage lowering gear." His crew at the time were R70902 Flight Sergeant B.F. Sutton (observer, R65317 Sergeant E.W.G. Metcalf (WAG) and R76169 Sergeant T.A. LeBlanc (WAG).

Application for RCAF Operational Badge, 18 December 1943, stated he had flown 22 sorties (102 operational hours), 9 May 1942 to 26 July 1943.

His rapid and relatively early release from the RCAF was occasioned by a letter he wrote, 2 October 1944 to the Air Officer Commanding, No.1 Training Command, in which he asked permission to resign his commission. He wrote, in part:

Before joining the RCAF I graduated in honour law at the University of Toronto and had spent one year at Osgoode Hall, and am therefore desirous of completing my education there as soon as conveniently possible. As I have been away from Osgoode Hall over four years, I am anxious to resume my legal studies while still retaining some knowledge of the previous ground work.

Since going overseas my father has died. My brother is at present with the Canadian Army in Italy. My bereaved mother has been living at home alone for approximately two years and has had a good deal of nervous trouble and worry with two sons in the Service, which has resulted in an internal nervous upset. I feel that my being at home would alleviate this condition, at least in part, and also by assuming my responsibility in the home, that I would relieve my mother of a good many burdens which she is hardly able to carry.

I am 27 ½ years of age and feel that by continuing in the Service I would likely be overseas a further two years at least, which would make the further pursuit of law

very difficult as it is such a long course. Having spent five years studying law, I am loathe to have to abandon the time and money already spent; and further I feel that my start in life has already been delayed to a marked degree, let alone what it would be after serving more years of service.

Authorities agreed and he was rapidly released.

\* \* \* \* \*

ADAMS, F/L Willis Edward (J17235) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 8 May 1920 in New Westminster, British Columbia; home in Keremeos, B.C. Enlisted in Vancouver 13 February 1941 and posted to No.2 Manning Depot. To No.32 SFTS (guard duty), 29 March 1941. To No.2 WS, 24 May 1941; promoted LAC, 26 June 1941; to Trenton, 9 December 1941; to No.5 BGS, 15 January 1942; graduated and promoted Sergeant, 16 February 1942. To "Y" Depot, 17 February 1942. To RAF overseas, 12 March 1942. A document in the National Archives of Australia dated 2 March 1943 states that as of that date he had flown 12 ½ sorties with No.466 Squadron as a Sergeant Air Gunner. Commissioned 16 March 1943. Promoted Flying Officer, 16 September 1943. Promoted Flight Lieutenant, 12 June 1944. Repatriated 8 April 1945. To Western Air Command, 17 April 1945. Retired 11 September 1945. Presented with medal 5 March 1949. He was employed with immigration for 32 years. Died at Maple Ridge, British Columbia, 1 June 2006 as per **Legion Magazine** of November 2006. RCAF photo PL-40249 (ex UK-15788 dated 13 October 1944) shows W/C V.F. Ganderton (left), new CO of Lion Squadron with F/L W.E. Adams, Lion Squadron Gunnery Officer. No citation in AFRO other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation forwarded from squadron, date uncertain but apparently early July 1944 when he had flown 26 sorties (138 hours 50 minutes), 21 January 1943 to 8 June 1944. He was also Squadron Gunnery Leader. Photo PL-28624 shows him being shown room at Maple Leaf Club, London, by Mrs. Florence Harvey (Red Cross worker from Guelph); PL-35932 (formal portrait); PL-40249 shows him as Squadron Gunnery Leader with W/C Vaughan Ganderton.

This officer has completed twenty-six operational bombing sorties against the enemy, nineteen of which have been on major targets. Flight Lieutenant Adams is the Gunnery Leader for the squadron and his work in general is of an excellent calibre. His co-operation, coolness and devotion to duty have been an outstanding example not only to his crew, but to the entire squadron.

The sortie list was as follows:

21 January 1943 - Gardening (4.35)  
4 February 1943 - Lorient (6.20)  
6 February 1943 - Gardening (7.15)  
12 February 1943 - Gardening (4.05)  
13 February 1943 - Lorient (6.00)

17 February 1943 - Emden (4.00)  
3 March 1943 - Hamburg (6.00)  
5 March 1943 - Essen (5.25)  
26 March 1943 - Duisburg (4.30)  
28 March 1943 - St. Nazaire (6.30)  
29 March 1943 - Bochum (5.30)  
4 April 1943 - Kiel (6.30)  
10 April 1943 - Frankfort (7.15)  
26 April 1943 - Duisburg (5.50)  
28 April 1943 - Gardening (6.20)  
4 May 1943 - Dortmund (5.30)  
12 May 1943 - Duisburg (5.35)  
13 May 1943 - Bochum (6.10)  
27 May 1943 - Essen (5.40)  
11 June 1943 - Dusseldorf (5.20)  
undated - sea search - no time shown  
24 July 1943 - Hamburg (5.30)  
25 July 1943 - Gardening (3.30)  
6 October 1943 - Hanover (5.20)  
22 May 1944 - Le Mans (4.30)  
8 June 1944 - Mayennes (5.40)

\* \* \* \* \*

ADAMSON, WO1 (now P/O) Arthur Christopher (R93537/J35979) - **Distinguished Flying Cross** - No.10 Squadron (Canada) - Award effective 14 November 1944 as per **Canada Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 10 November 1921. Home in Vegreville, Alberta; enlisted Edmonton, 14 March 1941 and posted to No.2 Manning Depot. To No.37 SFTS (guard duty), 2 May 1941. To No.2 ITS, 8 June 1941; graduated and promoted LAC, 14 July 1941 when posted to No.5 EFTS; graduated 30 August 1941 when posted to No.10 SFTS; graduated and promoted Sergeant, 21 November 1941. To No.9 BGS, 28 November 1941. To No.31 GRS, date uncertain. To Eastern Air Command, 1 March 1942. To No.2 Air Navigation School, 3 March 1942. Promoted Flight Sergeant, 21 May 1942. Promoted WO2, 21 November 1942. To No.10 (BR) Squadron, 15 April 1943. Commissioned 12 July 1943. To No.2 Air Command, 19 February 1945. To Release Centre, 9 September 1945. Retired 10 September 1945. Medal sent by registered mail 11 July 1950. //

This pilot has successfully completed many hours of operational flying in the North Atlantic area. On one occasion he assisted materially in the execution of an attack on an enemy U-Boat in the face of very intense anti-aircraft fire. This officer has maintained a very high standard as a reliable and skilful pilot and has been an excellent example to his crew and squadron.

\* \* \* \* \*

AGAR, F/L Carlyle Clare (C24744) - **Air Force Cross** - No.24 EFTS (since moved to No.5 EFTS) - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO

2684/44 dated 15 December 1944; reported to have flown 2,600 hours to date, 2,400 hours as instructor, 261.05 hours in previous six months. Born at Lion's Head, Bruce County, Ontario, 28 November 1901 (birth date from **Who's Who in Canada**, 1966 and website, Canadian Aviation Hall of Fame). Educated in Edmonton. Learned to fly at Edmonton Aero Club (1928-1929). Hired in 1932 by Department of Indian Affairs as agricultural instructor; returned to farming 1934. In 1939 tried to join RCAF and rejected due to age. Finally accepted in 1940; formally enlisting in Edmonton, 15 January 1941. Trained as an instructor at Moose Jaw and Trenton (posted to Trenton 26 April 1941). Promoted Sergeant, 7 June 1941. To No.16 EFTS, 16 August 1941. Granted Leave Without Pay and assigned to instruct at Edmonton, High River and Abbotsford. Commissioned 6 October 1942. Promoted Flying Officer, 6 April 1943. Promoted Flight Lieutenant, 1 March 1944. To Release Centre, 10 January 1945; retired 19 January 1945. Medal presented 3 January 1952. Postwar he formed South Okanagan Flying Club and then Okanagan Air Service. In 1947 began first Canadian commercial helicopter operations, initially spraying forests, then topographical surveys in mountains where he pioneered helicopter work at altitude. This led to work on transporting prospectors in bush areas and moving construction materials. Awarded Trans-Canada (McKee) Trophy, 1950. Died in Victoria, 27 January 1968; admitted to Canadian Aviation Hall of Fame, 1973.

For the past four years this officer has made an excellent record in elementary flying training. He has displayed at all times flying skill and devotion to duty which have set a very high example for other instructors to follow.

The following is from the nomination for the McKee Trophy composed by Robert B. Gayer, President, Associated Air Taxi Ltd.:

### **BRIEF HISTORY OF CARL AGAR**

The Trans-Canada (McKee) Trophy awarded annually to one selected as having contributed most highly to the advancement of Aviation in Canada is again before the attention of those responsible for selecting a winner. The consideration receiving the greatest emphasis is the one dealing with "the extension of the operation of aircraft into new fields". With this in mind, we feel privileged indeed to sponsor for this award, the nomination of Mr. Carl Agar, General Manager and Chief Pilot of the Okanagan Air Services.

Carl Agar first became interested in aviation back in 1929 when those having anything to do with aircraft in general were automatically placed in the category of the intrepid birdmen.

His first flight at the invitation of "Wop" Map convinced him where his interest really lay. Soon afterward, he qualified for his private license under the careful supervision of Moss Burbridge, who was Chief Flying Instructor with the Edmonton Flying Club. At the outbreak of war in 1939, Mr. Agar enlisted with the R.C.A.F. In the war years to follow, his working hours were spent patiently guiding the exuberant youngsters through the elementary phases of pilot training. He literally lived, breathed and dreamed needle, ball and airspeed. The Air Force saw fit to award this diligent, conscientious man with a well-deserved A.F.C. They did

not, however, consider his pleas for a chance of an overseas posting, their reason being, his age was against him. As far as aviation was concerned, Carl Agar was an old man.

With the war over, Carl was out of a job and with literally thousands of ex R.C.A.F. Pilots, all seeking employment in the aviation field, prospects for his continued flying did not look too good. However, in the years past, an idea has been re-occurring, the idea of exploiting the possibilities of the flying egg-beater, technically known as the Helicopter. In 1946, persistent inquiries brought about his meeting with the Bell Helicopter people who had successfully obtained a commercial license for their first model. There and then, Carl decided that his next step would be to learn the intricate business of flying the rotary wing aircraft. Shortly afterwards, he successfully graduated from the Helicopter School in Yakima and, with his new gained knowledge and a Bell Helicopter, headed for British Columbia.

Now his real job was to commence. The value of his machine lay in its ability to reach points entirely inaccessible to any other form of transportation. This meant one thing – mountain flying, a new field necessitating the pioneering of new techniques. It meant the successful navigation through some of the wildest most rugged treacherous mountain terrain to be found on the whole North American continent, or for that matter, anywhere in the world. It meant acquiring the ability to land a machine on a small shelf or rock, a difficult feat under normal conditions, but with howling winds creating vicious up-drafts, alternating to down drafts without a moment's notice, and operating with altitudes which varied from five to eight thousand feet; it presented problems until now never confronted by pilots.

Carl Agar had learned to fly his Helicopter in Yakima under the best of conditions. He could take off on level ground, climb, fly around and land on the same smooth prepared field with the proficiency that such an operation required, but what confronted him now was drastically different. It was almost as though he were learning again, only this time without the comforting guidance of an experienced instructor. Off to the mountains he went, intent on developing a new technique of flying that would successfully cope with the many pitfalls that lay in the path of the inexperienced helicopter pilot.

In what might well be called a self-imposed familiarization course, it was not unusual for Carl to hover and circle some precipitous mountain ledge, sometimes for as long as an hour, before mustering courage to attempt a landing that could well be the final one. He mastered the technique of "bump jumping", a method of taking off at high altitudes where, in order to gain clearance, the machine is literally bounced into the air until sufficient height permits a slide-off into the open spaces of the chasm below.

No amount of writing could do justice to this man who single-handedly, under the most hazardous conditions, subject to terrific mental and physical stress finally emerged with the sound technique required for the mountain type of operation.

Agar's first commercial job required a landing to be made on the top of Walach mountain. On this assignment he carried a Mr. C.G. Emerson with the Topographical Division of the B.C. Provincial Government. To make certain that this could be done successfully, he first went in alone, then returned and carried his passenger, and the first operation of its kind in B.C. was completed successfully. Gradually other people became convinced of the practicability of the Helicopter and jobs came from many sources. Great savings were made in time and money in the erection of the Palasade Lake Dam when literally everything that went into its construction, cement, gravel, structural steel, equipment, etc. was carried by helicopter. In two years operation, over 500,000 pounds of freight of all description was transported to areas inaccessible to all other forms of transportation.

Operations extended all the way from the British Columbia border in the south to the far flung surveys conducted by the Aluminum Company in the North. Jobs, such as the re-opening of the Rico Copper Mines Ltd. on the Chasm Range adjacent to Hope, were accomplished in record time. Previous to this, attempts to reach the property on foot had failed. Carl Agar was able to dispatch a machine to the required area in a matter of forty-five minutes and thereafter carried all the materials necessary for the proving of this property including materials for the construction of a two story bunk house. A total of 246 landings were made between 6000 and 6200 feet to complete this operation.

In off season time, Carl undertook the instruction of two more pilots to augment the staff of the Okanagan Air Services. Mr. Agar was perhaps the only man in Canada with the experience necessary to conduct a thorough helicopter course in mountain flying, with the result that his pupils proceeded directly to this type of work upon the conclusion of their training. They have since chalked up a total of nearly 2000 hours mountain flying making approximately 516 landings at altitudes of over 6000 feet. Proof of his acceptance by "men who know helicopters" came when, at the insistence of Bell officials leading Helicopter pilots of the U.S. Air Force en route to Alaska, were ordered to stop over in Vancouver and consult with Mr. Agar on methods of mountain flying.

By his courage and foresight, revolutionary changes were brought to exploratory fields in mining survey, forestry, patrol and rescue work. Many people, now living, owe their lives to this quiet, unassuming modest person. Development undreamed of has surged ahead by virtue of his determination. We feel that his name will go down as one of the pioneers in the annals of aviation history. It is believed that Carl Agar is the oldest operating Helicopter Pilot in the world today.

\* \* \* \* \*

AGRIOS, F/O James Edward (J17646) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944. Born in Camrose, Alberta, 20 April 1921; home there. Enlisted in Edmonton, 24 June 1941. Granted Leave Without Pay until 9 July 1941 when posted to No.2 Manning Depot. To No.12 SFTS (guard duty), 15 August 1941. To No.2 ITS, 13 September 1941; graduated and promoted LAC, 26 October 1941 when posted to No.6 AOS; graduated 31 January 1942 when posted to No.5 BGS; graduated and promoted Sergeant, 14 March 1942 when posted to No.1 ANS; graduated 14 April 1942 when posted to "Y" Depot. To RAF overseas, 30 April 1942. Promoted Flight Sergeant, 14 September 1942. Commissioned 9 March 1943. Promoted Flying Officer, 9 September 1943. Promoted Flight Lieutenant, 25 May 1944. Repatriated at uncertain date but taken on strength of No.2 Air Command, 30 April 1945. To Release Centre, 21 June 1945; retired 26 June 1945. DFC presented with medal May 1946.

Flying Officer Agrios has taken part in many attacks on German and Italian targets. In times of stress his cool efficiency and unfailing accuracy have been a constant source of encouragement and confidence to his crew. On one occasion when the aircraft in which he was flying was badly damaged and losing height rapidly he calmly navigated the bomber through a lengthy stretch of enemy territory to a position behind our lines where the crew were able to leave by parachute safely.

\* \* \* \* \*

AHALT, P/O Roy Mathias (J4889) - **Distinguished Flying Cross** - No.150 Squadron - Award effective 13 March 1942 as per **London Gazette** dated 27 March 1942 and AFRO 611/42 dated 24 April 1942. American in the RCAF. Born in Brooklyn, New York, 6 February 1918; home in Downer's Grove, Illinois. Enlisted in Toronto, 19 September 1940. Posted to No.2 ITS, 5 November 1940; to No.15 EFTS, 11 December 1940; to No.32 SFTS, 28 January 1941. Graduated and commissioned 11 April 1941. To Halifax, 12 April 1941; to RAF overseas, 19 May 1941. Retired (transferred to American forces), 15 March 1942. Served with USAF in staff appointments in Rabat (Morocco) and the Pentagon, as well as Air Attache to Rangoon and Tokyo. Retired after 33 years of service and took up farming near Leesburg, Virginia and built a solar-powered barn. An accident in 1995 reduced his activity and he moved to San Diego. Died in San Diego, 15 March 2009. Invested at Buckingham Palace November 1942. Photo PL-10622 is formal portrait.

As captain of aircraft this officer carried out two operational missions on successive nights in March, 1942. In face of heavy anti-aircraft fire he deliberately descended to a low altitude in order to identify the exact target which on both occasions was successfully bombed. Throughout a long record of operational flying this officer has displayed high courage, determination and efficiency.

\* \* \* \* \*

AIKMAN, F/O Frederick Alan (J7460) - **Distinguished Flying Cross** - No.154 Squadron - Award effective 19 February 1943 as per **London Gazette** of that date and AFRO 513/43 dated 26 March 1943. Born 5 March 1919 in Toronto; clerk and ledger keeper there (1936-1940); served with Queen's Own Rifles (1939-1940, Sergeant); enlisted Toronto 6 November 1940. To No.3 Training Command, 9 December 1940. To No.31 GRS (guard) same date. To No.3 ITS, 22 March 1941; graduated and promoted LAC, 21 April 1941; posted that date to No.12 EFTS; may have graduated 24 June 1941 but not posted to No.1 SFTS until 3 July 1941; graduated and commissioned 13 September 1941. To "Y" Depot, 14 September 1941; to RAF overseas, 28 September 1941, arriving 14 October 1941. To No.57 OTU, 11 November 1941. To No.154 Squadron, 6 January 1942 (although probably not taken on strength until 20 January 1942). Wingman to W/C Paddy Finucane when the latter killed in action. Promoted Flying Officer, 13 September 1942. Moved with No.154 Squadron to North Africa, January 1943. Hospitalized 27 July 1943 (malaria). Promoted Flight Lieutenant, 13 September 1943. To Canada, 14 November 1943. On strength of No.4 Training Command (Calgary), 12 January 1944; to AFHQ, 21 March 1944; to No.6 OTU (Comox), 12 June 1944 for conversion to Dakotas. Left No.6 OTU, 17 September 1944 and posted overseas on 27 September 1944. With No.436 Squadron, 14 November 1944 to 23 September 1945; promoted Squadron Leader, 4 August 1945. To Canada, 23 November 1945; released 10 December 1945. Died in St. Catharines, Ontario, 21 March 1991. Medal sent by registered mail. For additional details see H.A. Halliday, **The Tumbling Sky** and Chris Shores, **Aces High**. Aerial victories as follows: **12 November 1942**, one Ju.88 destroyed; **13 November 1942**, one Ju.88 destroyed; **16 November 1942**, two Savoia aircraft destroyed (half-share in each); **22 November 1942**, one Ju.88 probably destroyed; **28 November 1942**, one Do.217 destroyed, one Do.217 damaged; **13 January 1943**, one FW.190 destroyed; **5 April 1943**, one Ju.87 destroyed one Bf.109G damaged; **10 April 1943**, one Bf.109G destroyed; **13 April 1943**, one Bf.109G damaged; **25 April 1943**, one Bf.109G destroyed; **17 July 1943**, one Macchi fighter destroyed. Photo PL-10283 shows him wearing "liberated" Afrika Corps hat. PL-15903 (ex UK-4084 dated 28 May 1943) shows A/V/M Curtis talking to F/L F.A. Aikman; between the two is his Commanding Officer, S/L Wenman. PL-23070 is a good full-length photo. Photo PL-60659 shows him in Burma (F/O G.G. Bell, Aikman, F/O R.B. Forrest). A form dated 21 November 1943 credits him with 50 hours on Finches, 20 on Yales, 80 on Harvards, two on Master Is, five on Magisters, and 700 on Spitfires (Mks.I, II, V, VIII and IX). Time includes 40 hours at No.57 OTU, and estimated time on first tour as 400 hours. Another form gives him 388 hours 40 minutes on second tour. In an application to be a civilian pilot states that by August 1945 he had flown 2,500 hours including 1,000 on Dakotas, 1,100 on Spitfires, 400 on other types (might be exaggerated).

This officer has taken part in a large number of sorties over enemy territory from England. Since his arrival in Algeria he has destroyed three enemy aircraft and shared in the destruction of three others. Flying Officer Aikman is an exceptionally skilful pilot and a fine section leader who has always shown the greatest keenness to engage the enemy.

AIKMAN, F/L Frederick Alan (J7460) - **Bar to Distinguished Flying Cross** - No.154 Squadron - Award effective 16 October 1943 as per **London Gazette** dated 19 October 1943 and AFRO 2507/43 dated 3 December 1943.



Flight Lieutenant Aikman is a keen and tenacious fighter who has destroyed at least eight enemy aircraft. He has shown a rare zest for battle.

**Note:** No.436 Squadron flew its first operational missions on 15 January 1945. These involved seven aircraft and crews, in carrying petrol, food and medical supplies to 33 Corps at Schewbo. Seventeen sorties were completed with maximum loads. 34,981 pounds were para-dropped, 7,462 free-dropped and 75,509 pounds landed on the strip. The day's total was 59 tons delivered in 41 hours 50 minutes operational flying. F/L A.F Aikman flew three sorties on KG790. The first sortie was to Yeu, 7,000 pounds of food for 33 Corps, all of it landed. 0750-0853, on ground 15 minutes then returned to base, 0915-1010. His second sortie was also to Teu, 7,000 lbs food for 33 Corps, 1,200 lbs paradropped from 1,200 feet and remainder landed. Weather CAVU at Yeu - fighter escort was one Spitfire, and two Thunderbolts; outward flight was 1055-1210, on ground 15 minutes then return to base, 1225-1335. The third sortie was to Kan, 6,000 lbs of petrol. No fighter escort. Cargo landed. Outward flight was 1455-1605, on ground 35 minutes then return flight was 1640-1840.

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AINSLIE, F/L Ralph Murray (C21772) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born 22 August 1904. Home in St.Mary's, Ontario; enlisted London, Ontario 14 August 1940 in the Armament trade. To Air Armament School, 9 September 1940. To No.7 SFTS, 3 October 1940; to No.3 ITS, 17 March 1941; to No.13 SFTS, 22 September 1941; commissioned 1 January 1943; to No.5 Manning Depot, 8 January 1943; to No.10 EFTS, 21 January 1943; to No.8 OAS, 5 March 1943; to "Y" Depot, Halifax, 29 September 1943; to RAF overseas, 1 October 1943. Repatriated 1 October 1945. Retired 20 October 1945. Died 1999; buried in St.Mary's (Perth County), Ontario.

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AINSLIE, F/L Thomas Edgar Craig (C28055) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born in Comber, Ontario, 14 August 1917; home there; attended Ontario Agricultural College. Enlisted in Hamilton, 29 June 1940 and graded as Aircrew (Pilot), "S". Posted to Station Trenton, 30 June 1940. Granted indefinite leave without pay and posted to No.7 EFTS, Windsor, 22 July 1940. To Station Trenton, 2 March 1941 on return from indefinite leave without pay. To No.7 EFTS, Windsor, 25 March 1941, again on leave without pay; recalled from leave without pay (but still at No.7 EFTS), 1 December 1942 as Pilot Special Group. To No.5 Manning Depot, Lachine, 5 March 1943; to No.6 SFTS, Dunnville, 2 April 1943; Graduated from No.6 SFTS, 25 June 1943. To "Y" Depot, Halifax, 9 July 1943. To RAF Trainee Pool Overseas, 15 July 1943; embarked from Canada, 16 July 1943; arrived in Britain 22 July 1943. To No.6 (P) AFU, 24 August 1943; attached to No.1525 Beam Approach Training Flight, 6 October 1943; to No.82 OTU, 21 December 1943; to No.61 Base, 29 March 1944. Detached to Dalton Battle School, 29 March to 12 April 1944. To No.420 Squadron, 9 May 1944. To RCAF Overseas Headquarters, 8 November 1944. Attached to No.420 Squadron, 8 November 1944 to 11 April 1945. Attached to Hullavington, 11 April to 1

August 1945. Repatriated via Lachine, 4 August 1945. To No.1 Air Command Headquarters, Trenton, 7 August 1945; to Station Trenton, 11 September 1945; to No.1 Release Centre, Toronto, 22 November 1945; retired 26 November 1945. DFC and AFC presented 14 June 1949. RCAF photo PL-43550 (ex UK-19210 dated 19 April 1945) is captioned as follows: "One Christmas the city of London, Ontario, adopted the Snowy Owl squadron. The London Women's Air Force sent 500 pounds of Christmas pudding for Christmas 1944. It arrived a little late but no one seemed disappointed. Left to right, F/O T.E.C. Ainslie, DFC, of Comber, Ontario, W/C Frank S. McCarthy of Windsor, Alberta, the new Squadron Adjutant." [a very badly drafted caption which gets McCarthy's home town and squadron role incorrect]. Died in Windsor, Ontario, 28 December 2007. No citation other than "..in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". DHist file 181.009 D.3456 (RG.24 Vol.20639) has recommendation dated 19 September 1944 when he had flown 29 sorties (130 hours 15 minutes), 12 May to 10 September 1944. Photo PL-29881 shows W/C G.A. McKenna with F/O J.G. Culligan (navigator), F/O T.E.C. "Pappy" Ainslie (pilot), and F/O Bert Davidson (bomb aimer); PL-41815 (formal portrait).

Flight Lieutenant Ainslie as a Deputy Flight Commander with this squadron has proven himself to be a skilful and capable pilot and an ideal leader of men. His cheerful courage coupled with his skill and thorough knowledge of operations have set a high standard of morale within his section and proven an inspiration to all.

For this officer's fine record of achievement, his endurance and fine offensive spirit it is strongly recommended that he be awarded the Distinguished Flying Cross.

The sortie list was as follows:

12 May 1944 - Louvain (4.50)  
22 May 1944 - Le Mans (4.30)  
27 May 1944 - Bourg Leopold (4.35)  
31 May 1944 - Querquieville (3.50)  
2 June 1944 - Neufchatel (4.05)  
5 June 1944 - Houlgate (4.40)  
6 June 1944 - Coutances (4.35)  
7 June 1944 - Acheres (4.40)  
9 June 1944 - Le Mans (5.35)  
21 June 1944 - St. Martin (4.10)  
23 June 1944 - Bientque (4.00)  
24 June 1944 - Bientque (4.00)  
1 July 1944 - Biennais (4.05)  
4 July 1944 - Biennais (3.50)  
5 July 1944 - Biennais (3.40)  
12 July 1944 - Thiverny (4.40)  
15 July 1944 - Nucourt (4.50)  
18 July 1944 - Wesseling (5.35)

24 July 1944 - Ferfay (4.40)  
28 July 1944 - Hamburg (5.25)  
29 July 1944 - Auye sur Seulles (4.35)  
3 August 1944 - Foret de Nieppe (4.20)  
5 August 1944 - St. Lieu d'Esserent (5.05)  
8 August 1944 - Foret de Chantilly (4.40)  
9 August 1944 - Foret de Nieppe (4.05)  
25 August 1944 - Brest (4.40)  
3 September 1944 - Volkel (3.35)  
9 September 1944 - Le Havre (4.25)  
10 September 1944 - Le Havre (4.35)

AINSLIE, F/L Thomas Edgar Craig, DFC (C28055) - **Mention in Despatches** - No.420 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. DHist file 181.009 D.1746 (PAC RG.24 Vol.20608) has recommendation dated 28 January 1945 when he was Squadron Training Officer.

Flight Lieutenant Ainslie has completed one operational tour. As officer in charge of training, he has performed this duty in a highly satisfactory manner and the results obtained by him are worthy of the highest commendation.

AINSLIE, F/L Thomas Edgar Craig, DFC (C28055) - **Air Force Cross** - No.420 Squadron - Award effective 7 September 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. When recommended he had flown an unstated number of hours, 2,500 on instructional duties, 150 in previous six months (Public Record Office Air 2/9117).

This officer was an experienced civilian pilot when he joined the Royal Canadian Air Force in June 1940, and was at once posted as an elementary instructor at No.7 EFTS, Windsor, where he commenced instructing a month later. Although keenly desirous of going overseas, his value to the air training scheme was so evident that he was retained until February 1943. After a tour of operational duty in Bomber Command, Flight Lieutenant Ainslie was screened from operations. Contrary to a natural desire to accept repatriation, he willingly agreed to remain as officer in charge of training, where his squadron requested and needed his services. In this capacity he has done masterly work in organizing the reception of new crews and in their training to a high standard which he maintained by constant and painstaking perseverance. His ability to impart knowledge, drawn from his own comprehensive experience, and his determination to eradicate the faults in all categories of aircrew have been of signal importance in the perfecting of pilot skill and judgement in the accuracy of bombing and navigation and the proper co-operation of crew members on the ground and in the air.

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AINSLIE, Corporal William John (R108937) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August

1944. Born 8 November 1915 at Comber, Ontario (published in **War Service Records** book); educated there and in London and Walkerville. Canadian Bank of Commerce employee from 1935 onwards. Enlisted Toronto 15 May 1941 or 19 June 1941. Trained in radar at Guelph and Clinton; overseas May 1942. Served with Nos.49, 97 and 83 Squadrons. See **War Service Records, 1939-1945** (Canadian Bank of Commerce, 1947). No citation in AFRO. Photo PL-33665 shows him in a group of Radio Mechanics (centre row, third from left).

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AINSWORTH, WO (now P/O) Gerald William (R164557/J88596) - **Distinguished Flying Cross** - No.207 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born in Verdun, Quebec, 30 April 1918 (published in **War Service Records, 1939-1945**, Canadian Bank of Commerce, 1947); home there. Served with Montreal regiment before enlisting. Enlisted Montreal 29 April 1942 and posted to No.5 Manning Depot. To No.4 Manning Depot, 11 June 1942. To No.5 Manning Depot again, 31 July 1942. To No.3 ITS, 29 August 1942; graduated and promoted LAC, 24 October 1942 but not posted to No.1 BGS until 7 November 1942; graduated 23 January 1943 and posted next day to No.10 AOS; graduated and promoted Sergeant, 30 April 1943). To "Y" Depot, 14 May 1943. To RAF, 26 May 1943. Promoted Flight Sergeant, 30 October 1943. Commissioned 2 August 1944. Repatriated 30 November 1944. To Station St. Hubert, 6 January 1945. Promoted Flying Officer, 2 February 1945. To No.2 Release Centre, 21 August 1945. Released 5 September 1945. Postwar manager with Canadian Imperial Bank of Commerce. Died in Ottawa, 28 February 2015. Medal sent by registered mail 30 March 1949. No citation other than ".in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". Public Records Office Air 2/8882 has recommendation dated 22 September 1944 when he had flown 35 sorties (166 hours 45 minutes), 17 February to 25 August 1944.

17 February 1944 - Dinghy search (4.00)  
11 April 1944 - Aachen (4.00)  
18 April 1944 - Suvisy (5.15)  
20 April 1944 - La Chapelle (4.55)  
22 April 1944 - Brunswick (5.25)  
24 April 1944 - Munich (10.00)  
26 April 1944 - Schweinfurt (9.00)  
7 May 44 - Tours (5.00)  
11 May 44 - Bourg Leopold (4.00)  
19 May 44 - Amiens (3.45)  
21 May 44 -Duisburg (4.20)  
22 May 44 -Brunswick (5.20)  
24 May 44 - Antwerp (2.55)  
26 May 44 - GARDENING (2.35)  
1 June 1944 - Samur (6.15)  
4 June 1944 - Maisy (3.30)  
5 June 1944 - La Pernelle (4.10)  
7 June 1944 - Balleroi (4.10)  
9 June 1944 - Etampes (4.15)

14 June 1944 - Anney sur Oden (5.05)  
15 June 1944 - Beauvoirs (3.30)  
21 June 1944 - Wesseling (4.15)  
24 June 1944 - Pommerval (3.10)  
4 July 44 - St.Leu d'Esserent (3.50)  
7 July 44 - St.Leu d'Esserent (3.35)  
18 July 44 - Caen (3.25)  
19 July 44 - Thiverny (2.55)  
20 July 44 - Coutria (2.55)  
24 July 44 - Stuttgart (7.55)  
25 July 44 - Stuttgart (8.00)  
28 July 44 - Stuttgart (3.00), DNCO  
30 July 44 - Cahagnes (5.00)  
31 July 44 - Reims (5.00)  
5 August 1944 - St.Leu d'Esserent (4.20)  
25 August 1944 - Darnstadt (8.00)

This Air Bomber has taken part in 34 successful attacks on the enemy in which he has always displayed great keenness and set a fine example to his crew. His photographic plots have always been under 1,000 yards on pin point targets, and he has also had excellent photographs on Schweinfurt, Aachen and Munich.

His ability and devotion to duty have been exemplary on all occasions, and his experience has proved of great value to his colleagues. He is an outstanding Bomb Aimer who has set a very high standard in skill and keenness to the rest of the squadron.

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AINSWORTH, FS John (R66846, later J47360) - **British Empire Medal** - AFHQ Statistical Section - Award effective 28 May 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943. Born 21 July 1918 in Verdun, Quebec; attended Williams Business College. Enlisted Montreal, 12 August 1940 as Clerk. To AFHQ, 3 September 1940. Promoted AC1, 12 November 1940. Promoted LAC, 12 February 1941. Promoted Corporal, 1 April 1941. Assigned to DPAS Office, 21 April 1941. Promoted Sergeant, 1 July 1941. Promoted Flight Sergeant, 1 March 1942. Remustered to aircrew, 4 September 1943; to No.1 Manning Depot, 23 September 1943; to No.3 ITS, 15 October 1943; to No.4 AOS, 20 January 1944. Presented with BEM, April 1944. Graduated and commissioned, 28 July 1944 (J47360). To No.2 Aircrew Graduate Training School, 11 August 1944. To No.6 OTU, 10 September 1944. To No.31 Personnel Depot, 5 January 1945; promoted Flying Officer, 23 January 1945; taken on strength of No.3 PRC, 9 February 1945. Repatriated, 3 December 1945. Retired 11 January 1946 to Montreal. Died 4 February 1971.

Flight Sergeant Ainsworth is the NCO in charge of the Aircrew Statistical Section and his work and devotion to duty have been outstanding. He is willing and considerate and sets an excellent example, commanding the respect of his associates. This NCO, by his diligence and initiative, was of great assistance

during the organization period of this section. He has always worked untiringly and performed all duties assigned to him in a highly meritorious manner.

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AISTROP, WO2 (now P/O) Charles Sidney (J13484) - **Air Force Cross** - No.1 SFTS - Award effective 16 April 1943 as per **London Gazette** of 13 April 1943 and AFRO 1035/43 dated 4 June 1943. Born at Chalk River, Ontario, 3 January 1920. Home in Sudbury where he was in mining. Flew for three years with Sudbury Flying Club. In Sault Ste. Marie and Sudbury Regiment (Militia), 1939-1940 as a Private. Enlisted in Toronto, 21 September 1940. To No.2 Manning Depot, Brandon, 21 September 1940. To No.2 ITS, Regina, 28 October 1940. Graduated 27 November 1940 on promotion to LAC and posted that date to No.3 EFTS, London. Graduated 16 January 1941 and posted next day to No.6 SFTS, Dunnville. Graduated 29 March 1941 and promoted Sergeant. To Central Flying School, Trenton, 7 April 1941. To No.1 SFTS, Camp Borden, 10 July 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 29 March 1942. Commissioned 1 July 1942. Promoted Flying Officer, 1 January 1943. Posted from No.1 SFTS to No.1 BGS, Jarvis, 21 June 1943. Returned to No.1 SFTS, date uncertain, but finally posted away from No.1 SFTS on 11 January 1944. To "Y" Depot, Lachine, 12 January 1944. Embarked from New York, 21 January 1944. Arrived in UK, 30 January 1944. Taken on strength of No.3 PRC, 31 January 1944. Attached to ACOS (whatever that is), 21-31 March 1944. Attached to Tetbury, 4-5 April 1944. Posted to No.7 (P) AFU, 11 April 1944. To No.53 OTU, 13 June 1944. Promoted Flight Lieutenant, 1 July 1944. To No.3 Tactical Evaluation Unit, 17 August 1944. To No.83 Group Servicing Unit, 8 September 1944. To No. 440 Squadron, 14 September 1944. Killed in action, 6 October 1944 (Typhoon MN805). Although the awards card says of the decoration, "returned to Government House", photo PL-29326 shows him with a group outside Buckingham Palace following investiture (W/C R.C. Fumerton, DFC and Bar, F/L N. Smoth, DFC, S.L Brad Walker, DFC, F/O D.E. Berry, AFC, F/O Aistrop, AFC, W/C R.J. Lane, DSOm F/L J.W. Draper, DFC). The following citation found in Governor General's Records, RG.7 Group 26, Volume 57, file for 1943.

Pilot Officer Aistrop is outstanding in all the necessary characteristics for a first class Flying Instructor. He has realized the need for good instructors and has worked toward this end at all times. His cheerful manner and extreme devotion to duty have set an example to his pupils and other instructors which has resulted in a turnout of trained pilots of the highest calibre. He has, since graduation, flown 1,200 hours, of which approximately 1,000 hours were instructional completed over a period of seventeen months.

NOTE: The original recommendation has not been found, but the following assessments are relevant to his standing as an instructor:

Has been a very loyal senior NCO. Has proven a capable and efficient instructor. (S/L K. Krug, No.1 SFTS, 7 September 1942).

This officer before being commissioned was an NCO pilot and in that capacity was a very keen, hard worker. The experience gained by him as such makes him

outstanding among officers of his own rank. Since arriving at this station as an NCO instructor this officer has shown continuous marked improvement. (S/L C.K. Card, No.1 SFTS, 9 January 1943).

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AITCHESON, FS George Douglas (R90244, later J17209) - **Distinguished Flying Medal** - No.78 Squadron - Award effective 13 May 1943 as per **London Gazette** dated 18 May 1943 and AFRO 1078/43 dated 11 June 1943. Born 30 January 1921 (birth date from obituary notice). Home in Stratford, Ontario. Enlisted London 17 February 1941 and posted to No.1 Manning Depot. To No.4 Manning Depot, 2 April 1941. To "K", 8 April 1941. To No.3 ITS, 27 May 1941; graduated and promoted LAC, 20 July 1941 when posted to No.10 AOS; graduated 7 November 1941 when posted to No.6 BGS; graduated and promoted Sergeant, 20 December 1941 when posted to No.2 ANS; graduated 24 January 1942 when posted to "Y" Depot, Halifax. To RAF overseas, 3 February 1942. Commissioned 4 March 1943. Promoted Flying Officer, 4 September 1943. Invested at Buckingham Palace November 1943. Repatriated 7 February 1945. Promoted Flight Lieutenant, 4 March 1945. Released 11 April 1945. Died in Kitchener, Ontario, 17 February 1995, aged 74. Photo PL-26438 shows him following investiture at Buckingham Palace.

Flight Sergeant Aitcheson is an outstanding bomb aimer who has had a most successful operational career. On one occasion he both navigated the aircraft and bombed the target during an attack on the submarine base at Lorient, thereby completing a most successful operation. Whatever the operation he invariably guided his captain to the centre of the target before releasing his bombs. His splendid record of courage and undaunted determination have been an inspiration to all the squadron.

NOTE: Ian Tavender, **The Distinguished Flying Medal Register: Second World War** (London, Savannah, 2000) has recommendation drafted 21 March 1943 when he had flown 28 sorties (204 hours 29 minutes):

A very efficient bomb aimer who, with his captain, has produced some first-class photographs of aiming points. On one occasion, owing to sickness in the squadron, he navigated the aircraft and bombed the submarine base at Lorient, thereby completing a very successful operation. He has at all times shown the utmost pluck in the face of the enemy. He is very strongly recommended for the Distinguished Flying Medal.

To this the Station Commander added:

This Canadian Non-Commissioned Officer has had a most successful operational career and his one aim was to see that his bombs were dropped right on the target. Whatever the opposition, he would guide his captain to the centre of the target before releasing his bombs. He is very strongly recommended for the Distinguished Flying Medal.

To this the Air Officer Commanding (Group) wrote:

Flight Sergeant Aitcheson has been posted for instructional duties and I strongly recommend the award of the Distinguished Flying Medal.

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AITKEN, F/L Adam Frederick (J10362) - **Mention in Despatches** - No.5 (Bomber Reconnaissance) Squadron - Award effective 6 January 1945 as per **Canada Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born 16 February 1917. Home in Swift Current, Saskatchewan; enlisted in Regina, 28 January 1941 and posted to No.1 Manning Depot. To No.5 Equipment Depot, 19 April 1941. To No.1 WS, 19 July 1941; promoted LAC, 21 August 1941; graduated 30 January 1942 when posted to No.5 BGS; graduated and commissioned, 2 March 1942. To Western Air Command, 5 March 1942; to No.120 (BR) Squadron, 6 March 1942; to No.3 OTU, 18 January 1943; to Patricia Bay, date uncertain; to Eastern Air Command, 1 May 1943; to No.5 (BR) Squadron, 4 May 1943; to Western Air Command, 4 January 1945; released 1 November 1945.

This officer has proven himself to be a most courageous and resolute member of aircraft crew over a long period of flying on operations in the North Atlantic area. His determination and confidence have been an inspiration to his squadron. He is a wireless operator air gunner of outstanding ability whose excellent qualities of leadership and devotion to duty have been an asset to his squadron.

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AITKEN, F/L George Dennis (J15623) - **Air Force Cross** - No.2 WS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Edmonton, 21 June 1920 as per RCAF Press Release reporting award; home there; enlisted there 19 December 1940 and posted to No.2 Manning Depot; to No.37 SFTS, 26 January 1941 (guard duty); to No.2 ITS, 16 March 1941; graduated and promoted LAC, 9 April 1941 when posted to No.5 EFTS; graduated 28 May 1941 when posted to No.10 SFTS; graduated and promoted Sergeant, 8 August 1941. To Embarkation Depot, 9 August 1941; to RAF overseas, 27 August 1941. Promoted Flight Sergeant, 1 March 1942. Commissioned 20 June 1942. Promoted Flying Officer, 20 December 1942. Flew an overseas tour for which he received operational wings in July 1944 and in a photo caption was described as "a member of the Goldfish Club". Repatriated 9 July 1943. To No.1 Flying Instructor School, 20 August 1943. To No.2 WS, 4 September 1943. Promoted Flight Lieutenant, 1 October 1943. Promoted Flight Lieutenant, 4 August 1944. To No.7 Release Centre, 15 April 1945. Retired 24 May 1945. Presented with medal 26 February 1949. Died 11 January 2012, possibly in Edmonton. Photo PL-15949 shows him overseas with his armourer (LAC Gordon Whetstone) and unit padre, a F/L Carlson. PL-15956 shows him alone. Had flown 1,300 hours as per AFC recommendation:

This officer, since being returned from Overseas, has planned, organized and carried out his duties in an exceptionally efficient manner. His devotion to duty



has been most commendable and the very efficient way in which his section now functions is the result of untiring efforts on his behalf and long, tedious continuous hours of concentrated work. He has displayed exceptional devotion to duty as operations officer of the flying squadron.

The following was published in the Edmonton **Journal** of 1 November 2005.

The bullet from the Nazi fighter tore through the canopy of George Aitken's Spitfire, missing him by inches.

"My engine and wing were riddled with fire," he says. "Pieces of my aircraft broke off and I began to lose height."

Aitken was flying over Nazi-occupied France with his Royal Canadian Air Force (RCAF) squadron on June 2, 1942, when it was attacked by a much superior number of German fighters.

"I had gone to the aid of a pal who was being attacked when I suddenly found myself being fired on by two enemy fighters," says Aitken.

"My friend went down and the Nazis backed off their attack on me, probably because they were low on fuel.

"I could see the white cliffs of Dover and safety ahead. But I fell to about 1,000 feet in altitude from 6,000 feet and I realized I wasn't going to make it."

The attack on Aitken's squadron set a record for losses by a single RCAF offensive patrol. One pilot was killed and five became prisoners of war after ditching their damaged Spitfires.

"I dived out and my parachute opened immediately," says Aitken. "I landed feet-first in the Channel, climbed into my dinghy and a motor torpedo boat picked me about 20 minutes later."

Aitken, 85, who flies an RCAF flag at his home, has turned historian and is now collecting details about the RCAF during the Second World War.

"My friend Wayne Ralph, who has written a book on wartime experiences of Canadian pilots, says our war is as distant to the present generation as the Battle of Agincourt," says Aitken.

"But even if we are forgotten, we will be discovered again. I want historical writers to have reliable facts."

Edmonton-born Aitken tried to get a job in a bank on graduating from school. But he was told he would be wanted by the Forces. He applied to become a pilot and joined the RCAF in December 1940.

He trained in Canada and southern England before joining the 416 Spitfire squadron at a new airfield at Peterhead in northeast Scotland in August 1941.

“The threat of a Nazi invasion was still very much on the minds of authorities,” says Aitken, 19 at the time.

“Airmen were trained in the intricacies of bayonet fighting while officers practised with Tommy guns.”

Despite constant patrolling, few contacts with the enemy were reported.

Just as well, perhaps.

“Our Spitfires had been flown during the Battle of Britain by the likes of Polish, French, South African and Australian pilots,” says Aitken.

“The planes were a bit greasy. The Spitfire was one of the fastest and most effective single-seat fighters of its day.”

On Aug. 19, 1942, Aitken, flying out of southern England, did two missions over the ill-fated raid on Dieppe.

The Dieppe attack was planned as “a reconnaissance in force” to test the defences of Hitler’s continental fortress and the capability of the Allies to launch large-scale amphibious assaults.

“The raid was a disaster,” says Aitken. “It lasted only nine hours, but among nearly 5,000 Canadian soldiers involved, more than 900 were killed and 1,874 taken prisoner.”

The Allies lost 106 aircraft and 81 airmen, the RCAF losing 13 machines and 10 men.

“Two of our 403 squadron pilots collided on the way out and are buried at Dieppe,” says Aitken. “Another of our pilots was also lost that day.

“We flew back over ships lost there and the equipment caught on the rocky shorelines. The Nazis had picked it off easily.”

Aitken’s squadron later accompanied American Flying Fortress bombers on raids over France and Germany.

“An extra tank was put on our Spitfires to give us an extra 20 minutes in the air,” says the former pilot. “We’d return to base, refuel and then go back to meet the bombers as they returned.”

Aitken was one of many pilots who stayed with the bombers too long. It made him a rare member of both the Goldfish Club (for landing in “the drink”) and the Caterpillar Club for “hitting the silk” (ground).

“When I knew my gas was going to run out, I made for Littlestone aerodrome, near Dover,” says Aitken. “But not only wasn’t it operational, it had steel barriers on the runway to prevent landings.

“Dikes had also been built on the edge of the runway for the same reason.”

But he had to land. After switching off all fuel tanks and jettisoning his spare, he flew over one dike, used his wing elevators to clear another and hopped over a third.

“The fourth dike was zooming towards me, I had lost numerous pieces from under the fuselage and the prop was no longer in one piece,” says Aitken.

“I came to a stop with the engine teetering over the last dike.”

A sergeant appeared and Aitken asked him if other Spitfires had landed there.

“Not the way you did,” the officer replied with a wry smile.”

Aitken says philosophically that war should be forgotten. But pilots he flew with gave their lives to overthrow a tyranny that could have swept the world.

“We should not forget them,” he says.

See also Wayne Ralph, **Aces, Warriors and Wingmen.**

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AITKENS, S/L Francis Charles (C1231) - **Mention in Despatches** - WAC Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 29 July 1904. Home in Red Deer, Alberta. Civilian radio operator before the war, building radio beacons in British Columbia. Enlisted in Vancouver, 18 October 1939 in Signals Branch. To Western Air Command, 8 May 1940. Promoted Squadron Leader, 15 August 1941. To No.2 Training Command, 4 December 1943. Returned to Western Air Command, 6 May 1944. To No.2 Technical Support Unit, 4 November 1944. Promoted Wing Commander, 1 June 1945. To No.10 Repair Depot, 1 September 1945. To No.6 Repair Depot, 12 July 1946. Remained in postwar RCAF, reverting to Squadron Leader on 1 October 1946 but regaining Wing Commander rank on 1 January 1950; awarded Queen's Coronation Medal, 23 October 1953 (Training Command). Retired 1957. Then worked for ICAO in Syria, Nepal and Afghanistan, retiring again in 1967. Died March 1996. Photo PL-57715 is portrait, taken June 1953; PL-65466 shows him receiving Coronation Medal, 15 December 1953.

This officer has been at all times outstanding in efficiency, energy and initiative in the discharge of his duties. While employed as Command Signals Officer he has participated in many operational patrols as a wireless air gunner. The practical assistance which he has given to squadrons as a result has been invaluable. He has efficiently administered and enlarged the extensive communications facilities on Canada's west coast. His work has been outstanding.

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AKHURST, LAC Edward Carden (R172292) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 17 March 1920. Home in Vancouver; enlisted there 23 June 1942 as Radio Mechanic. To No.3 Manning Depot, 5 July 1942. To University of Toronto, 1 October 1942. To No.1 Manning Depot, 5 February 1943. Promoted LAC, 6 February 1943. To "Y" Depot, 5 June 1943; to RAF overseas, 22 June 1943. Repatriated 7 December 1945. Retired 19 January 1946. No citation in AFRO.

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ALBERT, F/O Earl Thomas (J14793) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 1 March 1920 in Altona, Manitoba; home in Emerson, Manitoba; enlisted Winnipeg, 18 November 1941. Trained at No.3 ITS (graduated 19 June 1942) and No.8 AOS (graduated 9 October 1942). In postwar RCAF (25685); retired 1 March 1969 and living in Barrie, Ontario at the time. Presented with medal at Station Clinton, postwar. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 15 August 1944 when he had flown 32 sorties (202 hours) from 2 September 1943 to 3 August 1944. A notation for 3 December 1943 (Leipzig) reads, "Longest Gee range in B.C." Photo PL-57235 was a portrait taken in July 1953; PL-128343 was a portrait taken in January 1960.

Flying Officer Albert is a navigator of a heavy four-engined bomber who has displayed great keenness and efficiency throughout his long operational career. His most outstanding ability has contributed greatly to the success of the crew's attacks on many of the most heavily defended German targets such as Berlin, Leipzig, Stuttgart, Dusseldorf and Munich. His cheerful spirit in the face of great opposition has been an inspiration to his crew members and his co-operative attitude on the ground has been of great assistance to the Section and a fine example to all on the Squadron. His quiet assurance and strong sense of duty is worthy of high praise and it is with great pleasure that I recommend Flying Officer Albert for the award of the Distinguished Flying Cross.

The sortie list was as follows:

2 September 1943 - Mining, Frisian Islands (3.50)  
5 September 1943 - Mannheim (8.10)  
6 September 1943 - Munich (9.25)  
15 September 1943 - Montlucon (8.00)  
16 September 1943 - Modane (8.40)  
3 October 1943 - Kassel (7.45)  
4 October 1943 - Frankfurt (7.40)  
8 October 1943 - Hanover (5.50)  
22 October 1943 - Kassel (7.30)  
4 November 1943 - Dusseldorf (6.00)  
26 November 1943 - Stuttgart (8.40)  
3 December 1943 - Leipzig (8.35, longest GEE range in Bomber Command)  
20 December 1943 - Frankfurt (6.50)  
29 December 1943 - Berlin (7.30)  
6 January 1944 - Mining, La Rochelle (8.00)  
15 February 1944 - Berlin (8.20)  
25 February 1944 - Augsburg (3.25, duty not carried out)  
6 March 1944 - Trappes (5.25)  
15 March 1944 - Stuttgart (9.20)  
11 April 1944 - Mining, Kattegat (6.10)  
18 April 1944 - Paris (5.25)  
21 April 1944 - Mining, Brest harbour (6.00)  
22 April 1944 - Dusseldorf (6.00)  
26 April 1944 - Essen (4.25)  
27 April 1944 - Aulnoyes (4.55)  
1 May 1944 - Mining, Brest harbour (4.50)  
12 May 1944 - Boulogne (3.40)  
5 June 1944 - Houlgate (5.25)  
22 June 1944 - Oisemont (4.35, day)  
24 June 1944 - Bonnetot (3.50, day)  
6 July 1944 - Siracourt (4.00, day)  
3 August 1944 - Foret de Nieppe (3.35, day)

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ALBERTS, F/L Edward John (J17224) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 14 January 1919 in Rockdell, Saskatchewan; home in Melville, Saskatchewan. Served in Regina Rifles; enlisted in Regina 16 July 1941 when posted to No.2 Manning Depot; to No.2 ITS, 1 September 1941; graduated and promoted LAC, 26 October 1941 when posted to No.19 EFTS; graduated 19 December 1941 and posted next day to No.12 SFTS; graduated and promoted Sergeant, 10 April 1942. To "Y" Depot, 11 April 1942; to RAF overseas, 30 April 1942. Commissioned 13 April 1943. Promoted Flying Officer, 13 October 1943. Promoted Flight Lieutenant, 13 April 1944. Repatriated 13 August 1945. Retired 2 October 1945. Presented with medal 23 April 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.3456

(RG.24 Vol.20639) has recommendation dated 20 July 1944 when he had flown 33 sorties (193 hours 35 minutes). Had ferried an aircraft to North Africa, 17 August 1943, and flown ten sorties against Italian targets, 3 September to 1 October 1943. Attacked German targets, 15 February to 6 July 1944. Photo PL-29606 shows him during a visit by Prime Minister W.L. King to squadron; the Prime Minister is shaking hands with P/O Joe Nowazek and Alberts is seen between the two.

Flight Lieutenant Alberts has operated with this squadron just short of one year. During that time he carried out attacks on targets in Italy, Germany and France. Flight Lieutenant Alberts has at all times shown a great keenness for operations and his fine offensive spirit has been an example to all members of this squadron. During all his operations he pressed home his attack with determination and no abortive sorties.

In view of this officer's fine record with this squadron and his contribution in two campaigns, Flight Lieutenant Alberts is strongly recommended for the award of the Distinguished Flying Cross.

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ALCORN, F/O Douglas Henderson (J15842) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 11 November 1943 as per **London Gazette** dated 16 November 1943 and AFRO 113/44 dated 21 January 1944. Born 4 October 1913 at Andover, New Brunswick; home in Toronto; enlisted Toronto 23 October 1940. To No.37 SFTS (guard duty), 15 November 1940. To No.2 ITS, 10 December 1940; graduated and promoted LAC, 27 January 1940 when posted to No.16 EFTS; to No.2 Manning Depot, 28 February 1941; to No.3 AOS, 28 April 1941; to No.5 BGS, 21 July 1941; graduated and promoted Sergeant, 1 September 1941; to No.1 CNS, 2 September 1941; graduated 13 October 1941. To "Y" Depot, 14 October 1941. To RAF overseas, 2 November 1941. Commissioned 13 August 1942. Promoted Flying Officer, 19 February 1943. Repatriated, 14 November 1943. Promoted Flight Lieutenant, 1 December 1943. To No.3 Training Command, 11 January 1944. To No.36 OTU, 17 April 1944. To No.34 OTU, 24 April 1944; to No.7 OTU, 30 June 1944. To Western Air Command, 1 February 1945. To No.135 Squadron, 11 February 1945. Retired 29 October 1945. Rejoined RCAF Auxiliary (No.400 Squadron) as Flying Officer, 22 August 1946 (service number 122014). Promoted Flight Lieutenant, 1 January 1949. Presented with medal Toronto October 1947. Photo PL-7150 shows him as a Sergeant receiving instruction on a Browning machine gun, January 1942; PL-7291 shows him in March 1942 standing beside Boston aircraft.

This officer has flown on intruder operations since March 1942, acting as navigator on a large number of operational sorties. He has patrolled the majority of the heavily defended enemy airfields in France, Belgium and Holland and damaged much railway transport. A skilful navigator, Flying Officer Alcorn has assisted his pilot to avoid fire from enemy defences and searchlights and shown exceptional ability in locating targets in adverse weather. His conduct at all times has been worthy of the highest praise.

NOTE: Public Records Office Air 2/8992 has recommendation raised on 13 September 1943 when he had flown 45 sorties (134 hours 30 minutes) which is more detailed and has a sortie list:

26 Mar 42 - Ghent - Bombed oil refineries  
28 Mar 42 - Gilze - Intruder - bombed drome, one enemy aircraft seen.  
17 May 42 - Schipol - Intruder - bombed drome.  
30 May 42 - Soesterburg - Bombed aerodrome  
1 June 42 - Leeuwarden - Intruder  
8 June 42 - Leeuwarden - Intruder - bombed Soesterburg-Leeuwarden  
10 Jun 42 - Amiens - Calibration  
22 Jun 42 - Chievres - Intruder  
27 Jun 42 - Amiens  
13 Jul 42 - Schipol and Soesterburg - Intruder  
23 Jul 42 - Gilze - Intruder; chased three enemy aircraft. Attacked one enemy aircraft over drome through intense flak.  
28 Jul 42 - Roadstead off Dutch coast.  
28 Jul 42 - Leeuwarden - Intruder  
31 Jul 42 - Eindhoven - Bombed Philips Works at 500 feet; direct hits.  
31 Jul 42 - Leeuwarden - Intruder  
10 Aug 42 - Soesterburg and Schipol - Intruder  
17 Aug 42 - Chartres-Orleans - Intruder  
20 Aug 42 - Criel-Beauvais - Intruder  
28 Aug 42 - Juvincourt - Intruder; one train destroyed, one train damaged.  
13 Sep 42 - Leeuwarden - Intruder  
17 Sep 42 - Melun-Bretigny - Attacked one enemy aircraft; no claim.  
15 Oct 42 - Brussels-St.Trond - Intruder; one enemy aircraft - too far.  
24 Oct 42 - Melun-Bretigny - Intruder; one train destroyed, two trains damaged.  
16 Nov 42 - Ghent - Nickelling  
28 Nov 42 - Melun-Bretigny - Intruder - one train damaged.  
2 Dec 42 - Evereux - Intruder  
4 Dec 42 - Huy and Hunnut - Nickelling  
20 Dec 42 - Bourges-Avord - Intruder  
23 Dec 42 - Boulogne-Le Havre - Roadstead  
7 July 43 - Evereux - Intruder  
12 Jul 43 - Tours-Orleans - Intruder; bombed railway yards at Elbeuf.  
16 Jul 43 - Rennes - Intruder; bombed drome; one train damaged.  
17 Jul 43 - Bourges-Avord- - Intruder; bombed hangars at Bourges  
Orleans  
18 Jul 43 - Orly - Bombed railway junction and barges  
25 Jul 43 - Deelen - Flower; bombed drome.  
26 Jul 43 - Evereux - Flower; bombed drome.  
29 Jul 43 - Courmeilles - Intruder; bombed drome.  
30 Jul 43 - Florennes - Aborted; engine on fire.  
2 Aug 43 - Vechta - Bombed target area; cannon fired buildings and Alchmar aerodrome.  
8 Aug 43 - Rennes - Intruder; bombed target area.  
10 Aug 43 - St.Dizier - Aborted; recalled, bad weather.

12 Aug 43 - Cambrai-Merville - Intruder; bombed Merville drome.  
13 Aug 43 - Dijon - Intruder  
15 Aug 43 - Evreux-St.Andre - Intruder; bombed Evreux drome.  
16 Aug 43 - Berlin-Bastard - Intruder; bombed drome. Shipyard lights at Lorient then doused for duration patrol; one train damaged.  
19 Aug 43 - Tours - Intruder; bombed marshalling yards at Orleans; great explosions.  
23 Aug 43 - Stade and Nordholz - Intruder

This officer has been on intruder operations since March 1942 and has acted as navigator on 45 offensive sorties. He has at all times showed the greatest possible keenness to engage in operations against the enemy and has shown exceptional skill in locating targets under all conditions. The pilots with whom Flying Officer Alcorn has flown have damaged several enemy aircraft over their own bases, bombed and patrolled practically all the heavily defended aerodromes in France, Belgium and Holland and damaged much railway transport. He has consistently shown great presence of mind in helping his pilot to avoid gunfire and to take successful evasive action when engaged by searchlights and has gone out of his way to give advice to navigators less experienced than himself. Flying Officer Alcorn's value in keeping up the present high standard of morale in this squadron cannot be overestimated.

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ALDERDICE, F/O William Wade (J87008) - **Distinguished Flying Cross** - No.550 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 10 October 1917 in Harley, Ontario; home in New Liskeard; ledger keeper and accountant, enlisted in Quebec, 30 May 1942. Granted Leave Without Pay until 13 September 1942 when posted to No.5 Manning Depot. To No.5 ITS, 7 November 1942; graduated and promoted LAC, 23 January 1943 but not posted to No.10 EFTS until 6 February 1943); to No.5 SFTS, 17 April 1943; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 20 August 1943; to United Kingdom, 12 September 1943. Commissioned 3 June 1944. Promoted Flying Officer, 3 December 1944. Repatriated 23 October 1945. Retired 3 December 1945, initially to New Liskeard, Ontario. Presented with medal 20 August 1949. Died in Guelph, Ontario, 24 February 1995. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8749 has recommendation dated 24 March 1945 when he had flown 32 sorties (199 hours 50 minutes), 25 August 1944 to 3 February 1945.

25 August 1944 - Russelsheim (8.50)  
5 September 1944 - Le Havre (3.30)  
8 September 1944 - Le Havre (4.15)  
28 September 1944 - Calais (4.30)  
5 October 1944 - Saarbrucken (7.55)  
7 October 1944 - Emmerich (4.15)  
19 October 1944 - Stuttgart (7.00)  
23 October 1944 - Essen (6.10)  
25 October 1944 - Essen (5.10)



28 October 1944 - Cologne (5.05)  
30 October 1944 - Cologne (6.20)  
31 October 1944 - Cologne (5.20)  
2 November 1944 - Dusseldorf (5.40)  
6 November 1944 - Gelsenkirchen (5.05)  
16 November 1944 - Duren (4.55)  
18 November 1944 - Wanne Eickel (5.45)  
21 November 1944 - Aschaffenburg (6.35)  
6 December 1944 - Merseburg (8.00)  
12 December 1944 - Essen (6.20)  
15 December 1944 - Ludwigshaven (6.35)  
17 December 1944 - Ulm (7.00)  
28 December 1944 - Munchen-Gladbach (5.05)  
29 December 1944 - Gelsenkirchen (6.05)  
31 December 1944 - Osterfeld (6.00)  
2 January 1945 - Nuremburg (7.30)  
5 January 1945 - Hanover (5.15)  
7 January 1945 - Munich (8.35)  
16 January 1945 - Zeitz (7.45)  
22 January 1945 - Hamborn (5.05)  
1 February 1945 - Ludwigshaven (6.45)  
2 February 1945 - Weisbaden (6.30)  
3 February 1945 - Bottrop (5.20)

This Canadian officer has now completed his first tour of operations consisting of 32 sorties involving 199.50 hours operational flying as a pilot and captain of a Lancaster bomber.

Most of his attacks have been made against the Reich, some of them involving deep penetrations into enemy territory and his targets have ranged from the heavily defended Ruhr area to the more distant towns of Hanover, Merseburg and Munich.

During the whole of his tour he has set a magnificent example by his keenness and determination to make every sortie a complete success. His courage in the face of enemy opposition and on occasions adverse weather conditions has been an inspiration to his crew and he has proved that he possesses the qualities of an excellent leader.

His cheerfulness, which has at all times been an inspiration to all who knew him, has made him a very popular member of the squadron. Such courage and devotion to duty well merit the award of the Distinguished Flying Cross.

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ALDRED, F/O Elwood Morton (J25825) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 26 June 1914 in Ceylon, Saskatchewan; schooled for one year in Pasadena, California before

family moved to Regina. Graduated from Regina Normal School in 1934; taught two years in Pangman and Valor, Saskatchewan. Bus driver for Greyhound Lines, 1936 to enlistment in Regina, 31 March 1942. To No.2 Manning Depot, 1 May 1942; to No.2 ITS, 15 August 1942; promoted LAC, 9 October 1942; to No.15 EFTS, 27 October 1942; to No.11 SFTS, 9 January 1943 (graduated and commissioned 30 April 1943). To No.1 GRS, 7 May 1943. To "Y" Depot, Halifax, 24 July 1943. To RAF overseas, 2 August 1943. Repatriated 23 November 1944. To Western Air Command, 17 January 1945. To Station Patricia Bay, 19 January 1945. To No.8 Release Centre, 14 January 1946. Released 19 January 1946. Hired that year as a bus driver, Pacific Lines, retiring in 1979. Presented with medal 6 May 1950. Died 27 May 2006 at Mission City, British Columbia as per **Legion Magazine** of November 2006. Photo PL-34347 shows F/O E.M. Aldred and F/O C.W. Chown.

Flying Officer Alfred has completed many sorties against heavily defended targets in Germany and northern France. He is an ideal captain whose skill, coolness and courage have greatly inspired his crew. On more than one occasion his aircraft has been intercepted by fighters but, by clever manoeuvring and excellent co-operation with his gunners, the enemy aircraft were driven off. His great determination and strong sense of duty have set a fine example.

Original recommendation by S/L F.C. Kruger in DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Vol.20607); drafted 12 September 1944 when he had flown 33 sorties (156 hours 25 minutes).

Flying Officer Aldred has now completed thirty-three sorties against heavily defended targets in Germany and France.

His coolness under fire and skillful airmanship have been proven on two occasions when his aircraft was attacked by enemy fighters. On these two occasions by his cooperation with his gunners and his skillful pilotage, he succeeded in out manoeuvring the enemy with the result that both enemy aircraft were shot down. Flying Officer Aldred's skillful airmanship under most trying conditions extricated his crew from a perilous situation and his fearless courage in combat has been an inspiration to all.

It is strongly recommended that in recognition this officer be awarded the Distinguished Flying Cross.

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ALDRED, A/S/L Joel Waldon (J3745) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December and AFRO 212/46 dated 1 March 1946. Born in Toronto, 18 June 1920; salesman; enlisted Toronto 1 July 1940. Posted to No.1 ITS, 20 July 1940. Promoted LAC, 16 September 1940 and posted that date to No.2 EFTS. Posted to No.2 SFTS, 16 November 1940. Graduated and commissioned, 27 January 1941. Appears to have been assigned to training duties in Canada; postings not recorded on DHH microfilm. Promoted Flying Officer, 15 December 1941. Promoted Flight Lieutenant, 15 June 1942. Posted to No.16 SFTS, 13 July 1943. To "Y" Depot, Halifax, 31 March 1944. Taken on strength of No.3 Personnel Reception Centre, Bournemouth, 13 April 1944. Repatriated to Canada with No.431 Squadron, 23 June 1945. Released 29

August 1945. Well known TV "pitchman" in the 1950s and 1960s and prominent as a Diefenbaker loyalist during Progressive-Conservative leadership debates of mid-1960s. Died in Port Perry, Ontario, 12 October 2011. Presented with medal in Toronto 30 November 1949. No citation other than "completed ...numerous operations against the enemy in which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C W.F. McKinnon dated 22 May 1945 when he had flown 14 sorties (100 hours 34 minutes), 27 February to 25 April 1945). Photo PL-43847 shows a visit by Vincent Massey (Canadian High Commissioner to Canada) to a bomber station; shown are F/O F.M. Caughlin (Oliver, British Columbia), F/O K.T. Moar (Saskatoon), F/O E.J. Matalon (Kingston, Jamaica), Massey, and F/L J.W. Aldred (Toronto). Photo PL-44594 (ex UK-22097 dated 12 June 1945) shows LAC Abbie Cybulski (rigger, Killaloe, Ontario), S/L Joel Aldred (pilot, Toronto and Port Perry) and F/O Gordie Folka (wireless air gunner, New Westminster) stowing an Iroquois squadron shield into a Lancaster prior to return to Canada; Folka had completed half his tour when war ended, possibly as a member of Aldred's crew. PL-44595 (ex UK-22098 dated 12 June 1945) is captioned as follows: "Mr. E.S. Curran of Darlington, Clerk of Works to the RCAF Bomber Group airdrome at Croft for over three and a half years, says goodbye to the Iroquois Squadron which has now flown to Canada. He is having a farewell chat in the cockpit of a Canadian-built Lancaster. The pilot with him is S/L Joel Aldred of Toronto and Port Perry, the man who led the Iroquois braves back to their own happy hunting grounds."

This officer, a Flight Commander, has completed fourteen sorties against the enemy. This experienced pilot has shown cool courage and a workmanlike precision in his approach to the job of bombing the enemy and through his aggressive spirit has pressed home the attack on every occasion. S/L Aldred's wide experience in the service has particularly suited him for his position, and he has rendered valuable assistance and guidance to those who serve under him. In recognition of this officer's unquestioned courage and complete devotion to duty, I recommend he be awarded a non-immediate Distinguished Flying Cross.

The sortie list was as follows:

27 February 1945 - Mainz (7.11, second pilot)  
5 March 1945 - Chemnitz (9.31, second pilot)  
11 March 1945 - Essen (6.10)  
12 March 1945 - Dortmund (6.57)  
14 March 1945 - Zweibrucken (7.17)  
15 March 1945 - Hagen (7.20)  
21 March 1945 - Heide (5.29)  
31 March 1945 - Hamburg (5.56)  
4 April 1945 - Murseburg (10.00)  
8 April 1945 - Hamburg (6.05)  
10 April 1945 - Leipzig (8.37)  
13 April 1945 - Kiel (6.17)  
16 April 1945 - Schwandorf (9.09)  
25 April 1945 - Wangerooge (4.37)

**Note:** His newspaper obituary read, in part:





A longtime resident of Port Perry, Aldred was a distinguished man who leaves behind a giant footprint, from being a Businessman, Radio and Television Personality to an influential history maker in Broadcast Communications. Aldred was also a decorated Bomber Pilot in the Second World War, serving as Squadron Leader and acting Wing Commander [sic].

Famous for his voice, Aldred had an International Broadcasting career that lasted for over 50 years. He started as a Radio Announcer with the Canadian Broadcasting Corporation in 1945. Aldred claimed to be the first person ever fired from the CBC when in 1949, he referred to the network as a "socialistic monopoly", creating a political stir at the time. Undeterred, he went on to build a successful solo Broadcasting career with his photographic memory and handsome good looks. His career took off when television came into households. In the 1950s, Aldred became one of the highest paid and most in-demand advertising Broadcasters in Hollywood, performing live on-air commercials for the Chevrolet Division of General Motors and other major sponsors on the Perry Como Show, Bob Hope Show and the Dinah Shore Show. Aldred's commercials have received awards at Cannes International Film Festival. By the 1960s, Aldred was travelling to New York and Hollywood weekly from his Scugog Island Farm, clocking over one million miles in a five year period. In addition to advertising, Aldred provided narration for Television and Film publications such as Studio 57 (1955) and the Secret Door (1964). Aldred's passion for Broadcast Communications helped shape the face of Television Broadcasting in Canada today. In 1960, Aldred formed a business corporation, Aldred-Rogers Broadcasting, with the late Ted Rogers and they, with other investors (Telegram Corporation and Foster Hewitt Broadcasting), launched CFTO Television, which eventually became the CTV Television Network. As the first President at CFTO, Aldred was instrumental in modernizing television in Canada, bringing in the first colour TV broadcasting equipment. With all of his many accomplishments in Broadcasting, one of Aldred's proudest achievements was his national Canadian video "I am a Canadian", which was produced for Expo '67 and re-released in 1992. Aldred served as a Director and a Member of numerous Boards and Organizations including Rothmans of Canada, CFTO, WWF and the National Advisory Council on Aging and others. As a longtime ardent Nationalist, Aldred developed close relationships with two former Prime Ministers: Louis St. Laurent and John Diefenbaker and helped influence policy as an advisor. Aldred traveled extensively throughout the world as an Aide to Prime Minister Diefenbaker. They developed a strong personal friendship and Aldred was one of the Executors of Prime Minister Diefenbaker's will, helping to establish the Diefenbaker Museum.

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ALDRICH, F/L John Gerald (J9680) - **Distinguished Flying Cross** - No.31 Squadron - Award effective 9 October 1945 as per **London Gazette** dated 19 October 1945 and AFRO 1822/45 dated 7 December 1945. Born in Grimsby, Ontario 21 May 1915 or 1918. Home in Calgary; enlisted there 5 May 1941. Posted to No.10 Repair Depot, 7 June 1941. To No.2 ITS, 3 July 1941; graduated 19 August 1941, promoted LAC and posted that day to No.14 EFTS; to No.11 SFTS, 9 October 1941); graduated and commissioned 2 January 1942. To "Y" Depot, Halifax, 3 January 1942; to RAF overseas, 9 February 1942. Repatriated 14 May 1945. Released 4 August 1945. Rejoined almost at once and was granted rank of Flight Lieutenant in permanent force, 1 October 1946 retired 5 October 1948. Postwar engineer. Died in Vancouver, 11 July 2011. Medal sent by registered mail 11 July 1950. Photo PL-36191 is formal portrait.

This officer has proved himself a capable and efficient pilot throughout the time his squadron has been engaged on active service operations. He has deputized for the flight commander on several occasions with success. His zeal and enthusiasm have contributed largely to the achievements of his squadron.

ALDRICH, F/L John Gerald, DFC (J9680) - **Distinguished Flying Cross (United States)** - No.31 Squadron - Award effective 10 January 1947 as per AFRO 17/47 of that date. NOTE: This award was earlier announced in **Canada Gazette** dated 6 April 1946 and AFRO 388/46 dated 12 April 1946. Why republish ? Public Records Office Air 2/9103 has citation.

For extraordinary achievement while participating in aerial flight during the period 2 August 1943 to 28 February 1945. Flight Lieutenant Aldrich has completed 347 supply-dropping missions totalling 1,040 operational hours, as pilot, flying in unarmed, heavily loaded transport aircraft over mountainous terrain, through hazardous weather conditions, over territory where enemy ground fire and enemy aerial attack was probable and expected. On one particular mission his aircraft was attacked by three Japanese fighters. Through his ingenuity and skilful maneuvering he eluded the enemy fighters, thus saving his mission. Undaunted by the hazards and difficulties faced regularly, Flight Lieutenant Aldrich has displayed a steadfast and unwavering devotion to duty above and beyond that normally expected. The achievement of Flight Lieutenant Aldrich reflect great credit upon himself and the armed forces of the Allied nations.

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ALDWINCKLE, F/O Robert Morrison (J5766) - **Mention in Despatches** - No.162 Squadron (Canada) - Awarded 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born 28 July 1920, Besselsleigh, Berkshire, England (Birth date from newspaper obituary); migrated to Canada in 1931 with parents. Educated at Abington Grammar School (England), Stanley, Ontario, Clinton Collegiate Institute and University of Toronto. Enlisted 13 August 1940. Trained at No.1 ITS, No.14 EFTS, and No.33 SFTS (wings in June 1941). As of award had flown 1,933:20 hours, 924:35 operational hours (84 sorties). Released 2 May 1945. After the war he returned to the University of Toronto. Awarded a Rhodes Scholarship and attended Oxford University for two years, graduating with a degree in Engineering. Rejoined the RCAF, 22 August 1946, rising to Brigadier-General until retiring

in 1971. He then worked for the Science Secretariat, Transport Canada, finally as manager of the Solar Energy Program, National Research Council, retiring again 2 November 1971. In 1986 he was diagnosed with Parkinson's Disease which gradually reduced his ability to participate in outdoor sports. He transferred his energy to an intense study of Parkinson's - history, variations and world-wide research. As a member of the Editorial Board, Parkinson's Society of Canada, he shared much knowledge. Died of a heart attack in Ottawa, 29 November 2003. Canadian Forces Photo Centre has many photographs of which the following are a sample: PL-34533 (with parents following DFC investiture); PL-100209 (portrait as a Wing Commander, June 1943); PL-131775 (portrait as an Air Commodore, December 1964). Governor General's Records (RG.7 Group 26, Vol.57, File 190-I) has citation.

This officer has, by his untiring effort and devotion to duty, assisted in maintaining a high morale in his unit. He has completed 650 hours of operational flying during the past eight months and has on more than one occasion located and assisted in the rescue of survivors of torpedoed vessels.

ALDWINCKLE, F/L (now S/L) Robert Morrison (J5766) - **Distinguished Flying Cross** - No.10 (BR) Squadron - Award effective 8 June 1944 as per **London Gazette** of that date AFRO 1380/44 dated 30 June 1944. At AFHQ when award announced.

This officer was captain of a VLR Liberator when he carried out three well-timed attacks against a strong resisting U-Boat with such accuracy that the enemy submarine was assessed as probably destroyed. Later in the same day in the vicinity of a convoy, he engaged another U-Boat with machine gun fire for over an hour, forcing it to submerge. Flight Lieutenant Aldwinckle, through a long career of many operational flying hours in the North Atlantic area, has met a continuously high standard as a captain and pilot. His initiative and devotion to duty have at all times been exemplary.

Report of his attack on U-420 (sunk), 26 October 1943, Liberator "A" of No.10 (BR) Squadron, position 50° 49"N 41° 01"W. Other members of the crew were F/O E.J. Brady (second pilot, Mentioned in Despatches), F/O P.G. Hughes (navigator, awarded DFC), P/O R.W. Beamish (first WAG, awarded DFC), Flight Sergeant C.D. Loader (second WAG) Flight Sergeant J.G. Griggs (third WAG, Mentioned in Despatches) and Corporal I.N. Jackson (fourth WAG, Mentioned in Despatches). The times for the various attacks were as follows: **first attack**, 1105Z, **second attack**, 1214Z, **third attack**, 1218Z. Final assessment was "B" - probably sunk. Narrative from report as follows:

**First attack:** Aircraft Liberator A/10 while flying at 8000 feet over 6/10 strato-cumulus with base at 2,500 feet to avoid icing. Captain sighted U-Boat fully surfaced 60 degrees to port, distance 20 miles. U-Boat's course was 110 degrees true at 10 knots. The aircraft dived on the U-boat taking advantage of sun and cloud. The U-Boat appeared to sight the aircraft at approximately five miles distance and was in hull down position when attacked on beam from three o'clock at 1105 GMT and in position 50° 49"N 41° 01"W. Six 250-lb depth charges set for 25 and spaced at 60 feet at 215 mph dropped from 75 feet with IAS at 220 mph aimed to hit conning tower. The stick undershot the U-Boat. Two men were seen in the conning tower and guns were swinging towards the aircraft as it went in for the attack but no fire from U-Boat. There was no fire from aircraft on the

approach because rain on upper turret obscured vision. The rear gunner opened fire as the aircraft crossed the U-Boat taking a sharp turn to port and climbed to 100 feet. The U-Boat began to fire flak putting up heavy curtain of fire with 50 bursts in the air at one time. The aircraft returned fire intermittently for one hour and nine minutes.

**Second attack:** At 1214Z the U-Boat submerged and the aircraft started to attack with 600-lb depth charge [e.g. homing torpedo]; on the first run over conditions of height and speed made it impractical to execute attack. On the second run the 600-lb depth charge was dropped under ideal conditions, two minutes after the U-Boat submerged. The aircraft circles to watch results. No apparent explosion. Periscope was definitely seen travelling in opposite direction to submerging.

**Third attack:** The aircraft attacked periscope with two 250-lb depth charges from 50 feet at IAS of 180 mph spacing 60 feet at 215 mph, fused for 25 feet. The position of depth charges with relation to periscope not known. They functioned properly. Photographs taken. Smoke float dropped.

Aircraft stayed in vicinity for an hour. The aircrew state that three minutes after the 600-lb depth charge was dropped, a black eruption was seen slightly to the rear of the centre of the depth charge explosion. The aircraft set course for the convoy and en route diverted to investigate smoke on horizon, and discovered smoke float and three naval vessels. The aircraft then proceeded to the convoy and passed information concerning the attack to S.O. by radio/telephone on instructions from S.O. and began patrol on orders. At 1548Z in position 50° 51"N 40° 56"W sighted suspicious object which proved to be a surfaced U-Boat on course 140 degrees true at eight knots. Returned flak with machine gun fire at about one mile distance. The U-Boat submerged at 1610Z; dropped smoke float. Set course for convoy at 1616Z. This information passed to S.O.

It is noteworthy that in both instances the ASG [radar] failed to give any indication of presence of the U-boat.

RCAF Press Release No.2695 dated 17 January 1944 by F/O David Griffin reads:

AT AN RCAF EAST COAST BASE: -- Depth bombs roared, machine guns chattered and multiple cannon on a U-boat pounded furiously in mid-Atlantic a short time ago. An RCAF heavy bomber crew came home from that fray convinced they had let the submarine get away. Then photographs taken at various stages of the fight were developed. The photo finish showed that the sub was "probably sunk" which is the top rating a crew can get unless they bring home the skipper's pants. That's the RCAF's quaint way of referring to tangible, like bits of floating wreckage. In view of the fact that planes can't very well pick up floating wreckage, a "probably sunk" is about the best that a bomber can do, and that's pretty good for a bunch of fliers who thought they'd failed.

F/L R.W. Aldwinkle, of Varna, Ontario, was pilot and captain of the plane which took off from an east coast base to patrol the mid-Atlantic. They'd been out for hours, seeing nothing but the wintry fall of the ocean, when Aldwinkle spotted something that really set things moving. "It was about five miles away," he said, "fully surfaced - a 550-ton



German submarine, painted a mottled brown. We couldn't believe our eyes. We'd done a lot of patrols without spotting one of these things, and here it was."

He didn't stop to explain that patrols at this time of the year are a cold, dreary, dangerous business. Those things are just the routine of their job. "I rang the bell – it's something like an old-fashioned doorbell and sounds the same, and we headed for the sub. It must have seen us when we saw it, for its gun-crews were right on the job. They opened up on us with 20 millimetre stuff. We could count about 50 bursts in the air at one time. It wasn't the kind that has to hit to explode. It burst on time fuses. They were really working those guns."

The Canadian bomber bored right in through the flak barrage, and let go with depth charges. At the same time, Pilot Officer R.W. Beamish, of Toronto, Ontario, tried to sweep the sub's decks with his front machine gun, but the window was coated by frost. That meant that the big bomber had to go in without the usual running interference made of lead. Sergeant I.N. Jackson, of Toronto, Ontario dusted the sub decks pretty heavily with his tail guns as they roared over the conning tower.

The Canadian bomber banked around and came in for another depth charge attack, but the U-boat kept throwing up flak. This went on until the bomber got away another series of depth charges, which made the German commander decide to get out of there. He crash-dived. The bomber swung in low, but the periscope track showed plenty of zig-zag action, down below. Another clump of depth bombs went over, but the German got out of the way in time. The Canadians were down to their last two charges, and things weren't looking bright. They swooped low, and turned them loose. One charge fell away ahead of the submarine, and somewhat to port. The splash, as it entered the water, seemed to be too far away to do any harm.

But, according to the photos, which were being taken all during the action, the U-boat commander must have started on a zig when he should have been taking a zag. He ziggged himself right into that depth charge, according to the picture evidence. "Still, at the time we didn't think we'd done much damage," Aldwinkle said. "We couldn't see any bodies or anything like that. So we flew around for a while.

"I'll be damned if we didn't spot another sub. This was a different one, different in size and armament. Loader, on the waist gun, let go with about 300 rounds when we got within range. (He was talking about F/L Charles D. Loader, of Calgary). He's a crack shot and he really gave it a raking. It was shooting back with everything it had, just filling the air with a screen of puffs. We skimmed it while Loader poured it on, and there we were, out of depth charges, just wishing we had something to throw at it. Apparently the Jerry didn't like it for he crash-dived, and that's the last we saw of him. We came home pretty mad, and pretty disgusted with ourselves but the assessment on this makes us pretty happy."

Others in the crew were F/O E.J. Brady, Vancouver, co-pilot; F/O P.G. Hughes, Courtney, B.C., navigator; and F/S John G. Griggs, Vancouver, wireless air-gunner. Their

battles with the two U-boats were typical of recent Atlantic conflicts in which the subs have stayed on the surface and shot back at attacking aircraft. But the use of aircraft has forced the undersea raiders to change their armament. In order to mount the kind of quick firers that they use against planes, they've had to sacrifice their big deck-guns which means that they can only attack shipping with torpedoes. Hitherto, before the flying U-Boat killers began to take big toll in the battle of the Atlantic, the subs were able to get plenty of cheap kills with medium shell-fire.

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ALEXANDER, FS Edward Sudbury (R58623) - **Distinguished Flying Medal** - No.419 Squadron - Award effective 22 May 1942 as per **London Gazette** of that date and AFRO 880-881/42 dated 12 June 1942. Born 11 August 1920 in Hornsea, England, home in Montreal; photographer and bank clerk. Home in Vancouver. Interviewed 10 May 1940 at which time he was described as follows: "Keen young man, patriotic, good background as a Scout, Rover Scout and Cub Master. Education, character O.K. Keen to get in and fight, and should be O.K. as observer." Enlisted in Vancouver, 3 September 1940. To No.2 Manning Depot, Brandon, 3 September 1940. Posted to No.2 ITS, 16 January 1941. Promoted LAC, 3 March 1941 and posted that dated to No.3 AOS; graduated 26 May 1941 and posted that day to No.2 BGS. Graduated 7 July 1941 and promoted Sergeant. To No.1 ANS, 8 July 1941; graduated 4 August 1941. Warned for embarkation, 5 August 1941. To RAF overseas, 23 August 1941. To No.12 OTU, 21 October 1941. To No.419 Squadron, 18 January 1942. Commissioned 4 June 1942. To No.23 OTU, 4 September 1942. Invested at Buckingham Palace in November 1942. Promoted Flying Officer, 4 December 1942. To No.97 Squadron, 31 May 1943. To No.156 Squadron, 17 June 1943. Promoted Flight Lieutenant, 1 September 1943. Promoted Squadron Leader, 28 December 1943. Killed in action 14 January 1944 (Lancaster ND357, No.156 Squadron); buried in Holland. Crew consisted of 43707 A/W/C N.N. Mansfield, DFC, A/S/L Alexander (navigator), 52075 A/F/L C.R. Swinney, DFC (WOP), 1268110 WO C.H. Lawrence, DFM (flight engineer), 1315026 FS V.N. Cawdery (mid-upper gunner) and 80423 F/O G.W. Penrose, DFC (rear gunner). Photographs PL-9914 and PL-9915.

One night in April 1942, Flight Sergeant Alexander was observer of an aircraft detailed to attack Kiel. The attack was completely successful but on the return flight the aircraft was engaged by an enemy fighter. Damage was caused to the port airscrew and the hydraulic system, and the rear turret was so severely damaged that the gunner was unable to open its doors. Flight Sergeant Alexander, although slightly wounded in the arm, forced the turret doors with an axe and helped the rear gunner out. Although nearly all the instruments were unserviceable, Flight Sergeant Alexander's skilful navigation was mainly responsible for the safe return of the aircraft and crew. The courage and high sense of duty displayed by this airman has been an inspiration to the other members of the crew.

ALEXANDER, F/L Edward Sudbury, DFM (J15543) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 10 January 1944 as per **London Gazette** dated 18 January 1944 and AFRO 410/44 dated 25 February 1944. NOTE: AFRO 874/44 dated 21 April **cancelled** this award. Was it reinstated ?

This officer has completed many successful operations against the enemy in which he has displayed high skill, fortitude and devotion to duty.

NOTE: Public Records Office Air 2/9153 has recommendation dated 21 November 1943 when he had flown 51 sorties (173 hours) of which 35 sorties (186 hours) had been undertaken since his previous award. In this document, the award originally proposed was a DSO, but at the level of No.8 Group Headquarters, "DSO" is scratched out by "D.B." (presumably Air Commodore Donald Bennett) and "DFC" substituted.

18 February 1942 - Lille (Nickel raid)

9 March 1942 - Essen

25 March 1942 - Essen

6 April 1942 - Essen

19 April 1942 - GARDENING, Ameland

22 April 1942 - Cologne

23 April 1942 - Cologne

27 April 1942 - Dinghy search, North Sea

28 April 1942 - Kiel

2 May 42 - Lorient

4 May 42 - Stuttgart

6 May 42 - Nantes

8 May 42 - Warnemunde

17 May 42 - GARDENING, Frisians

19 May 42 - Mannheim

21 May 42 - GARDENING, Lorient

30 May 42 - Cologne

1 June 1942 - Essen

16 June 1942 - Essen

18 June 1942 - GARDENING, Borkum

19 June 1942 - Emden

21 June 1942 - GARDENING, Borkum

25 June 1942 - Bremen

27 June 1942 - Bremen

2 July 42 - Bremen

8 July 42 - GARDENING, Lorient

9 July 42 - Wilhelmshaven

21 July 42 - Duisburg

25 July 42 - Duisburg

26 July 42 - Hamburg

28 July 42 - Hamburg

31 July 42 - Dusseldorf

16 September 1942 - Essen

## SECOND TOUR

8 July 43 - Cologne

25 July 43 - Essen

29 July 43 - Hamburg  
7 August 1943 - Milan  
12 August 1943 - Milan  
15 August 1943 - Milan  
17 August 1943 - Peenemunde  
5 September 1943 - Mannheim  
6 September 1943 - Munich  
22 September 1943 - Hanover  
23 September 1943 - Mannheim  
27 September 1943 - Hanover  
2 October 1943 - Munich  
7 October 1943 - Stuttgart  
22 October 1943 - Kassel  
3 November 1943 - Cologne  
17 November 1943 - Mannheim  
18 November 1943 - Berlin

This officer has carried out a total of 51 sorties against heavily defended targets in Germany and enemy occupied territories. He has completed 35 sorties since the award of the Distinguished Flying Medal, eighteen of these being with this squadron on Pathfinder Force duties.

Flight Lieutenant Alexander has proved himself to be an outstanding navigator, both in the air and on the ground, his untiring efforts in helping new arrivals being worthy of the highest commendation.

The efficiency and high standard of devotion to duty he has displayed in accurately navigating his aircraft to the most difficult targets make him very worthy of the award of the Distinguished Flying Cross.

Public Record Office Air 50/251 has a Combat Report for the night of 28/29 April 1942 (mentioned in the citation to his DFM). Position was 53° 15" North 03° 40" East, time 0350 hours, 75° and 80°, target Kiel.

Wellington Mark III ("R", No.419 Squadron) flying into full moon on a South Westerly course at indicated air speed of 140, was attacked by a twin-engined, twin-tailed aircraft believed Me.110 which approached at a very steep angle from below on the starboard quarter. The Wellington rear gunner - F/L O'Callaghan - who was standing up at the time and peering over the armour plating, caught sight of the enemy aircraft as it approached, and opened fire; the distance of the enemy aircraft when first sighted being 100-150 yards. Owing to the steep angle of approach of the enemy aircraft this burst passed slightly above it but in the opinion of the rear gunner the enemy aircraft would have run straight into his line of fire had he been able to hold his burst. Unfortunately at this moment the enemy aircraft opened fire with cannon and machine gun and with his first burst put the rear turret of the Wellington completely unserviceable. The rear gunner thinks that the second and last burst of the enemy aircraft, which made only one attack, must have been from astern and slightly below and from very close quarters - 30-40 yards. This burst wounded the rear gunner in the face, though not seriously, and he remembers nothing more of the encounter. The navigator - Flight Sergeant Alexander - was also very slightly wounded, receiving a graze on the arm. The captain of the Wellington took evasive action by diving sharply to starboard and going down in a tight spiral to sea level. The enemy aircraft was not seen again. Visibility was like day light. IFF was not on at the time but was switched on to Stud 3 immediately afterwards and SOS was sent.

The following is the principal damage done to our aircraft. One blade of port propellor was shot away and the other two blades holed; hydraulic systems were damaged rendering unserviceable the flaps, bomb doors and gun turrets; rear turret badly damaged, practically all the perspex missing; one gun badly bent and turret mounting damaged; starboard tailplane and elevator spars damaged and several geodetics shot away; starboard engine nacelle damaged; starboard mainplane geodetics shot away near the root and port engine found loose on mounting, presumably due to excessive vibration; both landing wheels burst, dinghy riddled with holes. The following instruments were made unserviceable - turn and bank indicator, directional gyro, artificial horizon and air speed indicator.

Owing to inability to maintain height the aircraft was at times so low that the tail wheel was in the water and splashed up into the rear turret. Eventually the captain crossed the English coast at about 1,000 feet and made a perfect belly landing at base.

The pilot on this occasion was Wing Commander John "Moose" Fulton who received the DSO.

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ALEXANDER, S/L Ernest Archibald (J4866) - **Air Force Cross** - No.1 SFTS (since moved to No.5 OTU) - Award effective as of 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 21 October 1918 in Montreal (RCAF Press Release announcing award). Attended University of British Columbia. Enlisted in Vancouver, 26 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 2 November 1940. Posted next day to No.8 EFTS; graduated 22 December 1940 when posted to No.4 SFTS; graduated and promoted Sergeant, 17 March 1941. Commissioned 18 March 1941. To Central Flying School, Trenton, 27 June 1941. To No.1 SFTS, 16 September 1941. Promoted Flying Officer, 18 March 1942. Promoted Flight Lieutenant, 15 June 1942. Promoted Squadron Leader, 1 April 1944. To War Staff College, Toronto, 16 June 1944. To No.1 Training Command, 8 September 1944. Posted to No.5 OTU, 27 November 1944, serving there to 27 April 1945. To No.11 (BR) Squadron, 29 April 1945. To "K", 23 May 1945. To No.8 Release Centre, 22 August 1945. Retired 28 August 1945. Presented with AFC in May 1945. Joined RCAF Auxiliary, 20 November 1946 in rank of Flying Officer with No.442 Squadron; promoted Flight Lieutenant, 1 January 1948. Took a law degree in Montreal, 1948. Promoted Squadron Leader, 1 June 1949. Awarded Queen's Coronation Medal, 23 October 1953 when a Wing Commander, No.19 (Auxiliary) Wing. Died in Vancouver, 28 March 1983, age 64. Reported that when recommended he had flown 2,079 hours to date, 1,800 hours as instructor, 129 hours in previous six months. Photograph PL-57201 is a portrait taken in 1952. DHP-159 (believed to be with the National Archives of Canada) shows him being invested with AFC at Dartmouth. Photo PL-55018 taken postwar during Exercise SIGNPOST shows G/C G. Northcott, OC No.19 (Auxiliary) Wing with W/C Ernest A. Alexander (No.442 Squadron) and W/C Bill Barker (No.443 Squadron).

This officer is an exceptional pilot and instructor. His efforts as senior examining officer and squadron commander have contributed very largely to the high standard of pilot training carried out by his unit. His perseverance and capable supervision make him a model flying instructor. His outstanding ability and devotion to duty are praiseworthy and an inspiration to the pupils and instructors under him.

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ALEXANDER, S/L John Playfair (C1272) - **Officer, Order of the British Empire** - No.11 (Movements) Group - Award effective 28 May 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943. Born in Toronto, 7 November 1890. Attended Ridley College (St.Catharines). Employed by Dominion Forestry Branch, 1913 -1914. Member, 48<sup>th</sup> Highlanders (Lieutenant), 1915-1916; Lieutenant and Scout Officer, 134<sup>th</sup> Battalion, 8 February 1916; Lieutenant and Platoon Commander, 48<sup>th</sup> Battalion, 1916 to 24 September 1917; Captain, 29<sup>th</sup> Battalion, CEF, 1917 to 5 December 1918 but also shown as observer and pilot, RFC/RAF, 24 September 1917 to 5 November 1918. First shown as "Accepted as Observer in the Field, Home Establishment", 29 June 1917; to No.1 School of Military Aeronautics, 15 July 1917; to School of Aerial Gunnery, Hythe, 16 July 1917; to No.51 Squadron, 23 August 1917. To British Expeditionary Force, 19 September 1917. Gazetted as Temporary Lieutenant, British Columbia Regiment, seconded to RFC, 24 September 1917. Graded as Flying Officer (Observer), 16 November 1917 with seniority from 24 September 1917. To be Temporary captain, British Columbia Regiment, 26 December 1917 and remain seconded to RFC. To Home Establishment, 22 January 1918. To be Lieutenant (Observer), RAF, 1 April 1918. To No.4

School of Aeronautics, Canada, 8 April 1918. To Beamsville, 11 September 1918. To School of Aerial Fighting, 2 October 1918. To Headquarters, Canada, 23 October 1918. Rejoined Canadian unit and relinquished RAF commission, 5 December 1918. Returned after the war to Dominion Forestry Branch, to 1930; became Forestry Superintendent for Alberta government (1930 to 1939). Home in Calgary; enlisted there 28 October 1939 and appointed Flying Officer on strength of RCAF Recruiting Centre. To Recruiting Centre, Ottawa, 22 June 1940; To Station Trenton, 1 July 1940; to AFHQ, Ottawa, 27 July 1940; to Eastern Air Command Headquarters, Halifax, 31 January 1941. To Embarkation Depot, Debert, 28 February 1941. To EAC Headquarters, 26 March 1941. Promoted Flight Lieutenant, 15 June 1941. To Embarkation Pool, Halifax, 1 August 1941. To "Y" Depot, 31 January 1942. Promoted Squadron Leader, 1 October 1942. Served with No.11 Movements Group, 31 December 1942 to 23 September 1943. To No.2 Port Transit Unit, New York, 23 September 1943. To No.1 Port Transit Unit, Halifax, 31 January 1944. To No.4 Training Command, 10 October 1944. Released 19 November 1944. Died in Victoria, British Columbia, 30 January 1979 as per British Columbia Vital Statistics. Medal presented June 1944. Photo PL-15108 is a rather stiff portrait; PL-15109 shows three RCAF conducting officers, describing them as "ship's adjutants when troops are being convoyed" - S/L J.P. Alexander (Calgary), F/L G.M. Jones (Toronto) and F/L C.W. Forsyth (a doctor, formerly practicing in Viceroy, Saskatchewan).

Squadron Leader Alexander has successfully completed twenty North Atlantic crossings as a member of the Royal Canadian Air Force Conducting Service. While employed on this tedious and dangerous task this officer has displayed exceptional leadership and tact in the handling of personnel and commendable organizing ability in the execution of his duties. His diligence, perseverance and exceptional devotion to duty have been an excellent example to his fellow conducting officers and disciplinarians.

This recommendation was raised on 27 February 1943 by G/C J.C. Malone, No.11 Movements Unit, as follows:

This officer is the senior in the Royal Canadian Air Force Ocean Conducting Service in point of number of ocean trips made, having successfully completed twenty North Atlantic crossings. The work is tedious, arduous and dangerous and requires leadership and tact. His devotion to duty and example to his fellow conducting officers, disciplinarians and conducting personnel has been outstanding in every respect.

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ALEXANDER, S/L John Reading (C12111) - **U.S. Medal of Freedom** - Northwest Air Command (unit not stated in most files; deduced from citation) - Award effective 2 November 1946 as per **Canada Gazette** of that date and AFRO 1075/46 dated 15 November 1946. Born 15 November 1905 in Killarney, Manitoba. Home in Winnipeg (accountant); enlisted there in Administrative Branch, 12 June 1942 and commissioned; posted that date to No.5 Manning Depot. To No.4 BGS, 16 June 1942. To Trenton, 10 July 1942; to No.2 Training Command, 22 August 1942; to No.3 WS, 26 August 1942. Promoted Flying Officer, 12 December 1942. To No.2 Training Command Headquarters, Winnipeg, 18 January 1943. Promoted to Flight Lieutenant, 15 May 1943. To Northwest Air Command, 1 June 1944. Promoted to Squadron Leader, 1 August 1943. To No.5 Release Centre, 8 January 1946. Retired 10

January 1946. Award presented 19 October 1946 by American Consul in Calgary. Letter from Colonel R.E. S. Williamson (Military Attache, U.S. Embassy) to AFHQ, 19 September 1946 has citation:

Squadron Leader John R. Alexander, Royal Canadian Air Force, performed exceptionally meritorious service from June 1944 to January 1946. As Personal Staff Officer to the Air Officer Commanding, North West Air Command, Royal Canadian Air Force, Edmonton, Alberta, Canada, he played a prominent liaison role in working out mutual problems and joint responsibilities of the Canadian and United States agencies. His cooperative attitude and sincere interest in the problems and welfare of the United States Forces were of inestimable value to the successful accomplishment of their mission in Northwest Canada.

NOTE: Recommended 7 March 1946 by A/V/M T.A. Lawrence for MBE but did not reach priority lists:

This officer was Personal Staff Officer to the Air Officer Commanding, No.2 Air Command and North West Air Command from February 1943 until January 1946. During this time he rendered most loyal service to his Air Officer Commanding and the Royal Canadian Air Force. He was most considerate to all ranks with whom he came in contact, to the public, and to other services, and was a splendid representative of the RCAF in the course of his duties to which he was devoted.

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ALEXANDER, F/L Kenneth Andrew (J10557) - **Air Force Cross** - No.2 SFTS - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Arden, Ontario, 17 March 1916 as per RCAF Press Release reporting award; educated there, Peterborough, Ontario Agricultural College and Queen's University. Teacher. Enlisted in Ottawa, 27 May 1941. To No.5 ITS, 6 August 1941; graduated and promoted LAC, 24 September 1941 when posted to No.3 EFTS; graduated 21 November 1941 and posted next day to No.14 SFTS; graduated and commissioned 13 February 1942. To No.2 SFTS, date uncertain. To No.6 OTU, 21 March 1945. To United Kingdom, 5 September 1945. Repatriated, date uncertain. To No.3 Release Centre, 5 February 1946. Retired 18 March 1946. Rejoined RCAF, 5 December 1952 as pilot (212777) with rank of Squadron Leader. Retired 24 April 1958. Medal presented 21 May 1949. Had flown 1,960 hours to date, 1,696 instructional hours, 255 hours in previous six months.

Flight Lieutenant Alexander has been employed at this unit since December 1942 during which time he has flown 1,696 hours on instructional duties. He has an outstanding record in training and has played a big part in the successful training of pilots. His work, both in the air and on the ground, has been highly commendable. The way in which he has undertaken all tasks allotted to him has been a very fine example to all.

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ALEXANDER, F/L Robert Wilfred (J2833) - **Distinguished Flying Cross** - No.148 Squadron - Award effective 7 April 1942 as per **London Gazette** of that date and AFRO 611/42 dated 24 April 1942. Born



in Norwich, Ontario, 20 August 1920, home there or Paris, Ontario (attended University of Western Ontario and was an elementary school teacher for 21 months); enlisted London, Ontario, 16 April 1940. To No.1 ITS, 29 April 1940. Posted to No.1 AOS, 23 May 1940; promoted LAC, 24 May 1940. To No.1 BGS, 18 August 1940 and to No.1 ANS, Trenton, 29 September 1940. Commissioned 25 October 1940. Immediately posted overseas. To No.11 OTU, 30 November 1940. To No.214 Squadron, 20 January 1941. To Middle East, February 1941. To No.148 Squadron, 21 February 1941. Promoted Flying Officer, 5 September 1941. Promoted Acting Flight Lieutenant, 4 November 1941. To No.231 Wing, 10 January 1942. Reverted to Flying Officer and posted to United Kingdom, 27 May 1942. To No.2 Personnel Despatch Centre that date. To No.1 Personnel Despatch Centre, 4 August 1942. Repatriated to Canada and posted on 19 August 1942 to No.31 ANS, Port Albert. Remustered to pilot and posted to No.12 EFTS, Goderich, 8 January 1943. To No.5 SFTS, Brantford, 20 March 1943. Graduated as pilot, 9 July 1943. Promoted Flight Lieutenant, 17 July 1943. To No.45 Group, Dorval, 24 July 1943 and assigned to Transport Command Unit, Nassau, 18 October 1943 and Ferry Command Training Unit, North Bay, 21 October 1943. To United Kingdom, 28 January 1944. To No.512 Squadron, 29 January 1944. Attached to No.1513 Beam Approach Training Flight, 27-31 July 1944. To No.437 Squadron, 14 September 1944; promoted Squadron Leader, 15 September 1944. Killed in action, 21 September 1944 (Dakota KG387, No.437 Squadron, Arnhem). Photo PL-1819 shows P/O U.L.J.L. Bezaire, P/P J.H. Percer and P/O R.W. Alexander at Ottawa's Union Station, November 1940; PL-16042 shows him at Government House for investiture (medal presented April 1943).

As an air observer this officer has carried out 51 operational sorties against the enemy. He has participated in many attacks against objectives in Libya, Syria, Greece, and in the whole Mediterranean area. Flight Lieutenant Alexander is a fine bomb aimer and an exceptionally good navigator. Over a long period he has been carrying out duties of Squadron Navigation Officer with great success and his experience as an observer combined with his ability as an instructor have enabled him to attain a very high standard of navigation in the squadron. This officer has displayed consistent keenness, coolness and determination and has set a fine example to all.

NOTE: Public Record Office Air 2/8754 has slightly different text:

As an air observer this officer has carried out 51 operational sorties against the enemy involving 456 flying hours. He has participated in many attacks against objectives in Libya, Syria, Greece, and in the whole Mediterranean area. He also took part in mine laying and supply dropping operations in Greece. Flight Lieutenant Alexander is a fine bomb aimer and an exceptionally good navigator. Over a long period he has been carrying out the duties of Squadron Navigation Officer with great success and his experience as an observer combined with his ability as an instructor have enabled him to attain a very high standard of navigation in the squadron. This officer has displayed consistent keenness, coolness and determination and has set a fine example to all.

**Circumstances of Death:** Dakota KG387 departed Blakehill Farm at 1314 hours, 21 September 1944. Aircraft was engaged in pannier drop to airborne forces in Holland. Heavy small-calibre flak was reported in the area and enemy fighters attacked en route home. The crew were reported as J2833 F/L R.W. Alexander (pilot), J38773 F/O W.S. McLintock (co-pilot and navigator), J28238 F/O J. Rechenuc

(WOP/AG, survived) and 1378949 Flight Sergeant A. McHugh (Navigator, injured and hospitalized as of 30 September 1944).

As of 12 November 1944 the following statement had been obtained from F/O Rechenuc:

The aircraft had done the run in on the D.Z. and on the return flight the aircraft was attacked by six FW.190s. On the first burst F/L Alexander was hit and the second pilot, F/O W.S. McLintock, although himself hit, took over control. He ordered the remainder of the crew to bale out. F/O Rechenuc and FS McHugh parachuted safely to earth, where they were picked up by some American Army unit and taken to hospital. According to F.O Rechenuc the Americans state that no one else jumped from the aircraft and it crashed in flames further forward.

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ALEXANDER, FS William George (R78455) - **British Empire Medal** - Station Sydney - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 22 September 1910. Enlisted in Toronto, 24 October 1940 for General Duties. Reclassified as Fire Fighter, 23 November 1940 and promoted Corporal that date. . To No.6 Repair Depot, 3 December 1940. Promoted Sergeant, 1 April 1941. Promoted Flight Sergeant, 1 October 1941. To No.501 HD, 11 January 1944. To Station Sydney, 20 July 1944. To No.4 Release Centre, 15 August 1945. Retired 21 September 1945. . Medal presented October 1947.

This Non-Commissioned Officer attended the crash of a United States Naval aircraft and on arriving found a fire burning above the gasoline tank filler hole. Had the fire been driven down into the tank an explosion with disastrous consequences would have undoubtedly resulted. With full knowledge of this existing condition, without protective clothing or additional fire fighting equipment, this non-commissioned officer, with fire extinguisher, approached the wreckage with disregard for his safety and put out the fire, thereby speeding rescue operations of the crew and minimizing danger to everyone at the scene of the crash. As station fire chief, this non-commissioned officer has at all times displayed outstanding ability and devotion to duty.

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ALGER, F/L Clifford Tompkins (J87340) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 8 January 1922 at North Bay, Ontario; home there. Former electrician, enlisted in Ottawa 30 June 1942. Granted Leave Without Pay until 7 July 1942 when posted to No.5 Manning Depot. To No.6 ITS, 12 September 1942; graduated and promoted LAC, 6 November 1942 but not posted to No.20 EFTS until 5 December 1942; graduated 20 February 1943 when posted to No.2 SFTS; graduated and promoted Sergeant, 11 June 1943; commissioned 14 June 1943. To "Y" Depot, 25 June 1943. To United Kingdom, 29 June 1943. Promoted Flying Officer, 14 December 1944. Repatriated 14 May 1945. To No.1 Air Command, 27 May 1945. To Halifax, 22 June 1945. To Central Flying School, 12 August 1945. To No.4 Release Centre, 16 October 1945. Retired 26 October 1945. Medal presented 20 August 1949. Died in North Bay, Ontario, 8 January 2008 as per **Legion Magazine** "Last Post" website. In 2006 he published his memoirs, **My Generation's Challenge: A World War**

**II Bomber Pilot's Memoire** (Monsoon Books). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.9 Vol.20612) has recommendation dated 17 April 1945 when he had completed 32 sorties (219 hours 30 minutes), 6 September 1944 to 24 March 1945. Sortie sheet indicates attack by ME.410 on 9 October 1944 (Bochum), "lots of jet planes" on 23 October (Essen), "fighters and flak" on 28 January 1945 (Stuttgart), "lots of fighters" on 7 March 1945 (Dessau), and "lots of fighters and search lights" on 15 March 1945 (Hagen).

Flight Lieutenant Alger has completed his first operational tour against the enemy. Among the targets attacked were many heavily defended German cities including Essen, Cologne, Munich and Stuttgart. On one occasion, in order to carry out a successful attack on Stuttgart he made three orbits before releasing his bombs. In this instance and at all other times throughout his tour, he displayed courage of [a] very high order and a fine offensive spirit by pressing home the attacks.

The sortie list was as follows:

6 September 1944 - Emden (4.00, second pilot)  
20 September 1944 - Calais (3.45)  
6 October 1944 - Dortmund (6.45)  
9 October 1944 - Bochum (5.25, attack by Me.410)  
14 October 1944 - Duisburg (5.25)  
23 October 1944 - Essen (5.25, lots of jet planes)  
28 October 1944 - Cologne (6.10)  
30 October 1944 - Cologne (6.05)  
2 November 1944 - Dusseldorf (5.50)  
4 November 1944 - Bochum (5.35)  
6 November 1944 - Gelsenkirchen (5.00)  
2 December 1944 - Hagen (7.30)  
18 December 1944 - Duisburg (6.10)  
5 January 1945 - Hanover (5.15)  
6 January 1945 - Hanau (7.00)  
7 January 1945 - Munich (8.45)  
14 January 1945 - Merseburg (8.50)  
16 January 1945 - Zeitz (8.30)  
28 January 1945 - Stuttgart (7.40, fighters and flak)  
2 February 1945 - Weisbaden (6.25)  
4 February 1945 - Bonn (6.30)  
27 February 1945 - Mainz (7.10)  
1 March 1945 - Mannheim (7.30)  
2 March 1945 - Cologne (5.50)  
5 March 1945 - Chemnitz (9.55)  
7 March 1945 - Dessau (8.45, lots of fighters)  
11 March 1945 - Essen (6.00)  
12 March 1945 - Dortmund (6.30)  
14 March 1945 - Zweibrucken (6.50)

15 March 1945 - Hagen (7.05, lots of fighters and searchlights)  
20 March 1945 - Heide (6.25)  
24 March 1945 - Bottrop (6.00)

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ALKE, LAC Bernard Charles (R252798) - **British Empire Medal** - Station Sea Island - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 27 January 1910. Home in Vancouver; enlisted there 13 April 1943 as Aero Engine Mechanic. To No.3 Repair Depot, 28 April 1943. To No.5 Manning Depot, 2 September 1943. To Technical Training School, 21 October 1943. To No.3 SFTS, 3 February 1943. Promoted AC1, 4 February 1944. Promoted LAC, 1 July 1944. To No.3 Repair Depot, 23 March 1945. To No.22 Sub-Repair Unit, 28 March 1945. To No.122 (Composite) Squadron, 15 June 1945. To No.4 Composite Flight, 16 September 1945. To Western Air Command, 2 December 1945. To No.8 Release Centre, 20 June 1946. Released 28 June 1946. Medal presented May 1947.

This airman has exceptional initiative and is well qualified in his trade. He is never idle during his tour of duty, and accepts all tasks given him with a cheerfulness that is an outstanding example to his fellow airmen. He is constantly taking in hand less experienced tradesmen and improving their proficiency in their trade. The benefit derived from this instruction is quite evident when these airmen sit in their trade tests.

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ALLAN, F/L Everett Brock (C23502) - **Commended for Valuable Services** - No.5 EFTS - Award effective 1 January 1945 as per **Canada Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Calgary, 3 May 1913. Service station supervisor for two years and insurance adjuster for two years. Before enlistment he had flown 41 hours (dual), 162 hours (solo) and 25 hours (passenger). Enlisted at Calgary, 27 February 1941 as Flying Instructor. Attended Central Flying School, Trenton, 27 April to 9 June 1941. Promoted Sergeant on 10 June 1941. Granted Indefinite Leave Without Pay, 10 June 1941 and assigned to No.5 EFTS, High River. On 4 January 1942, when tested as an instructor, he was described as "A capable pilot and an interesting instructor". Posted from there to No.5 Manning Depot, Lachine, 8 October 1942. To No.6 SFTS, Dunnville, 5 November 1942. Classified as Pilot, General List, 5 February 1943 and commissioned. Posted 20 February 1943 to No.3 Flying Instructor School, Arnprior. To No.5 EFTS, High River, 4 April 1943. To No.3 SFTS, Calgary, 16 November 1944. Killed in flying accident, 16 May 1945 in Anson 12478 at No.3 SFTS, Calgary. Photo PMR 81-314 shows him. Photo PMR-81-314 shows him sitting at a desk.

This officer has been an instructor at Elementary Flying Training Schools over three years and his unfailing loyalty has been of great value to the Service. As squadron commander he has carried out his duties in an exceptional manner. By his skill and good leadership he holds the confidence and respect of all who serve under him.

Recommended for AFC, 8 August 1944 by Richardson (initials illegible) on behalf of Managing Director of No.5 EFTS. He had flown 2,002 hours 20 minutes, of which 1,773 hours 35 minutes had

been on instructional duties and 84 hours 15 minutes had been in the previous six months. The submission read:

As Squadron Commander, this officer has carried out his duties in an exemplary manner. Commands the confidence and respect of all who serve under him. He has been an Elementary Instructor since June 1941; now holds position of Assistant Chief Flying Instructor and is highly recommended for the Air Force Cross.

This was minuted on 21 August 1944 by A/V/M G.R. Howsam, Air Officer Commanding, No.4 Training Command:

Recommend for Commendation.

This officer has been instructor at Elementary Schools since June 1941, and his unfailing loyalty has been of the greatest value to the service.

At an unknown date, A/C H.L. Campbell added:

Recommended for the King's Commendation for Valuable Services in the Air.

\* \* \* \* \*

ALLAN, F/O George Ingram (J19255) - **Distinguished Flying Cross** - No.692 Squadron (missing) - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Davidson, Saskatchewan, 22 February 1908; home in Imperial, Saskatchewan; Educated at Saskatchewan Normal School and University of Saskatchewan (Bachelor of Education). In COTC while at university. Taught school for four years at Summerfield and Conway, Saskatchewan. Enlisted in Saskatoon 7 January 1941 and posted that day to No.2 Manning Depot, Brandon. To No.36 SFTS, Swift Current, 10 February 1941 (guard duty). To No.2 ITS, Regina, 30 March 1941. Graduated 28 April 1941 when promoted LAC. To No.3 AOS, Regina, 29 April 1941; to No.5 BGS, Dafoe, 22 July 1941; Graduated 1 September 1941 and promoted Sergeant. To No.1 ANS, 3 September 1941. To "Y" Depot, Halifax, 1 October 1941. To RAF Trainee Pool, 19 October 1941. Taken on strength of No.3 PRC, Bournemouth, 9 November 1941. To No.22 OTU, 25 November 1941 (Wellingtons and Ansons). To No.27 OTU, 12 April 1942 (Wellingtons and Ansons). To No.12 Squadron, 20 May 1942 (Wellingtons). To No.20 OTU, 18 September 1942 (Wellingtons and Ansons). Attached to RCAF Overseas Headquarters, April 1943. To No.24 OTU, 29 June 1943 (Whitleys and Ansons). Commissioned 22 November 1943. Embarked for Canada on Special Leave, 2 February 1944; disembarked Canada 13 February 1944. Embarked for UK, 31 March 1944; arrived in UK, 7 April 1944. To No.61 Base, 24 April 1944. To No.1655 Conversion Unit, 23 May 1944. To No.692 Squadron, 20 July 1944 (which is hard to reconcile with his sortie list). To No.142 Squadron, 25 October 1944. Killed in action with No.142 Squadron, 21/22 January 1945 (Canadian-built Mosquito KB463, with S/L R.S. Don, DFC); name on Runnymede Memorial. Aircraft was coded 4H-W, target Kassel, airborne 1845 hours from Gransden Lodge and lost without trace. He was described as one of the oldest Canadians to die in Bomber Command. Medal presented to next-of-kin December 1946. PL-7263 shows five RCAF airmen on break at an OTU, March 1941 (P/O I.H. Watson, Woodstock, Ontario; Sergeant R. Orquhary, New York; Sergeant G.I. Allan, Imperial, Saskatchewan; Sergeant D.F.

Glinz, Oak River, Manitoba; Sergeant A.E. Parsons, London, Ontario); PL-38373 shows his father receiving his son's DFC. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8830 has recommendation dated 18 November 1944 when he had flown 60 sorties (255 hours) in two tours.

### **First Tour**

30 May 42 - Cologne

1 June 1942 - Essen

3 June 1942 - Bremen

6 June 1942 - Emden

8 June 1942 - Essen

19 June 1942 - Emden

22 June 1942 - Emden

25 June 1942 - Bremen

26 June 1942 - GARDENING (Terschelling Is.)

39 June 1942 - Sea Search

7 July 42 - Bremen

8 July 42 - Wilhelmshaven

11 July 42 - Frisian Islands

14 July 42 - Duisburg

21 July 42 - Duisburg

25 July 42 - Duisburg

26 July 42 - Hamburg

31 July 42 - Dusseldorf

8 August 1942 - Osnabruck

10 August 1942 - GARDENING (Danish coast)

12 August 1942 - Mainz

13 August 1942 - GARDENING (Heligoland)

15 August 1942 - Dusseldorf

18 August 1942 - Flensburg

27 August 1942 - Kassel

1 September 1942 - Saarbrucken

### **Second Tour**

18 July 44 - Buer

19 July 44 - Bremen

23 July 44 - Kiel

24 July 44 - Frankfurt

25 July 44 - Berlin

27 July 44 - Stuttgart

28 July 44 - Hamburg

6 August 1944 - Castrop Rauxel

8 August 1944 - Cologne

2 September 1942 - Karlsruhe  
23 August 1944 - Cologne  
25 August 1944 - Berlin  
26 August 1944 - Kiel  
28 August 1944 - Essen  
30 August 1944 - Frankfurt  
31 August 1944 - Dusseldorf  
4 September 1944 - Karlsruhe  
5 September 1944 - Hanover  
8 September 1944 - Nuremburg  
9 September 1944 - Brunswick  
11 September 1944 - Berlin  
12 September 1944 - Berlin  
17 September 1944 - Bremen  
18 September 1944 - Berlin  
25 September 1944 - Mannheim  
27 September 1944 - Kassel  
28 September 1944 - Brunswick  
9 October 1944 - Wilhelmshaven  
12 October 1944 - Hamburg  
14 October 1944 - Berlin  
15 October 1944 - Wilhelmshaven  
18 October 1944 - Mannheim  
19 October 1944 - Wiesbaden  
23 October 1944 - Berlin

This officer, as navigator and bomb aimer, has now completed a very large number of operational sorties against well defended and far distant targets in Western Germany. He has at all times shown a high standard of skill in navigation and an admirable determination in the performance of his duties, both in the air and on the ground.

In the face of enemy opposition he has displayed coolness and courage of a high order and a complete disregard of personal safety. For his praiseworthy example of all-round ability and quiet sense of devotion to duty he is strongly recommended for the non-immediate award of the Distinguished Flying Cross.

NOTE: When repatriated to Canada on leave he stated he had at that point flown over 500 hours, of which about 129 or 130 were operational (27 sorties). His stated preferences were (1) period of instructional duties in Canada and (2) operational duties in the Middle East.

Assessments are interesting. On 24 September 1943 (No.24 OTU) his superior (signature illegible) wrote:

Has completed 27 operations with No.12 Squadron. A good average lecturer and controls his classes well, but unfortunately lacks that little drive that would make him good. Is quiet, intelligent and thoughtful.

On 27 January 1944 he was again assessed at OTU. The document gave his flying time as 392 hours 45 minutes (lower than he later gave on returning to Canada) of which ten hours 55 minutes had been in past six months. W/C T.J. Gunn wrote (rather ungrammatically):

This officer is very reliable but quiet and unassuming in his ways. He is thorough and efficient in his duties, but does not possess that drive which is as necessary for a good instructor. He would probably be better employed as an instructor at an AOS or EFTS where his superior knowledge might value his shyness and generally retiring nature.

The Commanding Officer of No.142 Squadron wrote, after his death, that he had flown a total of 726 hours 25 minutes (41 hours 25 minutes in the previous six months).

\* \* \* \* \*

ALLAN, F/O James Colomba (C85832) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September and AFRO 1704/45 dated 9 November 1945. Born in Londonderry, Ireland, 12 February 1921; home in Edmonton, Alberta. Former auto body mechanic plus service in RCA, enlisted in Edmonton 5 December 1940 as Airframe Mechanic and posted to No.1 Manning Depot. To Technical Training School, 12 December 1940. Promoted AC1, 7 June 1941. To Trenton, 11 June 1941. To "Y" Depot, 27 October 1941. To RAF overseas, 2 November 1941. Date of promoted to LAC uncertain. Promoted Corporal, 1 October 1942. Remustered to Flight Engineer and promoted Sergeant, 4 January 1943. Promoted Flight Sergeant, 4 July 1943. Commissioned 10 March 1944. Promoted Flying Officer, 10 September 1944. Repatriated 13 June 1946. To Northwest Air Command, 25 June 1946. To Western Air Command, 3 October 1946. Released 10 October 1946. Medal presented 9 July 1949. Postwar he worked for Edmonton Motors (1946-1974), moving to Victoria and Imperial Bank of Commerce (to 1987) and Corps of Commissionaires (to November 2002). Died in Victoria, 6 July 2003. Middle name may have been spelled "Columba".

Flying Officer Allan is now on his second tour of operational duty. He has participated in attacks on the most heavily defended targets of Berlin, Hamburg, Essen and many others. On one occasion when leaving the target area one engine became unserviceable and had it not been for Flying Officer Allan's thorough knowledge and coolness under fire, another engine would no doubt have been lost. By his skill and coolness a safe return to base was made. At all times this officer has set a fine example of tenacity and devotion to duty.

DHH file 181.009 D.2618 (Library and Archives Canada RG.24 Volume 20607) has the original recommendation by W/C F.S. McCarthy dated 17 April 1945 when he had flown 37 sorties (221 hours five minutes), as follows:





18 February 1943 - Gardening, Frisians (4.35)  
24 February 1943 - Wilhelmshaven (5.10)  
25 February 1943 - Cologne (5.25)  
28 February 1943 - St. Nazaire (6.15)  
1 March 1943 - Berlin (8.00)  
3 March 1943 - Hamburg (6.00)  
8 March 1943 - Nuremberg (9.20)  
12 March 1943 - Essen (5.25)  
22 March 1943 - St. Nazaire (6.00)  
27 March 1943 - Berlin (7.15)  
14 April 1943 - Stuttgart (7.30)  
16 April 1943 - Pilsen (10.00)  
20 April 1943 - Stettin (8.10)  
26 April 1943 - Duisburg (4.40)  
27 April 1943 - Gardening (4.35)  
30 April 1943 - Essen (5.00)  
4 May 1943 - Dortmund (4.40)  
12 May 1943 - Duisburg (5.00)  
13 May 1943 - Bochum (5.35)  
23 May 1943 - Dortmund (4.50)  
19 June 1943 - Le Creusot (7.40)  
3 July 1943 - Cologne (6.15)  
9 July 1943 - Gelsenkirchen (6.55)  
13 July 1943 - Aachen (5.50)  
27 July 1943 - Hamburg (6.30)  
9 August 1943 - Mannheim (7.05)  
10 August 1943 - Nuremberg (10.50)  
17 August 1943 - Peenemunde (7.40)  
22 August 1943 - Leverkusen (6.00)  
23 August 1943 - Berlin (7.40)  
\*\*\*\*  
23 February 1945 - Essen (6.25)  
24 February 1945 - Kamen (6.50)  
27 February 1945 - Mainz (7.00)  
1 March 1945 - Mannheim (7.00)  
22 March 1945 - Dorstein (5.00)  
24 March 1945 - Gladbeck (5.55)  
25 March 1945 - Munster (5.40)  
31 March 1945 - Hamburg (5.55)

Flying Officer Allen, at present in the middle of his second tour, has participated in numerous attacks against such heavily defended targets as Berlin, Hamburg, Essen, Duisburg, Stettin, Dortmund and many others.

This officer has displayed exceptional skill, courage and efficiency which have been a source of encouragement to his own and other crews. After completing a number of sorties in his first tour, this officer specialized in flying with new crews on operations.

On one occasion while taking part in an attack on Nuremberg on the 10<sup>th</sup> of August 1943, he was breaking in a new crew. Coming out of the target, one engine became unserviceable and had it not been for Pilot Officer Allen's thorough knowledge and courage under fire, another engine would no doubt have been lost.

This officer has throughout his period on operations set a fine example of tenacity and devotion to duty. His skill as a flight engineer has saved many a bomber crew. It is recommended that he be awarded non-immediate Distinguished Flying Cross.

\* \* \* \* \*

ALLAN, F/O James Llewellyn (J19586) - **Distinguished Flying Cross** - No.198 Squadron - Award effective 8 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born in Valparaiso, Saskatchewan, 8 September 1921; home in Tisdale, Saskatchewan. Completed highschool and one year of Normal School before becoming a teacher. Enlisted in Saskatoon, 13 August 1941. To No.2 Manning Depot, Brandon, 30 August 1941. To No.5 Personnel Holding Unit (Paulson, Manitoba), 25 October 1941. To No.5 BGS, Dafoe, 24 November 1941. To No.7 ITS, Saskatoon, 5 January 1942. Promoted LAC, 27 February 1942. Struck off strength of No.7 ITS, 28 March 1942 and taken on strength of No.2 EFTS, Fort William, 29 March 1942. Taken on strength of No.1 SFTS, Camp Borden, 21 June 1942. Graduated 9 October 1942 and promoted Sergeant. To "Y" Depot, Halifax, 24 October 1942. To RAF Trainee Pool, 27 October 1942. Disembarked in UK, 5 November 1942. Taken on strength of No.3 PRC, 6 November 1942. To No.17 (P) AFU, 5 January 1943. To No.56 OTU, 16 February 1943. Promoted Flight Sergeant, 9 April 1943. To No.275 Squadron, 18 May 1943. To No.198 Squadron, 23 May 1943. Promoted WO2, 9 October 1943. Commissioned with effect from 22 December 1943 (orders dated 28 February 1944). Posted from No.198 Squadron to No.84 Group Service Unit, 8 April 1944. Reposted to No.198 Squadron, 25 May 1944. Promoted Flying Officer, 22 June 1944. Injured, 18 August 1944 (Typhoon R8966) when attacking enemy transport and tanks near Trun; hit by flak, reached Allied territory and had to bale out. Hospitalized with fractured right tibia. Struck off strength of No.198 Squadron, summer 1944 on posting to RCAF Repatriation Depot for medical review. He was walking with a cane by 5 September 1944 and was keen to return to operation. Medical Board recommended two weeks leave. Posted back to No.84 Group Service Unit, 26 September 1944 and to No.198 Squadron, 8 October 1944. Killed in action 3 November 1944 (Typhoon MN707 of No.198 Squadron, rocket attack on batteries, Wangerooze; hit an embankment as he force-landed);

buried in Belgium. Medal presented to next-of-kin February 1946. Photo PL-37604 shows his mother and cousin after presentation.

Flying Officer Allan has taken part in numerous attacks on enemy road and rail transport, tanks, radio installations and gun positions. He has led his section with great skill and courage, qualities which have contributed materially to the successes obtained. He has set a fine example to all. Circumstantial report on his loss (S/L A.W. Ridler, Commanding Officer, No.198 Squadron, dated 4 November 1944) read as follows:

On the 3.11.44 Green Section 198 Squadron, four aircraft were detailed to attack gun positions east of Middleburg. F/O Allan DFC was briefed to fly as Green leader in a section of four aircraft. The section was airborne at 0855 hours and at 0910 hours arrived over the target and met accurate light flak. F/O Allan led his section in and attacked the target with rockets. He decided to make a second attack with cannon but as he started his dive he was hit by flak and was hit again apparently in the engine soon after he started his dive. The engine was seen to be on fire. F/O Allan pulled out of his dive and headed south-east towards Zuid Beveland which was in Allied hands. He crash landed in a field at D262221. The aircraft was seen to be badly smashed. Army personnel and civilians were seen to lift him out of the cockpit and cover him with a white sheet.

It is the opinion of the other members of Green Section that F/O Allan is believed killed and he has been reported missing.

He was taken to No.8 Canadian General Hospital where he was declared dead at 0500 hours on 5 November 1944..

S/L Ridler, writing to his next-of-kin, said (in part):

Jimmy was probably the most popular pilot on the squadron and was extremely keen for operations. Only the day before his last flight he learnt that he had been awarded the Distinguished Flying Cross and he well deserved this honour.

\* \* \* \* \*

ALLAN, W/C Spence Anderson (C2338) - **Member, Order of the British Empire** - Executive Assistant to Air Member for Personnel. Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in Hamilton, Ontario, 20 February 1906 (birth date in **Who's Who in Canada**, 1966); educated there and University of Toronto; home there. Served in Argyll and Sutherland Highlanders, Non-Permanent Active Militia, 1930-1940; enlisted in RCAF in Hamilton, 1 July 1940 in Administration Branch. Promoted Flight Lieutenant, 1 May 1941. At AFHQ as of 27 October 1941. Promoted Squadron Leader, 1 July 1942. Promoted Wing Commander, 1 July 1943. To No.1 Training Command, 15 July 1944. Promoted Group Captain, 1 December 1944. To No.1 Air Command, 15 January 1945. To No.4 Release Centre, 11 March 1945. Retired 20 March 1945. Medal presented February 1945. Postwar he was President and Managing Director of Reid Press Limited, Hamilton. Photo PL-

8956 shows him at desk, 29 May 1942 when he was a Flight Lieutenant. Died in Hamilton, 25 September 2006.

This officer has contributed outstanding meritorious service throughout his career. His work in connection with the organization of all Bombing and Gunner Schools was the of the highest order and performed under circumstances demanding an exceptional degree of initiative and capacity for work. As Executive Assistant to the Air Member for Personnel, he has continued to display exceptional ability and untiring effort in the organization and maintenance of the administration of this Division. He served as Assistant Secretary for the Air Training Conference two years ago and, due to his fine work at that time, was again chosen as Secretary for the recent conference held with representatives of the United Kingdom. His initiative, ability and devotion to duty have been outstanding and an excellent example to all those with whom he has come in contact.

\* \* \* \* \*

ALLAN, WO2 (now P/O) William Edward (R158333/J94312) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born in Saskatchewan, 1 May 1924; home in Vancouver (shoe maker). Enlisted in Saskatoon 19 May 1942 and posted that date to No.2 Manning Depot. To No.5 BGS (guard duty), 18 July 1942. To No.7 ITS, 12 September 1942; graduated and promoted LAC, 6 November 1942 but not posted until 5 December 1942 when he went to No.5 EFTS; to No.4 SFTS, 6 February 1943; ceased training and posted to No.2 Manning Depot, 13 May 1943; to No.5 BGS, 11 June 1943; graduated 4 September 1943 when posted to No.1 ANS; graduated and promoted Sergeant, 15 October 1943. To "Y" Depot, 26 October 1943. Taken on strength of No.3 PRC, 31 October 1943. Commissioned 20 March 1945. Repatriated 8 June 1945. To Western Air Command, 20 June 1945. To No.5 OTU, 25 July 1945. To No.9 Release Centre, 12 September 1945. Retired 14 September 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9070 has recommendation dated 20 February 1945 when he had flown 38 sorties (187 hours 35 minutes), 7 August 1944 to 14 February 1945.

7 August 1944 - L'Hoque (4.55)  
8 August 1944 - Chantilly (5.15)  
9 August 1944 - Prouville (4.10)  
12 August 1944 - La Breteque (4.40)  
14 August 1944 - Aisy (4.45) 15 November 1944  
15 August 1944 - Soesterburg (3.55)  
16 August 1944 - Kiel (5.00)  
31 August 1944 - Isle de Cezembre (4.55)  
6 September 1944 - Emden (4.35)  
10 September 1944 - Le Havre (4.05)  
11 September 1944 - Kiel Bay (5.30)  
14 September 1944 - Wilhelmshaven (3.45), DNCO

15 September 1944 - Kiel (6.15)  
17 September 1944 - Boulogne (3.50)  
16 October 1944 - Duisburg (4.05)  
23 October 1944 - Essen (4.10)  
29 October 1944 - Walcheren (2.05)  
30 October 1944 - Cologne (4.40)  
2 November 1944 - Dusseldorf (4.10)  
4 November 1944 - Bochum (3.45)  
6 November 1944 - Gelsenkirchen (3.35)  
9 November 1944 - Wanne Eickel (3.50)  
16 November 1944 - Julich (3.40)  
18 November 1944 - Wanne Eickel (4.20)  
21 November 1944 - Aschaffenberg (5.15)  
27 November 1944 - Neuss (4.00)  
17 December 1944 - Ulm (6.15)  
22 December 1944 - Bingen (5.05)  
28 December 1944 - Bonn (4.45)  
29 December 1944 - Scholven (5.00)  
30 December 1944 - Cologne (4.20)  
2 January 1945 - Nurnburg (6.20)  
5 January 1945 - Rayon (5.20)  
5 January 1945 - Hannover (4.30)  
16 January 1945 - Magdeburg (6.05)  
7 February 1945 - Cleve (4.05)  
8 February 1945 - Politz (7.55)  
13 February 1945 - Dresden (8.00)  
14 February 1945 - Chemnitz (7.00)

Warrant Officer Allan has completed many operational sorties against such heavily-defended targets as Magdeburg, Bochum and Dresden. He has consistently displayed keenness and enthusiasm and set a fine example of gallantry, skill and devotion to duty. Warrant Officer Allan has always maintained a high standard of ability at his work and great determination to achieve his objective.

\* \* \* \* \*

ALLARD, P/O Bernard Louis Philip (J89062) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 5 September 1924 in The Pas, Manitoba; home there; enlisted there 21 September 1942. Granted Leave Without Pay until 24 November 1942 when posted to No.2 Manning Depot. To No.3 WS, 25 February 1943. To No.4 Pre-Aircrew Education Unit, 16 May 1943. To No.2 Air Gunner Ground Training School, 11 June 1943. To No.3 BGS, 7 August 1943; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, 8 October 1943. Commissioned 10 August 1944. Repatriated 7 February 1945. Promoted Flying Officer, 10 February 1945. To No.2 Air

Command, 18 February 1945. To No.5 Release Centre, 8 April 1945. Retired 11 April 1945. Medal sent by registered mail 7 June 1950. Photo PL-35243 is a formal portrait. No citation other than "completed ...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9039 has recommendation dated 21 October 1944 when he had flown 48 sorties (188 hours 26 minutes).

\* counted as 1/3 operation

15 February 1944 - Frankfurt-on-Oder (7.01)  
20 February 1944 - Stuttgart (6.15)  
25 February 1944 - Augsburg (6.44)  
15 March 1944 - Stuttgart (6.50)  
18 March 1944 - Frankfurt (4.53)  
22 March 1944 - Frankfurt-on-Main (5.02)  
24 March 1944 - Berlin (6.52)  
26 March 1944 - Essen (4.33)  
20 April 1944 - Lens (2.52)\*  
22 April 1944 - Dusseldorf (3.36)  
24 April 1944 - Karlsruhe (5.27)  
27 April 1944 - Friedrichshafen (6.36)  
10 May 44 - Ghent (2.40)  
11 May 44 - Boulogne (2.13)  
19 May 44 - Le Mans (4.06)  
22 May 44 - Le Mans (4.17)  
31 May 44 - Trappes (3.46)  
2 June 1944 - Trappes (3.15)  
4 June 1944 - Calais (1.53)  
7 June 1944 - Foret de Cerisy (3.10)  
11 June 1944 - Toures (4.58)  
14 June 1944 - Cambrai (2.34)  
15 June 1944 - Lens (2.09)  
17 June 1944 - Oisemont-Neuville-au-Bois (2.34)  
24 June 1944 - Middel Straete (1.54)  
27 June 1944 - Oisemont (2.23)  
28 June 1944 - Metz (5.02)  
2 July 44 - Oisemont (2.09)  
5 July 44 - Wizernes (1.47)  
7 July 44 - Caen (2.31)  
9 July 44 - L'Hey (1.39)  
10 July 44 - Nucourt (2.42)  
24 July 44 - L'Hey (1.44)  
25 July 44 - Foret du Crox (2.19)  
3 August 1944 - L'isle Adam (3.09)  
5 August 1944 - Chaussee (3.03)  
8 August 1944 - Lucheux (3.10)

10 August 1944 - La Pallice (5.12)  
12 August 1944 - Russelheim (4.29)  
29 August 1944 - Stettin (9.38)  
12 September 1944 - Frankfurt (5.59)  
15 September 1944 - Kiel (5.14)  
24 September 1944 - Calais (2.16)  
25 September 1944 - Calais (2.04)  
28 September 1944 - Cap Gris Nez (1.51)  
14 October 1944 - Duisburg (4.35)  
15 October 1944 - Wilhelmshaven (3.59)  
19 October 1944 - Stuttgart (5.11)

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)



Pilot Officer Allard is a keen and capable Air Gunner now on his second tour of operations. He has participated in attacks on such strongly defended enemy areas as Berlin, Frankfurt and Stettin. On many occasions this officer has been placed in great personal danger through contact with enemy fighters, but he has not faltered and pressed home his attacks to the full. His keen sense of responsibility and devotion to duty, even under the most adverse conditions, has been an inspiration to his crew and undoubtedly contributed greatly towards their continued operational success. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

\* \* \* \* \*

ALLCROFT, P/O Frederick Charles (J17472) - **Distinguished Flying Cross** - No.61 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 13 July 1943 and AFRO 1724/43 dated 27 August 1943. Born in Vancouver, 1 April 1923; home there, being educated at Macdonald Dawson School and the Vancouver Technical School (Motors); employed as Apprentice Aero Mechanic, Vancouver Air Training Company, Sea Island (otherwise known as No.8 EFTS). Enlisted in Vancouver, 24 June 1941 and posted to No.2 Manning Depot. To No.3 BGS, 7 August 1941 (guard duty). To No.2 ITS, 1 September 1941; graduated and promoted LAC, 9 October 1941 when posted to No.15 EFTS; graduated 8 December 1941 when posted to No.10 SFTS; graduated and promoted Sergeant, 10 April 1942. To "Y" Depot, 11 April 1942; to RAF overseas, 30 April 1942; disembarked in United Kingdom, 12 May 1942. Attended No.6 (Pilots) AFU, 24 June to 9 August 1942 (Oxford aircraft). On strength of No.13 OTU, 13-20 August 1942. Attended No.25 OTU, 20 August to 14 December 1942 (Wellington IC and III). To No.1661 Conversion Flight, 29 December 1942. To No.61 Squadron, 2 March 1943. Commissioned 11 April 1943. To No.83 Squadron, 26 June 1943. Promoted Flying Officer, 11 October 1943. Missing, presumed dead, 3 January 1944 (Lancaster JB355, No.83 Squadron).

On his first sortie, which was against heavily defended objectives at Essen, the aircraft in which this officer was flying was hit by anti-aircraft fire but, undaunted by this, he bombed the target and made a safe return on three engines. During a sortie to Dortmund in May 1943, his aircraft was attacked by enemy fighters on the outward flight. After the attack had been skilfully evaded, one engine in the aircraft failed, but despite this he proceeded to the target which was successfully bombed. On the return journey another engine failed but by superb skill and determined courage this pilot made a safe return. Throughout all his operational sorties Pilot Officer Allcroft has displayed high courage and devotion to duty.

NOTE: Public Record Office Air 2/8964 has recommendation drafted 27 May 1943 when he had flown 18 sorties (16 successful) and 124 hours 20 minutes on operations. Sortie list and submission as follows:

9 December 1942 - Lille, nickel raid (6.40)  
5 March 1943 - Essen (4.30, unsuccessful)  
12 March 1943 - Essen (5.20)  
3 April 1943 - Essen (5.55); photo; fires; hit by flak; returned on three engines.  
4 April 1943 - Kiel (6.15)  
8 April 1943 - Gardening (10.00, unsuccessful); unable to pinpoint and Gee unserviceable.  
10 April 1943 - Frankfurt (5.45); 4,000-pound bomb forced open bomb doors; successful landing.  
13 April 1943 - Spezia (10.25)  
14 April 1943 - Stuttgart (6.45)  
16 April 1943 - Pilsen (9.25); bombed from 8,000 feet; large explosion after bomb dropped.  
18 April 1943 - Spezia (9.40); bombed from 8,000 feet.  
20 April 1943 - Stettin (9.05); bombed after timed run.  
26 April 1943 - Duisburg (5.45)  
28 April 1943 - Gardening (9.45)  
30 April 1943 - Essen (5.20)  
4 May 1943 - Dortmund (5.35); attacked target on three engines; returned on two.  
12 May 1943 - Duisburg (5.15)  
13 May 1943 - Pilsen (2.55); reserve aircraft; engine trouble.

Pilot Officer Allcroft has completed 16 successful sorties. On his first sortie against the heavily defended town of Essen, his aircraft was hit by flak, but undaunted by this he bombed his target and returned safely on three engines. During a sortie against Dortmund on the 3rd/4th May 1943 he was attacked by enemy fighters shortly after he had crossed the Dutch coast. After the fighters were evaded one of his engines ailed but he went on on three engines and successfully bombed the target. Shortly after he had set course for home another engine failed, but by a splendid display of skill and determined courage he made a safe return to base on his two starboard engines.

This officer is a fine type who inspired confidence in all who operate with him and he is strongly recommended for the award of the Distinguished Flying Cross.

The website "Lost Bombers" has the following on his last sortie. Lancaster JB355, No.83 Squadron (OL-J), target Berlin, 2/3 January 1944. JB355 was delivered to SIU in September 1943 for H2S installation, joining No.83 Squadron on 13 November 1943. It took part in the following operations: Berlin, 23/24 November 1943 (aborted, H2S unserviceable); Berlin, 16/17 December 1943; Berlin 23/24 December 1943; Berlin, 29/30 December 1943; Berlin 1/2 January 1944; Berlin, 2/3 January 1944 (lost) When lost this aircraft had a total of 80 hours. It was one of four No.83 Squadron Lancasters lost on this operation; the others were JBB114, JB453 and ND330. Airborne at 0017 hours of 23 January 1944 from Wyton. Crashed 0325 hours, 23 January 1944 near the road leading from Neuenhagen to Hunow, 18 km ESE from the centre of Berlin. Crew (all killed) were F/O F.C.Allcroft, DFC, RCAF; Sergeant A.W.Bell; F/O A.W.Blakeman, DFC; P/O R.P.Watts; Flight Sergeant R. Ellwood; Flight Sergeant J.A.Thomas ; Flight Sergeant J.B.Wood. The website also states that F/O Allcroft had been born Frederick Charles Hewett. He was raised by his mother and step-father and preferred to take his step-father's name.

**Notes:** Damaged Blenheim I K7176 at No.13 OTU, 17 August 1942, 0915 hours. Not serious and no details shown.

Damaged Wellington BK193, No.25 OTU, 17 November 1942, 0005 hours, at which date he had 33 hours ten minutes on type. After flying six hours on a Bullseye exercise he noticed main tanks were running dry and instructed air bomber to switch to nacelle tanks. Air bomber unable to manipulate nacelle fuel cocks and both engines cut in quick succession. Height was 7,000 feet. Crew were baled out by pilot but Sergeant Newson (air bomber) was delayed by inability to adjust parachute pack and jumped too low; parachute failed to open. Allcrafft force-landed in a field. Crash occurred about five miles from base; they had been delayed by spending time looking for infra-red targets. Blame placed on the unfortunate air bomber, "an extremely dreamy and slow-thinking individual", who seemed to have panicked.

On course at No.25 OTU he dropped 58 smoke bombs and two 250-lb bombs by day and eighteen flash bombs at 7,000 feet by night. Described as "A very steady and reliable pilot; keen and capable, and should make good operational material. Recommended for four-engine aircraft."

Incident with Manchester L7481, No.1661 Conversion Unit, 3 February 1943. Engaged in high level bombing exercise. Port engine failed, reasons unknown, and he made a successful one-engine landing at Waddington.

Assessed 28 July 1943 by S/L D.C. Wellburn - "A smart young officer and a good aircraft captain who is keen and thorough at his job." At the time he had flown 442 hours 30 minutes (242.05 in previous six months). W/C W.M. Penman added his remarks: "An exceptionally good type of officer. Young in appearance but hard working and efficient."

\* \* \* \* \*

ALLEN, P/O Daniel Frederick (J16423) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 24 March 1943 as per **London Gazette** dated 6 April 1943 and AFRO 809/43 dated 7 May 1943. Born in Salem, Massachusetts, 16 May 1921 (MI.9 report) or 16 May 1916 (pay card); gave home in Lennoxville, Quebec although he seems to have retained American citizenship. Educated there and in Sherbrooke. Enlisted in Sherbrooke, Quebec, 22 July 1940. To Trenton, 31 August 1940. To No.1 ITS, 23 October 1940; graduated and promoted LAC, 28 November 1940 when posted to No.4 EFTS; graduated 28 January 1941 and posted to No.4 Manning Depot; to No.8 SFTS, 7 February 1941; graduated and promoted Sergeant, 16 May 1941. To Embarkation Depot, 17 May 1941. To RAF overseas, 17 June 1941. Injured 13 October 1941 at No.16 OTU, Upper Heyford when his aircraft (Hampden P5345) struck Anson N9668 on the ground. Commissioned 17 March 1942. Attained rank of Flight Lieutenant, 1 December 1943. Promoted Squadron Leader, 4 August 1944. Repatriated 12 February 1945. To "Y" Depot again, 6 April 1945; to United Kingdom, 13 April 1945. Repatriated 15 September 1945. Retired 19 October 1945. Worked in sales for Loew Brothers and Sherwin-Williams in the United States, then returned to Canada to become Head of Sales, Tibbett's Paints, Trenton.

Died in Pictou, Nova Scotia, 13 February 2010 as per **Legion Magazine** "Last Post" column, September/October 2010. Photo PL-20458 is a portrait wearing DFC ribbon.

This officer has completed thirty sorties involving attacks on a variety of well-defended targets in Germany and northern France. He is an efficient captain whose determination to complete his task successfully has set a praiseworthy example. On one occasion when returning from Hamburg his aircraft was badly damaged by enemy action but he flew it back to base.

NOTE: Public Record Office Air 2/4951 has recommendation dated 8 March 1943 when he had flown 30 sorties (170 hours 32 minutes):

Since coming to this squadron in June 1942, Pilot Officer Allen has carried out 30 operational sorties against some of the most heavily defended targets in Germany. These operations included sorties to Cologne (2), Essen (1), Gardening (6), Wilhelmshaven (3), Duisburg (1), Hamburg (2), Dusseldorf (4), Dinghy search (1), Mainz (1), Osnabruck (1), Flensburg (1), Saarbrücken (1), Bremen (1), Lorient (3), St.Nazaire (1).

On one occasion while returning from Hamburg, this officer's aircraft was badly shot up due to an engagement with a Junkers 88, but through his coolness and determination, the enemy was evaded and the aircraft brought back to base. This officer has always been an example of cheerful courage and has displayed a splendid record of achievement.

RCAF Press Release No.6375 dated 27 August 1944 from P/O M.N. Negru, transcribed by Huguette Oates, reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- Aircrew personnel in the last stage of training here before they man four-engined bombers of this Canadian group should prove to be the bane of the Nazis if imbued with but a portion of one of their instructors' enthusiasm.

Despite more than three years overseas and a tour of operations which brought him the Distinguished Flying Cross behind him, S/L D.F. Allen of Lennoxville, Quebec, has just turned down a month's leave in Canada in order to carry on with his duties for another six months.

Recently promoted to his present rank, the 23-year-old squadron leader who came to England as a sergeant pilot in July, 1941, has now been appointed a flight commander at a Heavy Conversion Unit commanded by G/C J.G. Kerr, AFC, of St. Thomas, Ontario. "I get a great kick out of instructing," he said, but he was taking no chances on being away in Canada if the war should end suddenly. "There was a reasonable hope this thing would be over within six months and I wanted to be in right through."

S/L Allen's tour of "ops", during which his first 18 trips were flown in two-engined Hampdens before he converted to the four-engined Halifax bomber, was completed with the Goose squadron. His eighth sortie with that crack unit stands out in his recollections.

Coming back from Hamburg on that trip, one of the motors of his Hampden "packed up" after being hit by the fire from an attacking German Ju.88 which also holed one of the wings. But Allen brought his aircraft across the North Sea on one engine and put it down safely. His gunners had meanwhile shot down the Ju.88.

Allen had just completed one year's study at St. Patrick's Academy in Sherbrooke, Quebec, to perfect his French when he enlisted in the RCAF in June, 1940. Previously, he had been graduated from Lennoxville High School. He won his pilot's wings at Moncton, N.B., in May, 1941, and also trained at E.F.T.S., Windsor Mills, Quebec, and S.F.T.S., Moncton.

\* \* \* \* \*

ALLEN, FS (now P/O) Douglas William (R135145/J87001) - **Distinguished Flying Medal** - No.630 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born in Enfield, Nova Scotia, 24 March 1919. Home in Armdale Post Office, Halifax, Nova Scotia. Enlisted in Montreal, 14 October 1941 and immediately posted to No.5 Manning Depot. To No.31 OTU (non-flying duties), 22 November 1941. To No.5 ITS, 26 January 1942; graduated 28 March 1942, promoted LAC, and posted that day to No.22 EFTS. Ceased pilot training, 27 May 1942. Posted to No.3 AOS, 21 July 1942. Ceased training 15 October 1942. Posted to No.8 BGS on 7 November 1942; to No.3 AOS again on 28 January 1943; graduated 5 March 1943 and promoted Sergeant. To "Y" Depot, Halifax, 19 March 1943. To RAF overseas, 27 March 1943. Commissioned 9 May 1944. Repatriated 27 December 1944. To Station Gander, 3 February 1945. To "Y" Depot, 27 April 1945. To UK, 8 May 1945. Repatriated again, 23 July 1945 and released on 13 September 1945. Medal sent by registered mail. Worked for the Nova Scotia Department of Highways until retiring in 1979. Died 21 November 2005 in Upper Tantallon, Nova Scotia; obituary stated he had flown 31 sorties. Photo PL-36849 shows him on return to Canada. No citation other than "completed ...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9276 has recommendation dated 27 June 1944 when he had flown 29 sorties (211 hours 13 minutes), 5 January to 24 May 1944.

5 January 1944 - Stettin (9.30)  
14 January 1944 - Brunswick (5.55)  
20 January 1944 - Berlin (7.20)  
21 January 1944 - Magdeburg (6.30)  
27 January 1944 - Berlin (8.25)  
30 January 1944 - Berlin (6.45)  
15 February 1944 - Berlin (6.55)  
19 February 1944 - Leipzig (7.10)  
20 February 1944 - Stuttgart (7.40)  
24 February 1944 - Schweinfurt (8.25)  
25 February 1944 - Augsburg (7.45)  
1 March 1944 - Stuttgart (8.15)  
10 March 1944 - Clermont-Ferrand (6.50)  
15 March 1944 - Stuttgart (8.20)  
18 March 1944 - Frankfurt (5.30)

30 March 1944 - Nuremburg (7.45)  
5 April 1944 - Toulouse (7.40)  
9 April 1944 - Koenigsburg (9.14)  
10 April 1944 - Tours (6.30)  
18 April 1944 - Paris (4.41)  
20 April 1944 - La Chapelle (5.14)  
22 April 1944 - Brunswick (5.21)  
24 April 1944 - Munich (10.01)  
29 April 1944 - Paris (7.25)  
1 May 44 - Clermont-Ferrand (4.44)  
3 May 44 - Mailly (5.29)  
7 May 44 - Tours (5.10)  
9 May 44 - Annecy (9.21)  
11 May 44 - Bourg-Leopold (4.15)  
22 May 44 - Brunswick (5.58)  
24 May 44 - Antwerp (3.10)

Flight Sergeant Allen has successfully completed 29 operations against Germany and occupied territory. During his tour, which included four raids on Berlin, three on Stuttgart, and others on Koenigsburg, Augsburg and Leipzig, he has consistently brought back photographic proof of his skill as an Air Bomber, and of his excellent co-operation with the other members of the crew.

He has always endeavoured to increase his efficiency by careful study of the results of each raid, and he has employed his constantly improved technique in bombing with great precision against very heavily defended and difficult targets. He is strongly recommended for the non-immediate award of the Distinguished Flying Medal.

\* \* \* \* \*

ALLEN, F/L Ernest Ellwood (J5295) - **Distinguished Flying Cross** - No.59 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2138/43 dated 22 October 1943. Born in St.George, Ontario, 6 May 1922. Enlisted in Hamilton, Ontario, 21 August 1940. To "R", 31 August 1940. To No.1 ITS, 13 October 1940. Graduated and promoted LAC, 4 November 1940 when posted to No.4 EFTS; graduated 29 December 1940 when posted to No.8 SFTS; graduated and promoted Sergeant, 16 May 1941; commissioned 17 May 1941. To "Y" Depot, date uncertain; to RAF overseas, 26 December 1941. Promoted Flying Officer, 17 May 1942. Promoted Flight Lieutenant, 17 May 1943. Invested with award at Buckingham Palace December 1943. To No.111 OTU, 2 January 1944. Repatriated 16 April 1945. To No.1 WS, 19 May 1945. To No.2 Air Command, 19 June 1945. To Release Centre, 17 August 1945; retired 20 August 1945. Died 5 May 2007 in Welland, Ontario. RCAF photo PL-3487 taken at No.8 SFTS, 1941 shows R70099 E.E. Neilson (Harrisburg ?), R71678 J.F. Boyd (Collingwood), 3640 C.S. Ratcliffe (Essex), R70090 J.S.R. Norton (Caledonia), R71699 J.A.D. Attwell (Toronto), R67719 A.R. Neilson (Windsor), R62604 C.P. Shriner (Lundy's Lane, Niagara Falls) and R67680 F.R. Letson (Windsor). Photo PL-23284 is formal portrait; PL-26519 shows him with wife and her friend (Joyce Baines) after investiture.

Flight Lieutenant Allen has proved himself to be a most determined and capable captain of aircraft. By his gallantry and fine fighting spirit he has contributed much to the morale of his squadron.

\* \* \* \* \*

ALLEN, F/O Ethan 2nd (J21435) - **Distinguished Flying Cross** - No.224 Squadron - Award effective 25 January 1944 as per **London Gazette** dated 8 February 1944 and AFRO 644/44 dated 24 March 1944. Born at Biarritz, France, 4 June 1919. His father was president of a cellophane plastic company which may explain his many moves. Educated at Mr. Gibbs School (London, England), Pembroke House (Kenya), La Chataignerair (Switzerland), France and the United States (St. George's School in Newport, Rhode Island and University of California). Although his home is recorded as being New York City, he had merely travelled there to join the RCAF; his previous occupation had been in California (selling rare books). Enlisted in Montreal, 4 December 1941 and posted to No.1 Manning Depot. To No.1 Training Command, 21 December 1941. To No.6 ITS, 14 March 1942; graduated and promoted LAC, 8 May 1942 but not posted until 7 June 1942 when posted to No.3 EFTS, London; to No.9 EFTS, St. Catharines, 21 June 1942; graduated 14 August 1942 and posted next day to No.16 SFTS; graduated and commissioned 4 December 1942. To No.1 GRS, 4 December 1942. To "Y" Depot, 13 March 1943. To RAF overseas, 26 March 1943. Disembarked in United Kingdom, 10 April 1943. To No.224 Squadron, 14 May 1943. Promoted Flying Officer, 4 June 1943. Temporary Duty at Ballykelly, 18-28 October 1943. Killed in action 6/7 June 1944 (Liberator BZ942); name on Runnymede Memorial. Medal sent by registered mail to widow, October 1952. Photo PL-26997 (ex UK-737 dated 19 January 1944) shows him. PL-28008 (ex UK-7384 dated 19 January 1944) shows Flight Sergeant Morris Hayward (Vancouver) and F/O Ethan Allen (New York).

Flying Officer Allen has completed many sorties and throughout has displayed great keenness and determination. One night as captain of aircraft he executed an attack on a large U-boat. Pressing home his attack with great determination, Flying Officer Allen straddled the vessel with a number of depth charges. On several other occasions this officer has participated in successful attacks on the enemy's underwater craft. By his skill, courage and coolness he has set a very fine example.

His personal file has another citation provided for the University of California Honour Roll:

This pilot by his skill, courage and coolness has set a very fine example in many sorties. On one occasion he pressed home his attack against a large U-boat with great determination and straddled the vessel with a number of depth charges. On several other attacks he has been successful against submarines.

**Training:** Interviewed in Montreal, 1 December 1941. Noted that he had flown 16 hours dual (no solo), played all sports extensively. "Very good family, intelligent, cooperative, personality. Recommended."

At No.6 ITS he was described as follows: "Excellent background; educated largely abroad; good appearance; likeable and very much in earnest; self possessed." Placed 18th in a class of 95.



At No.9 EFTS he flew Tiger Moths (33 hours 25 minutes day dual, 34 hours 55 minutes day solo, one hour night dual). This included nine hours 45 minutes on instruments. Also logged 11 hours in Link. Flew eight hours dual before first solo. Placed 5th in a class of 32. "Very good background. Did a good job at this unit. Keen, responsive, intelligent. Stood 5th in course in G.I.S. Flying, good average. Instrument flying and Link, average." .

Involved in flying accident, 7 August 1942, 0840 hours, Tiger Moth 3951 (seriously damaged). Ceiling unlimited, visibility 3-8 miles in haze, winds southeast, 5-15 m.p.h. He was solo and had 25 hours dual, 33 hours solo. Allen was uninjured; the other pilot (LAC James C. Cummings, Tiger Moth 8906, totally demolished) was slightly injured. Came down in a farmer's field near Four Mile Creek Road.

Collided in mid-air with another aircraft, striking it from above. Collision occurred at about 4,500 feet. Aircraft went partly out of control. Propellor was smashed and the ailerons did not respond to control. Brought aircraft in on forced landing and the craft turned over on its back.

A report of the accident stated that the two Tiger Moths were flying too close to one another in contravention of Air Regulations. Blame was allocated to both pilots for failure to observe each other - "careless airmanship." **Note:** There is a Flying Officer James C. Cummings killed in a flying accident, 9 November 1944 (Bolingbroke 10094, No.10 Bombing and Gunnery School) - not sure if this is the same man

At No.16 SFTS he flew Anson aircraft (56 hours 25 minutes day dual, 69 hours 30 minutes day solo, two hours 25 minutes night dual, ten hours 30 minutes night solo). These figures included 14 hours 50 minutes in formation, 20 hours 40 minutes on instruments. Also logged 21 hours 30 minutes in Link. Navigation exercises involved six hours 55 minutes dual and 18 hours 35 minutes solo. Flew four hours 25 minutes dual before first solo. Described as "Above average in ground school. Excellent type. Gold worker and keenly interested. Commission material." Course at No.1 GRS was 28 December 1942 to 26 February 1943. Flew Anson aircraft (42 hours 35 minutes, all by day). Courses and marks as follows: D.R. Navigation Intermediate (97/100), D.R. Navigation Final (267/300), D.R. Navigation Airwork (246/300), Reconnaissance (171/200), Reconnaissance airwork (83/100), Compasses and Instruments (136/200), Meteorology (136/200), Signals (84/100), Coding (79/100), Ship Recognition (176/200), Photography (80/100), Visual Signals (Pass). Described by Course Instructor (F/L J.W. Hoodley ?) as follows: "A very intelligent, keen and conscientious pupil. His work both in the air and on the ground has been consistently above average. He is a very steady, dependable type, not inclined to lose control in a crisis." To this the Chief Flying Instructor (W/C Reynell ?) added, "Keen, solid and reliable pupil. Should prove very useful in a G.R. Squadron."

**Accident Overseas:** At 1620 hours, 8 October 1943, St. Eval (No.224 Squadron, Liberator BZ790). Engaged on non-operational duty (compass swinging). At the time he reported 230 hours on Liberators and 420 on all types. His report stated:

When throttles pulled right back aircraft seemed to have tendency to float and so stick was also pulled right back in attempt to check this. Landed on wrong three points - damaging tail skid. Ceiling 600 feet and visibility poor enough so that small circuit had to be made to keep runway

in view. Wind was 12 m.p.h. and downwind to runway. Runway was changed (No.6 to No.2) immediately after landing - this floating of aircraft plausible.

The Commanding Officer of No.224 Squadron (W/C A.E. Clouston) wrote:

Under the circumstances, a young captain at the controls, and considering the low cloud height with hills behind the drome in cloud I consider the pilot did well in landing at St. Eval. The fact the tail skid touched is no fault of the captain but due to the lightly loaded Liberator and C.G. position.

**Particulars of death:** Liberator BZ942 was airborne from St. Eval, 2139 hours, 6 June 1944 to conduct an anti-submarine patrol in the English Channel. No message was received and nothing more was heard of the aircraft. Crew were J21435 F/O E. Allen, DFC (pilot), J85506 P/O M.E. Hayward (second pilot), Aus 401371 F/L W.J. Eskler (RAAF, navigator), 53447 P/O H.E. Pugsley (navigator), 48957 F/O L.R. Aust, DFC, DFM (WOP/Air), 1104418 Warrant Officer H. McIllaney (WOP/Air), 1213956 Sergeant D.E. Froggatt (WOP/Air), 1596602 Sergeant A. McLaughlin (air gunner), 1826970 Sergeant J.B.C. Gray (air gunner) and 2207636 Sergeant A.H. Croft (flight engineer).

\* \* \* \* \*

ALLEN, F/L George Russell (J1403) - **Commended for Valuable Services** - No.18 SFTS - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 5 April 1917. Home in Watrous, Saskatchewan; enlisted Regina 100 October 1940. To Trenton, 23 October 1940. To No.1 ITS, 22 December 1940; graduated and promoted LAC, 27 January 1941; to No.1 EFTS, 28 January 1941; graduated 17 March 1941 when posted to No.1 Manning Depot; to No.5 SFTS, 10 April 1941; graduated and promoted Sergeant, 21 June 1941. To No.1 ANS, 29 June 1941. To No.12 SFTS, 25 August 1941. Commissioned 1 July 1942. To No.18 SFTS, 5 September 1943. Served in postwar RCAF (19770). Awarded Queens Coronation Medal, 23 October 1953 while a Flight Lieutenant (Regular Force) at University of Saskatchewan. Photo PL-90693 is a portrait taken at Goose Bay, February 1959.

This officer has been a navigation instructor for over three years. His conscientious attitude toward the service has been an excellent example to the more junior instructors and as deputy flight commander he has assisted in maintaining and improving the standard of navigation at his unit to a high degree.

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ALLEN, F/O Gerald Wilfred (J10512 and 19905) - **Commended for Valuable Services** - Station Lachine - Award effective 28 August 1948 as per **Canada Gazette** of that date and AFRO 524/48 dated 3 September 1948. Born 14 September 1920 in Eden, Manitoba. Educated there, 1926-1929 and in Flin Flon, 1929-1937. Home in Flin Flon where he was a mill worker, store clerk and filling station attendant. Enlisted in Winnipeg, 26 June 1941 and posted to No.2A Manning Depot, Penhold. To No.36 SFTS, 15 July 1941. To No.4 ITS, Edmonton, 8 August 1941. Graduated and promoted LAC, 12 September 1941. Posted that date to No.6 EFTS, Prince Albert. To No.11 SFTS, Yorkton, 7 November 1941. Graduated and commissioned, 27 February 1942 (J10512). To Central Flying School, Trenton,

31 March 1942. To No.12 SFTS, Brandon, Manitoba, 18 May 1942. Promoted Flying Officer, 1 October 1942. To No.1 GRS, Summerside, 28 July 1943. To Western Air Command, 16 October 1943. To No.4 (BR) Squadron, 19 October 1943. To "Y" Depot, Lachine, 15 June 1944. Embarked from Halifax, 25 June 1944; arrived in United Kingdom, 3 July 1944. Promoted Flight Lieutenant, 1 July 1944. To No.4 (Coastal) OTU, 25 July 1944. To No.302 Ferry Training Unit, 19 February 1945. To No.423 Squadron, 30 March 1945. Repatriated from overseas, 26 September 1945. Released 5 November 1945. Re-engaged in Interim Force, 21 January 1946. Posted from Winnipeg to Toronto, 13 February 1946 to attend No.1 Composite Training School. To Instrument Flying School, 2 April 1946. To No.124 Squadron, Rockcliffe, 6 May 1946. To No.9 Transport Group, 3 September 1946. To No.435 Squadron, 24 September 1946. Reverted to Flying Officer and posted to Northwest Air Command, 1 October 1946. To No.435 Squadron, 1 December 1946. To No.426 Squadron, 27 March 1947. Detached for duty with Operation MAGNETIC (No.413 Squadron), 19 July 1947 to 16 September 1947 before returning to No.426 Squadron. Promoted Flight Lieutenant, 1 September 1949. To Lachine, 26 July 1950. To No.426 Squadron, 7 August 1950 and engaged on Trans-Pacific airlift operations. To Station Lachine, 11 February 1951. To No.426 Squadron, 1 July 1951. Retired 30 September 1952. Died in Port Hardy, British Columbia, 23 June 1957 as per **Legionary** of August 1957.

As co-pilot of the Magnetic Survey Canso in 1947, Flying Officer Allen proved himself to be an extremely alert and adaptable pilot. At all times he applied his skill in handling the aircraft under the most difficult and unique conditions with great intelligence. On several occasions during hazardous landing in rough seas and amongst ice flows he assisted the captain in averting catastrophe. In spite of many hardships which the crew endured this officer maintained a happy and infectious disposition, making light of adversity, and promoting a high morale. It is considered that Flying Officer Allen contributed in a large share to the expedition's success and that his all round performance is deserving of great praise.

The above was submitted by No.413 Squadron, 1 October 1947; counter-signed by Air Commodore L.E. Wray, 14 January 1948 who wrote:

In his capacity as co-pilot on the Magnetic Pole Survey Flight, F/O Allen proved himself to be outstanding. His ability, skill and determination played a large part in the success of the Operation and the award of the "King's Commendation" is strongly recommended.

### **Training Notes:**

General Reconnaissance Course was on Anson aircraft (46 hours 45 minutes by day, two hours by night). Courses and marks as follows: DR Navigation Intermediate (50/100), DR Navigation Final (200/300), DR Navigation Air Work (215/300), Reconnaissance (138/200), Reconnaissance Air Work (70/100), Astro Navigation (69/100), Compasses and Instruments (130/200), Meteorology (101/200), Signals (54/100), Coding (69/100), Ship Recognition (165/200), Photography (63/100), Visual Signals (pass).

At No.4 (Coastal) OTU, 25 July to 20 October 1944. Flew Sunderland aircraft - seven hours thirty minutes day dual (3.05 to solo), 58 hours 35 minutes day solo, five hours 45 minutes night dual (4.45 to solo) and 14 hours 45 minutes night solo. This included 14 hours five minutes on instruments. Also logged 22 hours ten minutes in Link. Ground courses and marks as follows: Airmanship (246/300),

Armament (235/300), Meteorology (78/100), Navigation (150/200), Signals (73/100). Flying tests and marks as follows: General Flying (340/400), Applied Flying (150/200), Instrument Flying (200/250), Night Flying (85/100), Link (39/50). Described in flying as "Above average in general flying. Should make a good captain." In ground training was "An average captain who obtained average results." This form was finally dated 6 January 1945 and signed by G/C D.M. Gordon.

**Notes:** On a form dated 20 November 1945 he reported that he had flown 137 hours 25 minutes non-operational on single-engined aircraft, 956 hours 15 minutes non-operational on multi-engined aircraft, and 453 hours 40 minutes on operations (multi-engined aircraft). He identified types and times as follows: Tiger Moth (75.55), Harvard (16.20), Crane (884.25), Catalina (554.20) and Sunderland (216.50).

As of 2 May 1951 he reported having flown the following types - Tiger Moth (76.55), Crane (963.30), Harvard (62.35), Finch (5.15), Canso (491.10), Stranraer (58.30), Sunderland (259.45), Cornell (6.45), Anson (15.50), Beechcraft C-45 (114.00), Dakota (332.40) and North Star (2,346.50).

#### **Assessments:**

**21 July 1943, on posting from No.12 SFTS:** This officer has instructed on this station since the 30<sup>th</sup> May 1942. During this time he has carried out his duties satisfactorily, never coming to the fore or ever getting into trouble. Likeable but reserved. (F/L G.R. Youngs, No.12 SFTS and W.C G.H. Sellars, No.12 SFTS).

**31 March 1944, recommendation for promotion:** This officer is an excellent flying boat captain. He is most dependable and energetic. He constantly endeavours to increase the efficiency of the squadron. Strongly recommended for promotion to Acting Flight Lieutenant. (S/L R.H. Lowry, No.4 Bomber Reconnaissance Squadron).

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ALLEN, F/L Lawrence Arnold (J14769) - **Distinguished Flying Cross** - No.420 Squadron (deceased) - Award effective 27 April 1944 as per **London Gazette** dated 21 December 1945 and AFRO 155/46 dated 15 December 1946. Born in Edmonton, Alberta, 27 June 1917. Educated in Windsor, 1923 to 1930, Sandwich Collegiate Institute, 1930-1936 and University of Michigan, 1936-1940 (BA in Journalism). Home in Windsor, Ontario where he was a theatre manager. Underwent 30 days of military training with Essex Scottish, January-February 1941. Enlisted in RCAF, Windsor, January 1942 and posted to No.5 Manning Depot. To Ottawa, 28 February 1942. To No.5 ITS, 11 April 1942; graduated and promoted LAC, 6 June 1942 but not posted to No.1 AOS until 21 June 1942; graduated and commissioned, 9 October 1942. To "Y" Depot, 23 October 1942. To RAF overseas, 27 October 1942. Disembarked in Britain, 4 November 1942. To No.22 OTU, 24 November 1942. To No.420 Squadron, 1 March 1943 and proceeded with that unit to North Africa (3 June 1943) and back to Britain (6 November 1943). Promoted Flying Officer, 9 April 1943. Promoted Flight Lieutenant, 25 August 1943. To No.405 Squadron, 27 February 1944. Navigator, killed in action with No.405 Squadron, 27/28 April 1944, Lancaster JA976. Buried in Belgium. Award presented to mother in Detroit, 17 May 1950. Photo PL-15983 showed P/O H.J. Nodder (Winnipeg), P/O J. Heath (Toronto), F/O R.N. Gourlie (Toronto), P/O L. Allen (Windsor), and Sergeant D. Heybourne (London, England)

This officer has completed as navigator many successful operations against the enemy in the course of which he has invariably displayed high skill, fortitude and devotion to duty.

ALLEN, F/L Lawrence Arnold, DFC (J14769) - **Belgian Croix de Guerre 1940 with Palm** (deceased) - Awarded 17 July 1948 as per **Canada Gazette** of that date and AFRO 455/48 dated 23 July 1948.

**Training:** Course at No.5 ITS was 13 April to 6 June 1942. Courses and marks as follows: Mathematics (145/150), Armament, practical and oral (46/50), Signals (135/150), Anti-Gas (47/50), Drill (77/100), Law and Discipline (96/100), RHA (not sure what this means, 100/100), Navigation (151/200), General Studies (84/100). Placed 10<sup>th</sup> in a class of 140. "Excellent observer material - cool and clear thinking." (S/L J.M. Dobson).

Course at No.1 AOS was 22 June to 9 October 1942. Flew 28 hours 45 minutes as First Navigator (day), 43 hours as Second Navigator (day), 17 hours 30 minutes as First Navigator (night), 14 hours 55 minutes as Second Navigator (night), four hours 45 minutes as passenger (photography). Courses and marks as follows: Navigation, air work (599/700), Photography, air work (79/100), Elements of Navigation (346/500), Magnetism and Compasses (86/100), Instruments (37/50), Signals, practical (100/100), Signals, written (45/50), Maps and Charts (45/50), Meteorology (67/100), Photography (40/50), Reconnaissance (81/100), Aircraft Recognition (100/100). Placed fourth in a class of 24. "Has more than average ability in all aspects of navigation. Very good type; conscientious and hard working." (S/L George W. Jacobs).

**Notes:** In crew of Wellington HE964, 2 June 1943, No.1 Overseas Aircraft Delivery Unit, landing at Peterborough. Aircraft lost power on takeoff and struck an obstruction, which damaged both propellers and set up vibrations. Aircraft force-landed with heavy damage to tail plane, bomb doors. Pilot was 164471 F/L R.N. Gourlie (later DFC in No.420 Squadron). Others in crew were J14769 P/O L.A. Arnold (navigator, later DFC), J14733 Horace James Nodder (bomb aimer, later Mentioned in Despatches), 1271075 Sergeant Heybourne (WAG), J20002 P/O Heath (rear gunner), and passengers R123511 LAC O'Shaughnessy and R115567 LAC Martin.

Assessed 29 February 1944 on posting from No.420 Squadron to No.405 Squadron. At that time he had flown 435 hours 15 minutes (54 hours ten minutes in previous six months). "An outstanding Squadron Navigation Leader who has trained his aircrew with skill and enthusiasm. His personal operation ability has been exceptional. Strongly recommended." (W/C D. McIntosh).

The website "Lost Bombers" gives the following on his last sortie. Lancaster JA976, No.405 Squadron (LQ-S), target Montzen, 27/28 April 1944. JA976 was delivered to No.97 Squadron in August 1943, undertook no operations with that unit, and was transferred to No.405 Squadron at an uncertain date. When lost this aircraft had a total of 315 hours. Airborne at 0001 hours, 28 April 1944 from Gransden Lodge to attack the railway yards. Shot down by a night-fighter and crashed at Webbekom (Brabant), 2 km SE of Diest, Belgium. Crew were S/L E.W.Blenkinsop, DFC (described on the site as having been blown from the aircraft; subsequently joined up with a Belgian Resistance Group; captured in December 1944, taken to a forced labour camp and is reported to have died of tuberculosis in the Belsen Concentration Camp, 23 January 1945); P/O R.A.Booth (Belgian Croix de Guerre avec Palme, killed);

F/L L.Allen, DFC (killed); F/L G.J.Smith, DFC (killed); F/L D.Ramsay, DFC (killed); Flight Sergeant J.S.Bradley (killed); WO2 L.A.Foster, RCAF (killed).

\* \* \* \* \*

ALLEN, Sergeant Norman George (R60701) - **Mention in Despatches** - Skipton-on-Swale - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 30 October 1921. Home in Edmonton; enlisted there 30 May 1940 as Aero Engine Mechanic. To technical Training School, St. Thomas, 17 July 1940. Promoted AC1, 30 November 1941. To No.7 SFTS, 4 December 1941. Promoted LAC, 1 July 1941. To Patricia Bay, 11 December 1941. Promoted Corporal, 1 August 1942. To "Y" Depot, 6 February 1943. To RAF overseas, 8 March 1943. Promoted Sergeant, 13 December 1943. Repatriated 7 August 1945. Retired 25 September 1945. Rejoined RCAF, interim force, 20 August 1946. To Winter Experimental Establishment, 24 September 1946. Reverted to LAC, 1 October 1946. To Station Edmonton, 5 April 1948. Released 23 April 1948. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 1 February 1945 to No.63 Base HQ when he had served 34 months in Canada, 22 months overseas.

This NCO has consistently displayed initiative, resourcefulness and exceptional capacity for hard work. On many occasions he has worked through full twenty-four hours on a job, when operational necessity demanded it. He never spares himself and this driving spirit has fostered among his men a cheerful readiness to work long and tedious hours.

\* \* \* \* \*

ALLEN, F/O Oliver Alexander (C38570) - **Mention in Despatches** - Topcliffe - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 20 January 1913. Home in Vancouver; enlisted Edmonton 13 November 1939 as Aero Engine Mechanic. To No.8 (BR) Squadron, 7 December 1939. Promoted AC1, 1 April 1940. Promoted LAC, 1 July 1940. Promoted Sergeant, 1 July 1941. To Sea Island, 31 March 1942. Promoted Flight Sergeant, 1 December 1942. To No.8 (BR) Squadron, 29 June 1943. To No.163 Squadron, 8 July 1943. To Aero Engine School, 22 July 1943. Commissioned 24 July 1943 in Aero Engineer Branch. To No.1 Officer School, 24 October 1943. To No.3 Training Command, 25 November 1943. To No.9 Repair Depot, 13 December 1943. Promoted Flying Officer, 24 January 1944. To "Y" Depot, 16 June 1944. Taken on strength of No.3 PRC, 25 June 1944. Repatriated 23 October 1944. To No.8 Release Centre, 30 October 1945. Retired 4 December 1945. Certificate sent to Vancouver, August 1948, returned and then mailed to Edmonton. Recommended 23 June 1945 (DHist file 181.002 D.225) at which time he has served four years seven months in Canada, ten months in UK. He was Engineering Officer, Base Major Servicing Section. Recommendation stated:

This officer has over five years service, with almost ten months overseas, and has served in Base Major Servicing Section at this station since arriving in this country. He has been in charge of all the ancillary sections connected with this unit for a considerable time, and since taking over has completely reorganized these sections and been responsible for the design and construction of numerous "Test Rigs" and labour saving devices, which makes these sections the efficient units they are today. His sections are outstanding in their neatness and cleanliness which is a definite indication of the high calibre of the work turned out. Handling his men with firmness and fairness he has their respect and co-operation. He

spends much time giving technical lectures to improve the knowledge of his men. Willing, ken and hard working, he is a valuable member of the service.

\* \* \* \* \*

ALLEN, WO (now P/O) Robert Patrick (R155012/J87111) - **Distinguished Flying Cross** - No.9 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in Belfast, Northern Ireland, 15 September 1922; home in London, Ontario. Educated at St. Mary's School, London, 1929-1936, and De La Salle School, London, 1936-1937. Also general commercial schooling. Clerk stenographer for RCAF during construction of facilities as London, May 1940 to January 1942, then for London Elementary Flying School, January to March 1942. Enlisted there 28 March 1942 and posted to No.5 Manning Depot. To No.4 Manning Depot, 13 May 1942. To No.5 Manning Depot again, 10 July 1942. To No.5 ITS, 15 August 1942; graduated and promoted LAC, 10 October 1942; to No.1 BGS, 24 October 1942; graduated 23 December 1942 and posted next day to No.1 AOS; graduated and promoted Sergeant, 5 February 1943. To "Y" Depot, 19 February 1943; embarked for RAF overseas, 8 March 1943; disembarked in Britain 17 March 1943. Attached to 31 Anti-Aircraft Brigade, 2-21 April 1943; injured 12 April 194 while traveling in turret of a Churchill tank - commander's hatch closed, trapping right hand and severing tip of third finger. Attached to No.9 EFTS, 14-20 May 1943. To No.6 AOS, 1 June 1943. Promoted Flight Sergeant, 5 August 1943. To No.26 OTU, 29 September 1943. To No.161 Conversion Unit, 21 September 1943. To No.1666 Conversion Unit, 14 October 1943. To No.9 Squadron, 19 November 1943. Promoted WO2, 5 February 1944. Commissioned 5 June 1944. To No.1659 Conversion Unit, 8 June 1944. Attended Air Bomber Instructor course, 3 September to 14 October 1944. To No.76 Base, 12 November 1944. Promoted Flying Officer, 5 December 1944. Repatriated 8 April 1945. Retired 2 June 1945. Award sent by registered mail 30 March 1949. Died in Amherstburg, Ontario, 8 September 1996 as per **Legion Magazine** of March 1997. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9026 has recommendation dated 10 July 1944 when he had flown 29 2/3 sorties (208 hours five minutes), 30 August 1943 to 19 May 1944.

\* counted as 1/3 sortie

30 August 1943 - Foret Operlat 2.35)  
23 November 1943 - Berlin (6.55)  
2 December 1943 - Berlin (7.35)  
3 December 1943 - Leipzig (7.30)  
16 December 1943 - Berlin (6.50)  
20 December 1943 - Frankfurt (6.00)  
14 January 1944 - Brunswick (6.05)  
20 January 1944 - Berlin (7.40)  
21 January 1944 - Magdeburg (6.50)  
28 January 1944 - Berlin (8.20)  
15 February 1944 - Berlin (7.10)  
1 March 1944 - Stuttgart (8.20)  
9 March 1944 - Marignane (9.30)

15 March 1944 - Stuttgart (7.45)  
 18 March 1944 - Frankfurt (5.45)  
 22 March 1944 - Frankfurt (5.30)  
 24 March 1944 - Berlin (7.05)  
 26 March 1944 - Essen (4.55)  
 30 March 1944 - Nuremburg (8.00)  
 18 April 1944 - Juvisy (4.45)\*  
 20 April 1944 - La Chapelle (4.30)\*  
 24 April 1944 - Munich (10.15)  
 28 April 1944 - Bordeaux (7.45)  
 29 April 1944 - Bordeaux (7.30)  
 1 May 44 - Toulouse (5.20)  
 3 May 44 - Mailly le Camp (5.35)  
 6 May 44 - Sable-sur-Sarthe (4.45)  
 8 May 44 - Brest (5.00)  
 10 May 44 - Lille (3.30)  
 11 May 44 - Bourg Leopold (3.30)  
 19 May 44 - Tours (5.20)

As a Bomb Aimer in an exceptionally competent operational crew, this Warrant Officer has contributed his full share to the successes which they have achieved. He has completed 29 2/3 operational sorties, and the photographs he has brought back are a proof of the accuracy of his bombing. His courageous and cheerful personality has had a most stimulating effect on his crew, and his technical knowledge has been of invaluable assistance to his Section Leader.

**Notes:** Repatriation form dated 29 March 1945 stated he had flown 31 sorties (202 hours 45 minutes) plus 226.30 non-operational. Last sortie was 17 May 1944. Types experienced overseas were Tiger Moth (10.50), Anson (45.50), Wellington (97.45), Halifax (10.30) and Lancaster (264.20).

**Training:** Attended No.5 ITS, 17 August to 10 October 1942. Courses in Mathematics (98/150), Armament (39/50), Signals (75/150), Navigation (82/150), Airmanship, Theory of Flight (73/100), Drill (57/100), Law and Discipline (72/100), Meteorology (28/50), Aircraft Recognition (73/100) and Anti-Gas (32/50). Placed 89<sup>th</sup> in a class of 116. "Average airman, not much drive, needs checking."

Attended N.1 BGS, 26 October to 23 December 1942. Anson aircraft for bombing (12.35 day, 10/05 night) and Battles for gunnery (9.25 day). Dropped 28 bombs high level by day, 13 bombs low level by night, 40 bombs high level by night. Fired 300 rounds in Beam Test (2.3 percent hits), 950 rounds in Beam Relative Speed Test (2.6 percent hits), and 400 rounds in Under Tail Test (4.8 percent hits). Graded in Bombing, written (149/250), Bombing, oral (171/250), Proficiency as Bomb Aimer (276/400), Gunnery, written (63/100), Gunnery, oral (73/100), Proficiency as Air Gunner (148/200), Aircraft Recognition (47/50) and Signals (35/50). Placed eighth in a class of 24. Average bombing, above average gunnery. "Lacks initiative; rather immature in outlook; has worked fairly hard; requires supervision."

Attended No.1 AOS, 28 December 1942 to 5 February 1943. Anson aircraft - 20 hours 40 minutes day, 12.15 night. Assessed in Navigation Air Work (61/100), Bombing Air Work (70/100), Photography Air



Work (65/100), Elements of Navigation (40/50), Signals, practical (52/75), Photography (31/50), Reconnaissance (39/50) and Aircraft Recognition (75/75). Average in all subjects. "Cooperative but lacks leadership and imitative." Placed 22<sup>nd</sup> in a class of 31.

Attended No.26 OTU, 3 July to 6 September 1943. Wellington aircraft - 48.10 by day and 34.25 by night. "Keen, anxious to learn." Dropped 24 bombs high level by day, eight bombs low level by day, 18 bombs high level by night. Carried out seven daylight bombing exercises and three by night; also 13 day simulations and one night simulation. Fired 400 rounds on 25-yard range. Scored 76 percent in Tactics and Fighting Control, 80 percent in practical gunnery, 82 percent in aircraft recognition.

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ALLEN, Flight Sergeant Thomas Albert George (Can 10294) - **British Empire Medal** - RCAF Overseas Headquarters - Awarded 1 January 1945 as per **London Gazette** of that date and AFRO 89/45. Born 3 August 1916. Enlisted in Trenton, 11 September 1939 for General Duties. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. To No.3 Manning Depot, 14 September 1940. Reclassified as Service Police, and promoted Corporal, 19 October 1940. To No.4 Training Command Headquarters, 22 October 1940; to No.7 SFTS, 9 December 1940. To No.4 Training Command Headquarters, 19 February 1941. Promoted Sergeant, 1 July 1941. Reclassified in Security Branch, 1 August 1941. To No.8 BGS, 13 October 1941. To "Y" Depot, 25 February 1942. To RCAF Overseas Headquarters, 14 March 1942. Promoted Flight Sergeant, 1 December 1942. Reclassified in Disciplinarian Trade, 1 August 1943.. Promoted WO2, 1 April 1944 Promoted WO1, 1 May 1945. Repatriated 30 March 1946. To No.2 Air Command, 9 April 1946. To Northwest Air Command, 28 May 1946. Reverted to Sergeant in postwar RCAF, 1 October 1946. To Station Edmonton, 1 December 1946. To Winter Experimental Establishment, Edmonton, 3 December 1947. Retired 8 January 1948. Photo PL-42576 (15 March 1945) caption identifies him as "Disciplinarian at the Knightsbridge Branch of RCAF Overseas Headquarters), states he had been overseas for three years, all spent at RCAF Overseas Headquarters. RCAF photo PL-46549 (ex UK-24303 dated 19 February 1946) is captioned as follows: "Wing Officer K. Walker of Ottawa and Montreal, Officer Commanding the RCAF Women's Division Overseas, pauses to chat with LAW Nancy Chard of Toronto, during an inspection of the largest draft of W.D.'s on repatriation. The inspection was held at Knightsbridge branch of RCAF Headquarters, London, prior to te departure of the 114 girls for Southampton, the **Queen Elizabeth**, New York and home. On the inspection with the Wing Officer were Flight Officer M.H. McCorkingdale of Indian Head, Saskatchewan, Warrant Officer T.A.G. Allen of Lethbridge, Alberta, and Squadron Officer D.G. Cameron of Toronto and London, Ontario."

This non-commissioned officer was in charge of Security and Air Raid Precaution Defence at Royal Canadian Air Force Overseas Headquarters during the organization stages. During this time he carried out full training of the personnel employed on these duties and his efforts have resulted in a most efficient system. He has at all times performed his duties most capably and with outstanding devotion to duty and has won the respect and co-operation of all those with whom he is associated.

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ALLEN, Sergeant William Edward (R59802) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 18

August 1914. Home in Winnipeg; enlisted there 28 August 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 2 October 1940. Promoted AC1, 15 February 1941. To No.10 SFTS, 19 February 1941. Promoted LAC, 15 May 1941. To "Y" Depot, 17 July 1942. To RAF overseas, 8 February 1942. Promoted Corporal, 1 July 1942. Promoted Sergeant, 10 July 1943. Repatriated at uncertain date; to No.8 OTU, 17 June 1945. To Greenwood, 31 July 1945. Retired 30 September 1945.

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ALLIN, FS (now P/O) Harvey Ross (R182223/J85441) - **Distinguished Flying Medal** - No.192 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June 1944 and AFRO 1861/44 dated 25 August 1944. Born in Oshawa, Ontario, 12 January 1922; home there. Former steel worker. Enlisted Toronto 27 July 1942 and posted to No.5 Manning Depot. To No.9 BGS, 10 October 1942. Graduated and promoted Sergeant, 2 April 1943. To "Y" Depot, 16 April 1943. To RAF overseas, 3 May 1943. Promoted Flight Sergeant, 2 October 1943. Commissioned 11 March 1944. Promoted Flying Officer, 11 September 1944. Repatriated 9 February 1945. Retired 29 March 1945. Award presented October 1947. Died in Peterborough, 1992.

This airman has completed a large number of operational sorties during which he has displayed keenness and cool courage. On one occasion when his aircraft was attacked by two enemy fighters and seriously damaged, his calm directions to his pilot and his accurate fire enabled his crew to warn off the attacking aircraft and damaged one of them. Flight Sergeant Allin has completed many long distance flights and has consistently displayed cool courage and ardour for his duties.

NOTE: Ian Tavender, **The Distinguished Flying Medal Register: Second World War** (London, Savannah, 2000) has recommendation drafted 21 April 1944 when he had flown 31 sorties (211 operational hours) as found in Public Record Office, Air 2/9015.

This airman has completed 31 sorties as rear gunner on Wellington aircraft. He has at all times displayed a cheerful keenness and cool courage. On one occasion when his aircraft was attacked and damaged by two enemy fighters, his calm directions to his captain and his accurate fire warned off the attacks and one enemy fighter was damaged.

To this the Air Officer Commanding of his Group added:

This Non-Commissioned Officer has consistently shown cool courage and ardour whilst engaged for the past eight months on special duties in 192 Squadron. Recommended for the non-immediate award of the Distinguished Flying Medal.

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ALLISON, P/O Harold Dennis Charles (J89069) - **Distinguished Flying Cross** - No.626 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1085/45 dated 29 June 1945. Born 3 August 1922 in Princeton, British Columbia; home there; enlisted Vancouver 7 December 1942. Granted Leave Without Pay until 13 April 1943 when posted to No.3 Manning Depot. To No.2 WS, 28 May 1943; to No.2 Pre-Aircrew Education Detachment, 27 June 1943; to No.2 Air

Gunner Ground Training School, 23 July 1943; graduated 18 September 1943 when promoted LAC and posted to No.3 BGS; graduated and promoted Sergeant, 29 October 1943. To "Y" Depot, 12 November 1943; taken on strength of No.3 PRC, 23 November 1943 but actually embarked from Halifax, 24 November 1943. Disembarked in Britain, 1 December 1943. To No.83 OTU, 21 December 1943. To No.11 Base, 30 March 1944. Attended No.1667 Conversion Unit, Sandcroft, To No.626 Squadron, 25 May 1944 (but elsewhere he says to No.1 Lancaster Finishing School, 12 April 1944 and to No.626 Squadron 28 April 1944); promoted Flight Sergeant, 27 July 1944. Commissioned 21 August 1944. Reported missing with No.626 Squadron, 29/30 August 1944; interned in Sweden. Reported safe in United Kingdom, 8 November 1944. Repatriated 3 December 1944. To Western Air Command, 17 January 1945. Promoted Flying Officer, 21 February 1945. To No.8 Release Centre, 26 February 1945. Retired 1 March 1945. Award presented at Sea Island, 22 October 1949. Died in Princeton, British Columbia, 10 December 1991.

Pilot Officer Allison has throughout his operational career displayed great courage, skill and initiative. In August 1944 he was detailed for an attack against Stettin. Whilst approaching the target his aircraft was attacked by two Junkers 88s and severely damaged. The rear turret was rendered completely unserviceable and Pilot Officer Allison's turret could only be worked by hand. Despite this, with outstanding determination, this officer managed to fire a long burst into the enemy aircraft which caught fire and exploded. This officer's gallantry and presence of mind have always been of the highest order.

The website "Lost Bombers" has the following on his last sortie. Lancaster ME742 of No.626 Squadron (UM-B2), target Stettin, 29/30 August 1944. This aircraft was delivered to 12 Squadron on 22 April 1944, joining 626 Squadron on 24 June 1944. Took part in the following operations: with No.12 Squadron as PH-O, Maily-le-Camp (3/4 May 1944); with No.626 Squadron as UM-B2, Vierzon (30 June/1 July 1944); Stettin, 29/30 August 1944, lost. When lost this aircraft had a total of 246 hours. Airborne at 2051 hours, 29 August 1944 from Wickenby. Shot down by a pair of Ju.88s. With no hydraulics at the turret the mid-upper gunner, observing one Ju.88 flying parallel at a range of 75 yards, hand-cranked his guns on to it and gave a burst of fire. The Ju.88 was seen to catch fire and dive into clouds. ME742 was abandoned successfully and crashed in Sweden. F/O R.C.Hawkes RCAF Interned, F/O H.D.McPhail, RCAF Interned, Sergeant C.G.Ockwell Interned, F/O R.J.Williams Interned, F/O R.M.Mackay Interned, Flight Sergeant G.Langdon Interned; Flight Sergeant H.D.C.Allison, RCAF, Interned.

**Notes:** On repatriation stated he had flown 110 operational hours and 154 hours 25 minutes in overseas training. Flew 24 sorties.

Application for Operational Wing dated 14 December 1944 claimed 24 sorties (110 hours), 24 May to 29 August 1944),

**Training:** Course at No.3 BGS was 20 September to 29 October 1943. Flew in Battle and Anson aircraft. Flew 26 hours 45 minutes; completed seven cine exercises, fired 400 rounds air-to-ground and 3,600 rounds air-to-air.

Course at No.83 OTU was 21 December 1943 to 17 March 1944 in Wellington aircraft (48 hours 25 minutes by day, 35 hours 35 minutes by night). Completed seven cine exercises and seven air exercises.

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ALLISTON, F/L Alexander John (J12346) - **Croix de Guerre (France)** - No.65 Squadron (AFRO gives unit only as "Overseas") - Awarded as per AFRO 1619/45 dated 19 October 1945. Born 3 August 1923. Home in Montreal; enlisted there 28 August 1941 and posted to No.1 Manning Depot. To Ottawa, 12 September 1941. To No.1 ITS, 26 October 1941; graduated and promoted LAC, 20 December 1941 when posted to No.4 EFTS ; may have graduated 27 February 1942 but not posted until 14 March 1942 when he went to No.5 Manning Depot; to No.9 SFTS, 17 March 1942; graduated and commissioned 19 June 1942. To No.1 OTU, 12 July 1942. Promoted Flying Officer, 1 October 1942. To "Y" Depot, 24 October 1942. To RAF overseas, 27 October 1942. Promoted Flight Lieutenant, 19 June 1944. Repatriated 10 January 1946. Retired 18 February 1946. Public Records Office Air 2/9645 has citation. Photo PL-28243 shows a F/O A. Alliston of Montreal on a Spitfire; is this the right man ?

This officer has been engaged in numerous concentrated attacks against targets in enemy occupied French territory. During these hazardous operations Flight Lieutenant Alliston has shown great courage and determination in pressing home his attacks. Flight Lieutenant Alliston has destroyed numerous barges, trains and other mechanized transport.

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ALLISTON, F/L Edward Arthur (J23595) - **Air Force Cross** - No.168 Squadron (RCAF) - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 28 August 1914. Enlisted in RCAF at Toronto, 1 October 1941. To No.1 Manning Depot, 2 November 1941. To No.1 Equipment Depot, 17 January 1942. To No.1 WS, 23 May 1942; promoted LAC, 25 June 1942; graduated 4 December 1942 when posted to No.1 BGS; graduated and commissioned 11 January 1943. To No.10 AOS, 25 January 1943. To AFHQ, 27 May 1943. To No.165 (Transport) Squadron, 27 June 1943. Promoted Flying Officer, 11 July 1943. To No.168 (Heavy Transport) Squadron, 31 October 1943. Promoted Flight Lieutenant, 1 October 1945. Reverted to Flying Officer in postwar RCAF, 1 October 1946 (20190). Promoted Flight Lieutenant, 1 January 1948. Granted Permanent Commission, 1 September 1948. Promoted Squadron Leader, 1 January 1952. Still in RCAF as of 1955. Died in Comox, British Columbia, 25 March 1979 as per British Columbia Vital Statistics. When recommended for AFC he had completed 1,564 flying hours, 1,034 transport flying hours, 211 hours in past six months. Award presented December 1947. Photo PL-22540 shows crew of first RCAF Fortress mail crew - F/O E.A. Alliston, F/O J. Berton, F/L C.R. Knowles, F/L K.W. Hampson, Corporal W.B. Hugh; PL-23301 shows him alone; PL-56974 is a postwar RCAF portrait (May 1953).

This officer has been employed for the past twenty months as Wireless Operator on the Trans-Atlantic and Mediterranean service, flying mail to the Canadian Armed Forces Overseas. During this time he has shown a high degree of skill, unflinching good sense and sound judgement under the most adverse conditions. He has efficiently performed difficult duties, thus contributing greatly to the smooth running and successful operation of this squadron.

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ALLMAN, Sergeant John Jacob (R87967) - **Mention in Despatches** - No.6 Group Headquarters (AFRO gives unit only as "Overseas") - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Victoria, 7 July 1916 (obituary notice); home there; enlisted Vancouver 31 January 1941 as Clerk (General) and posted to No.1 Manning Depot. To Trenton, 12 March 1941. To No.9 SFTS, 19 April 1941. Promoted AC1, 1 May 1941. Promoted LAC, 1 October 1941. To "Y" Depot, 27 November 1941. To RAF overseas, 12 December 1941. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 April 1943. Repatriated 14 December 1944. To No.3 Repair Depot, 25 January 1945. To No.8 Release Centre, 30 January 1945. Retired 3 April 1945. Completed Grade XII after the war, then went to University of Victoria and University of British Columbia (Bachelor Degree in Social Work). Masters degree in 1953. Obituary noted, "He had a long and successful career, focusing primarily on the welfare of children. Jack had a pessimistic outlook on the future of the human race but he was an incurable optimist about the potential of children." Retired 1976. Died in Victoria, 27 September 2003. No citation in AFRO.

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ALVERSON, F/L James Rees (J15004) - **Distinguished Flying Cross** - No.357 Squadron - Award effective 26 June 1945 as per **London Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born in Fleet, Alberta, 17 January 1920; home in Winnipeg, Manitoba. Enlisted Edmonton, 10 May 1940. To No.1 ITS, 27 May 1940; to No.1 AOS, 21 June 1940; promoted LAC, 22 June 1940; to No.1 BGS, 15 September 1940; graduated and promoted Sergeant, 28 October 1940; to No.1 ANS, 12 November 1940; to No.3 Manning Depot, 10 December 1940; to RAF, 14 December 1940. Commissioned 24 July 1941. Repatriated at uncertain date; to No.31 ANS, 7 April 1942. Promoted Flying Officer, 24 July 1942. To RAF Ferry Command, 27 July 1942. To No.31 ANS again, date uncertain. To No.1 AOS, 26 October 1942. To "A", 8 February 1943. Promoted Squadron Leader, 1 March 1943. To No.5 OTU, 18 April 1944. To "Y" Depot, 15 August 1944. Taken on strength of No.3 PRC, 24 August 1944. Repatriated 5 September 1945. Released 17 October 1945. Award presented 9 July 1949.

On his first tour of operational duty, Flight Lieutenant Alverson participated in a good number of attacks against strongly defended enemy targets and throughout displayed a high degree of skill and devotion to duty. Since joining this squadron, Flight Lieutenant Alverson has taken part in many varied sorties, including a number of operational missions far into enemy territory. On these occasions his exceptional ability has been an important factor in the successes obtained.

NOTE: Public Record Office Air 2/9086 has extensive documentation. Recommendation drafted 5 April 1945 when he had flown 47 sorties (380 hours 35 minutes). Sortie list and submission as follows:

**First Tour (25 sorties, 128 hours 20 minutes)**

21 March 1941 - Ostend (2.40)

7 April 1941 - Kiel (5.35)

28 April 1941 - Brest (5.45)

30 April 1941 - Berlin (7.20)  
5 May 1941 - Mannheim (5.15)  
8 May 1941 - Berlin (1.30, duty not carried out)  
10 May 1941 - Berlin (7.30, bombed alternative at Hamburg)  
27 May 1941 - Search in Atlantic (7.10)  
30 May 1941 - Munster (3.00, duty not carried out)  
2 June 1941 - Berlin (7.20)  
7 June 1941 - Brest (5.20)  
9 June 1941 - Dunkirk (2.50)  
12 June 1941 - Marl (4.50)  
18 June 1941 - Brest (4.55)  
20 June 1941 - Kiel (5.40)  
23 June 1941 - Kiel (6.05)  
26 June 1941 - Kiel (6.20)  
2 August 1941 - Berlin (4.45, duty not carried out)  
14 August 1941 - Magdeburg (7.00)  
29 September 1941 - Cologne (4.20)  
3 October 1941 - Brest (5.30)  
23 October 1941 - Brest (4.10)  
3 March 1942 - Paris (4.15)  
8 March 1942 - Essen (5.20)  
9 March 1942 - Essen (3.55)

**Second Tour (22 sorties, 252 hours 15 minutes)  
No.357 (Special Duties) Squadron**

8 January 1945 - Burma (5.00)  
11 January 1945 - Burma (7.10)  
21 January 1945 - Burma (6.50)  
22 January 1945 - French Indo-China (10.35)  
25 January 1945 - French Indo-China (11.10)  
26 January 1945 - French Indo-China (12.10)  
29 January 1945 - French Indo-China (11.10)  
1 February 1945 - Burma (6.35)  
3 February 1945 - Burma (6.15)  
6 February 1945 - Burma (7.35)  
12 February 1945 - French Indo-China (12.00)  
19 February 1945 - French Indo-China (14.00)  
21 February 1945 - Burma (6.20)  
24 February 1945 - Malaya (19.00)  
26 February 1945 - Malaya (18.25)  
28 February 1945 - French Indo-China (14.20)  
3 March 1945 - French Indo-China (16.30)  
6 March 1945 - Burma (12.45)  
11 March 1945 - Burma (6.30)  
15 March 1945 - Burma (5.45)

22 March 1945 - Malaya (19.25)

26 March 1945 - Malaya (22.45)

This officer has carried out a large number of sorties and is on his second tour of operations. His first tour was with Bomber Command and he carried out a total of 25 sorties, attacking many heavily defended targets such as Berlin, Kiel and targets in the Ruhr.

Since joining this squadron, Flight Lieutenant Alverson has acted as Squadron Navigation Officer and has flown regularly on operations. He has carried out 250 operational hours in three months and his percentage of successful sorties has been very high. He has carried out Special Operations over Burma, Malaya and French Indo-China, and by his keenness and enthusiasm has set an excellent example to all the aircrew.

Furthermore, by his untiring efficiency he has greatly improved the navigational standard of the squadron, and the great success achieved during the past three months can be largely attributed to his work.

The Commanding Officer, Wing Commander L.M. Hodges, subsequently added a Top Secret covering letter to this submission:

This officer's ability as a navigator has been exceptional and his crew have achieved many successes, often under the most difficult weather conditions. He has carried out four long-range sorties to Malaya, varying from 18 hours to 22.45 hours. All these operations were completely successful.

On 26 March 1945 Flight Lieutenant Alverson was navigator on an operation to a DZ [Drop Zone] only 20 miles north of Singapore. This was the longest sortie so far carried out on this squadron, and was successfully completed. Containers and packages of stores were dropped.

On 6 May 1945, Allied Air Commander, Air Command South-East Asia, cabled Air Ministry that a DFC had been approved for Alverson and provided the following information:

Flight Lieutenant Alverson has carried out a large number of sorties and is on his second tour of operations. His first tour was with Bomber Command and he carried out a total of 25 sorties attacking many heavily defended targets such as Berlin, Kiel and targets in the Ruhr. Since joining this squadron he has acted as Squadron Navigation Officer and has flown regularly on operations. He has carried out 250 operational hours in three months and his percentage of successful sorties has been very high. He has carried out Special Operations over Burma, Malaya and French Indo-China. His keenness and enthusiasm has set an excellent example to all the aircrew. Furthermore, by his untiring efficiency he has greatly improved the navigational standard of squadron and the great success achieved during past three months can be largely attributed to his work. Full particulars of recent Special Duties carried out could not be [word corrupted in message] being of a Top Secret nature are being forwarded by past air mail.

\* \* \* \* \*

AMELL, FS Harry Lawrence (Can 12140A) - **Mention in Despatches** - No.1664 Conversion Unit (AFRO says only "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and

AFRO 388/46 dated 12 April 1946. Born in Athabaska Landing, Alberta, 17 October 1916. Home in Regina; enlisted there 5 December 1938 with No.120 (Auxiliary) Squadron and as Master Motor Mechanic, Transport. Reclassified as Aero Engine Mechanic, 1 February 1940. To Technical Training School, St. Thomas, 8 March 1940. Promoted AC1, 1 July 1940. To Camp Borden, 17 July 1940. To No.2 SFTS, 31 July 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 15 December 1940. To No.3 WS, 20 May 1941, being employed in Flying Squadron of the school. Promoted Sergeant, 1 October 1941. Recommended by G/C H.B. Godwin for commission in Aeronautical Engineer division, 3 August 1942 but this did not go through. Promoted Flight Sergeant, 1 December 1942. Attended Senior NCO Course, Trenton, 26 March to 22 April 1943, placing 12<sup>th</sup> in a class of 35. To "Y" Depot, 3 October 1944. Taken on strength of No.3 PRC, Bournemouth, 13 October 1944 (date of embarkation from Ottawa). Disembarked in Britain, 20 October 1944. To No.61 Base, 4 November 1944. Attached to No.1664 Conversion Unit, 12-30 December 1944. Posted on latter date to No.1664 Conversion Unit. To No.63 Base, 6 April 1945. Repatriated via Yarmouth, 7 August 1945. Released 22 September 1945. Certificate sent 23 August 1948, returned 30 August 1948. Died in Regina, 11 December 1994. Typical assessment was one from No.3 WS dated 26 July 1944 - "Has thorough understanding of his trade. Is very alert mentally and has displayed a good deal of initiative. Is qualified Master Mechanic". (F/L K.W. Downes).

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AMOS, S/L John Arthur (J3515) - **Mention in Despatches** - No.39 Wing (AFRO gives unit only as "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born 16 March 1920. Home in Palmerston, Ontario; enlisted in Saskatchewan, 4 June 1940. To No.1 ITS, 24 June 1940; promoted LAC, 19 July 1940 and posted that dated to No.6 EFTS; course completed 16 September 1940 but not posted to No.1 SFTS until 4 October 1940; graduated and commissioned 17 January 1941. To RAF, 30 January 1941. Further overseas postings uncertain. Promoted Flying Officer, 17 January 1942. Promoted Flight Lieutenant, 1 April 1942. Promoted Squadron Leader, 4 August 1943. Taken on strength of No.3 PRC, 2 June 1944.. Repatriated to Canada, 3 May 1945. Released 18 June 1945. Died in North Battleford, Saskatchewan, 30 May 2000 as per **Legion Magazine** of November 2000. Photo PL-4592 (ex UK-340) shows officers of a Canadian squadron - P/O J.A. Amos (Prince Albert, Saskatchewan), P/O C.L. Horncastle (Edmonton), F/O A.F. Greenwood (Montreal) and S/L G.H. Elms (Whitley, Ontario). Photo PL-7632 shows him beside Tomahawk aircraft with P/O H.W. Church; PL-36059 is a portrait photo.

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ANDERSON, F/L Albert Erik (J10784) - **Distinguished Flying Cross** - No.31 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 133/45 dated 8 February 1946. Born 7 May 1920 at Allembly, British Columbia; home in Sardis, British Columbia. Employed by Kelowna Exploration Company (Hedley, British Columbia) running electrical drag lines. Enlisted in Vancouver, 20 February 1941. To No.2 Maning Depot, 12 March 1941. To No.7 BGS, 2 May 1941 (non-flying duties). To No.4 ITS, 20 June 1941; graduated 24 September 1941 and promoted LAC; to No.18 EFTS, 9 October 1941; to No.15 SFTS, 5 December 1941 (accident on 9 January 1942 with Anson 6643 when a control cable broke, brakes failed and he collided with another aircraft; another accident, 12 February 1942, Anson 8661 when he saw another aircraft, turned left to avoid it and lost sight of it; then felt impact from below; straightened out, still unable to see other aircraft and force-landed); graduated 27 March 1942 and



commissioned. To "Y" Depot, 28 March 1942; overseas posting cancelled and he was posted to Central Flying School, Trenton, 26 April 1942. To Communication Transport School, Rockcliffe, 26 May 1942. On 8 June 1942 he was sent to No.31 GRS; to No.31 OTU, 28 August 1942; to "Y" Depot, 12 January 1942. Promoted Flying Officer, 1 October 1942; to RAF overseas, 24 December 1942. Disembarked in Britain, 7 January 1943. To No.5 (Coastal) OTU, 8 March 1943. To No.1 Torpedo Training Unit, 2 May 1943. To No.306 FTU, 6 July 1943. To India, 7 July 1943. Taken on strength of Station Poona, 26 September 1943. To No.31 Squadron, 13 February 1944. Promoted Flight Lieutenant, 27 March 1944. To No.353 Squadron, 18 January 1945. Embarked from Bombay for United Kingdom, 4 June 1945. Repatriated via Lachine, 23 July 1945; released 29 September 1945. Died in Chilliwack, British Columbia, 26 June 1971 as per **Legion Magazine** of September 1971. Award presented January 1947. Photo PL-8296 shows him in a group getting their wings (back row, second from left); PL-27683 taken August 1944 with No.31 Squadron showing F/O Charles Griblin (WOP, Three Hills, Alberta), F/O Robert Berry (navigator, St.Lambert, Quebec) and F/L A.E. Anderson.

As pilot and captain of aircraft this officer has taken part in a large number of operational sorties, many of which have been completed in the face of enemy ground fire. These operations include Imphal, Tiddim and the first Chindit operation. Flight Lieutenant Anderson has accomplished excellent work in supply dropping missions and he has at all time set an inspiring example by his leadership, courage and determination.

**Notes and Assessments:** When interviewed on 28 September 1940 the Recruiting Officer wrote, "Average type. Rather soft and overweight physically but has a good husky build. Educational and other qualifications satisfactory. Not particularly aggressive and probably better suited for long range bombing work rather than fighter pilot type."

Assessed on 31 August 1944. He had joined the squadron on 26 February 1943. Credited with 936 hours 50 minutes flown (435 in previous six months) and simply described by W/C W.H. Burbury as "satisfactory."

Applying for Operational Wing, 16 January 1945, he stated he had flown 150 sorties, 21 February to 18 December 1944 (505 operational hours) and that he had 1,360 hours in all.

Upon repatriation (8 July 1945) he gave sorties as 168, date of last sortie on 28 January 1945. Operational time given as 564 hours, non-operational (including "airline work in India" as 765 hours, and total of 1,330 hours. He noted he had flown 190 hours on Beauforts and 1,140 hours on Dakota aircraft.

\* \* \* \* \*

ANDERSON, W/C Alton Lester (C1309) - **Commended for Valuable Services** - No.4 SFTS - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Enlisted at Camp Borden, 3 October 1939. Promoted Flight Lieutenant, 1 October 1940. To CTS, Rockcliffe, 27 August 1941. Promoted Squadron Leader, 15 February 1942. To No.16 SFTS, 16 March 1942. To Western Air Command, 31 May 1942. To No.147 (BR)

Squadron, 18 June 1942. Promoted Wing Commander, 12 November 1942. Left No.147 (BR) Squadron, 11 April 1942; to GH (not sure what this signifies), 19 April 1943; to Western Air Command Headquarters, 4 February 1944; to Composite Training School, 16 April 1944; to No.2 Training Command, 22 June 1944. To No.4 SFTS, 28 June 1944, serving there until 16 May 1945. Retired 19 May 1945.

This officer has given excellent service both on operational flying duties in Western Air Command and as a flying instructor in the British Commonwealth Air Training Plan. He has proved himself to be an exceptionally good pilot and flying instructor who is always ready to undertake any task to the best of his ability. His fine example and ability as a leader have inspired others serving under him to put forth their best efforts both in flying and their other air force duties.

\* \* \* \* \*

ANDERSON, AW1 Audrey Mary (W306630) - **British Empire Medal** - No.8 Bombing and Gunnery School - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1360/44 dated 30 June 1944. Born in Vancouver; educated there; enlisted there 28 July 1942, initially in trade of Messwoman. To No.7 Manning Depot, 28 July 1942. To No.8 BGS, 28 August 1942. Promoted AW1, 28 October 1942. To No.6 Manning Depot, 17 November 1942. Returned to No.8 BGS, 14 January 1943. To No.10 Repair Depot, 16 December 1944. To Release Centre, 8 January 1945. Released 15 January 1945. Award presented January 1945.

This airwoman's devotion to duty surpasses by far the normal requirements. She is an outstanding airwoman and a clerk who is scrupulously accurate in her work, and fulfils all her duties in a highly satisfactory manner. She has set a fine example and is an inspiration to her fellow airwomen.

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ANDERSON, F/O Charles Henry (J86228) - **Distinguished Flying Cross** - No.11 Squadron - Award effective 23 March as per **London Gazette** dated 3 April 1945 and AFRO 765/45 dated 4 May 1945. Born 24 October 1921 in British Honduras; home there. Shipping clerk, enlisted Toronto, 22 February 1941 and posted to No.1 Manning Depot. To No.4 Manning Depot, 2 April 1941. To "K", 8 April 1941; To No.3 ITS, 27 May 1941; graduated 1 July 1941 when promoted LAC; posted that date to No.17 EFTS; graduated 19 August 1941 and posted to No.8 SFTS; graduated and promoted Sergeant, 7 November 1941. To "Y" Depot, 8 November 1941; to RAF overseas, 8 December 1941. Promoted WO2, 8 November 1942. Promoted WO1, 8 May 1943. Commissioned 14 February 1944. As of 17 January 1945 being posted from BRD Worli (India) to Canada. Released 11 June 1945. Award presented 11 July 1949. RCAF photo PL-27370 (ex UK-10434 dated 15 May 1944) is captioned as follows: "Three Canucks and the guns with which they smash Jap strong-points, transport, road convoys, camps, etc. among the jungle-clad hills and valleys of the central Burma front. The three pilots are seated on the wing of one of the Hurricanes their squadron flies. Those are 20-mm guns and R93379 WO1 Charlie Anderson (centre) of Belize, British Honduras, is showing how a bunch of Japs scattered when

he opened up on them after they had leapt from the vehicles of a convoy. Left is J11050 Flying Officer Harold 'Dutch' Holland (West Kildonan, Winnipeg) and right is R136437 FS John Magill (Toronto). The squadron these Canucks fly with has one of the highest records of serviceability and number of sorties carried out of any squadron in India."

This officer has taken part in a large number of operational sorties. He has always shown great courage and pressed home his attacks with determination and vigour. Flying Officer Anderson has often penetrated deep into Japanese held territory seeking out and destroying enemy vehicles and supplies and returning with valuable information. At all times he has set an inspiring example to the other members of his squadron.

RCAF Press Release No.4341 dated 30 March 1944, transcribed by Huguette Oates, reads:

IMPHAL FRONT, INDIA: --- W/01 Charles Anderson, Belize, British Honduras, an RCAF pilot flying with an RAF Hurricane squadron on the North Burma front, had a good day yesterday when he set fire to a Japanese motor transport of three tons when the squadron attacked a convoy about 12 miles west of Wuntho on the Japanese supply line.

While returning home, Anderson and others of the squadron heavily strafed a Japanese sub-headquarters. In the convoy were five transports and the Hurricane pilots say all five were put out of action. "As we flew over, the Japs jumped down, scattering in all directions," said Anderson. "We flew over the convoy again after shooting up the transports and let the Japs have some good bursts."

\* \* \* \* \*

ANDERSON, S/L Clifford Arthur Stevenson (J6956) - **Mention in Despatches** - No.410 Squadron (AFRO gives unit only as "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born in Toronto, 15 May 1917. Educated at Parkwood Collegiate, 1931-1936 and commercial school, 1936-1937. Grocery store clerk and manager (Loblaws), 1936 to enlistment. Enlisted Toronto 18 November 1940. To No.1A Manning Depot, 9 December 1940. To Rockcliffe, 2 January 1941. To No.3 ITS, 23 March 1941; graduated and promoted LAC, 21 April 1941 when posted to No.9 EFTS; may have graduated 7 June 1941 but not posted to No.6 SFTS until 9 June 1941; graduated and commissioned 20 August 1941. To Embarkation Depot, 21 August 1941. To RAF overseas, 3 September 1941; attended No. 7 OTU, Sutton Bridge, 1 November to 10 December 1941 (Master and Hurricanes). Service in No.141 Squadron, Wittering, 12 December 1941 to 3 April 1942 (Defiants). With No.410 Squadron, Drem, 3 April to 26 May 1942 (Defiants). Trained at No.11 OTU, East Fortune, 27 May to 5 August 1942 (Blenheim, Beaufighter). To No.410 Squadron, 6 August 1942. Promoted Flying Officer, 20 August 1942. To RAF Ferry Command, 16 January 1943 (Beaufighter reinforcements to Mediterranean). To No.410 Squadron again, 16 May 1943; promoted Flight Lieutenant, 20 August 1943; promoted Squadron Leader, 15 January 1944; to No.13 OTU, Bicester, 21 April 1944 (conversion to Mitchells). Repatriated 11 May

1944; to Eastern Air Command, 22 June 1944. To No.7 OTU, Debert, 29 June 1944 (instructing). To Central Flying School, Trenton, 3 March 1945 for instructor course. To No.3 SFTS, Calgary, 15 June 1945. To No.2 FTS, Yorkton, 16 September 1945. To Material Command Headquarters, Uplands, 3 January 1946. To No.5 Reserve Equipment and Maintenance Unit, Picton, 1 March 1946 (command). To AFHQ, 1 April 1946 (personnel administration). Remained in postwar RCAF (service number 20002; Squadron Leader as of 1 October 1946. Attached to RAF, West Raynham, 2-26 June 1947 (Mosquito 30, 31, 36 and Meteor). Attended RAF Staff College, Bracknell, 30 June to 12 December 1947. To No.10 (Maritime) Group, Halifax, 5 January 1948. To No.9 (Transport) Group, (later Air Transport Command), Rockcliffe, 10 January 1948. To AFHQ, 11 May 1948. To Air Material Command Headquarters, Ottawa, 16 May 1949. To Joint Staff, Washington, 30 September 1951. To No.3 (All Weather) OTU, North Bay, 30 December 1951. To Station Bagotville, 1 February 1953. To Station Falcolnbridge, 22 May 1956. To Air Defence Command Headquarters, St. Hubert, 31 August 1959. To Northern NORAD Region, St. Hubert, 2 November 1959. To Penhold, 12 September 1962. Retired 15 May 1964. Died in Red Deer, Alberta, 24 February 1992 as per **Legion Magazine** of October 1992. Destroyed one Ju.88 and one Ju.188, night of 22/23 February 1944 (radar observer, F/O G.P.A. Bodard). Photo PL-26988 shows him alone; PL-26989 shows him with Bodard; PL-57978 is portrait taken July 1953.

**Notes:** Accident, 30 April 1941, Fleet Finch 4558, No.9 EFTS. Practising solo circuits, applied brake too hard and aircraft nosed over. At the time he had flown 10.55 dual and 1.55 solo.

Accident, 4 August 1942, No.60 OTU, Drem. Beaufighter R2436. After making a smooth takeoff he was advised by radio that his tail wheel had fallen off. He selected Drem to land (on grass) to minimize damage. "It is creditable that the loss of the tail wheel was noticed by the ground staff on the take off, and the aircraft could therefore be directed to land on a grass aerodrome. Considering all things there was surprisingly little damage done!"

Accident, 10 February 1944, No.410 Squadron, Castle Camps. Mosquito HX523. Radio Observer was R84148 Sergeant A. McLeod. Attempting takeoff on a night flying exercise, aircraft failed to become airborne after reasonable run. He tried using brakes, but this failed and he went through a hedge at the end of runway, damaging undercarriage.

Application for Operational Wing dated 2 March 1944 stated he had flown 28 sorties (54 hours 37 minutes, 10 April 1942 to 18 February 1944.

As of March 1948 he listed his types and flying times as follows - Liberator (5.00), Mitchell (7.45), Beaufighter (250), Magister (10.50), Meteor (45 minutes), Hurricane (30.10), Mosquito (520), Anson (35.30), Oxford (54.40), Fleet (51), Beechcraft (65), Harvard (200), Tiger Moth (2.05), Cornell (26.15), Blenheim (63.45), Crane (25), Defiant (150.30), Master (20.25) and Martinet (16.40).

**Training:** Attended No.3 ITS, 24 March to 22 April 1941. Courses in Mathematics (96/100), Armament, practical and oral (84/100), Signals (100/100), Hygiene and Sanitation (29/40), Drill (90/100) and Law and Discipline (57/60), Placed 11<sup>th</sup> in a class of 370. "Superior type with dash, clever, reliable. A leader."

Attended no.9 EFTS, 22 April to 9 June 1941. Finch aircraft - 28.10 dual, 33.40 solo. Was 5.35 on instruments. Logged twelve hours in Link. "An average pilot on general flying, below average on instruments, but should improve with practice. Acrobatics fair to average. Very keen throughout - a good type of student." Ground course in Airmanship (149/200), Airframes (68/100), Aero Engines (70/100), Signals, practical (98/100), Theory of Flight (69/100), Air Navigation (146/200), Armament, oral (176/200), and graded 145/200 in Qualities as an Officer. Placed first in a class of 24. "Ability average. Conduct good. This airman worked hard while on this course and made excellent progress on all ground school subjects. His flying ability is average. He is extremely keen and should become a good NCO pilot. Attitude towards the Service good."

Attended No.6 SFTS, 9 June to 20 August 1941. Harvard aircraft - 34.50 day dual, 50.20 day solo, 4.25 night dual, 5.45 night solo. Was 15.05 on instruments. Logged 20 hours in Link. "A high average pupil. Navigation very good. No serious faults." Ground courses in Airmanship and Maintenance (169/200), Armament, written (74/100), Armament, practical (81/100), Navigation and Meteorology (123/200), Signals, written (82/100) and Signals, practical (50/50). Placed seventh in a class of 55.

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ANDERSON, F/L Donald Robert (J23911) - **Distinguished Flying Cross** - No.582 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 16 March 1921 in Stratford, Ontario. Home in Toronto (clerk). Enlisted there 14 March 1942. To No.1 Manning Depot, 22 April 1942. To No.1 Training Command, 20 June 1942. To No.5 ITS, 15 August 1942; graduated 10 October 1942 on promotion to LAC. Posted to No.4 AOS, 24 October 1942; graduated and commissioned, 19 February 1943. To "Y" Depot, Halifax, 25 February 1943; to RAF overseas, 19 March 1943. Repatriated to Canada, 8 March 1945. Released 16 May 1945. Award presented 22 June 1949. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9051 has recommendation dated 22 December 1944 when he had flown 45 sorties (187 hours 30 minutes), 18 March to 6 December 1944.

class=WordSection2>

18 March 1944 - Frankfurt  
22 March 1944 - Frankfurt  
24 March 1944 - Berlin  
26 March 1944 - Essen  
30 March 1944 - Nuremburg  
11 April 1944 - Aachen  
11 May 44 - Louvain  
21 May 44 - Duisburg  
24 May 44 - Aachen  
27 May 44 - Rennes

31 May 44 - Montcouple  
7 June 44 - Foret de Cerisy  
8 June 44 - Fougeres  
11 June 1944 - Toures  
15 June 1944 - Lens  
16 June 1944 - Renniscure  
23 June 1944 - Buzz Bomb Base  
24 June 1944 - Buzz Bomb Base  
5 July 44 - Buzz Bomb Base  
9 July 44 - L'Hey  
10 July 1944 - Nucourt  
12 July 1944 - Thiverny  
15 July 1944 - Nucourt  
23 July 1944 - Foret du Croc  
3 August 1944 - L'Isle Adam  
4 August 1944 - Trossy St.Maximum  
5 August 1944 - Coulon Villers  
16 August 1944 - Stettin  
25 August 1944 - Brest  
27 August 1944 - Marquis Mimocque  
3 September 1944 - Volkel  
6 September 1944 - Emden  
12 September 1944 - Frankfurt  
15 September 1944 - Kiel  
25 September 1944 - Calais  
5 October 1944 - Saarbrucken  
14 October 1944 - Duisburg  
15 October 1944 - Duisburg  
19 October 1944 - Stuttgart  
31 October 1944 - Cologne  
2 November 1944 - Dusseldorf  
20 November 1944 - Koblenz  
21 November 1944 - Aschannburg  
28 November 1944 - Leuss  
6 December 1944 - Leuna (Leipzig)

class=WordSection3>

This navigator has displayed a high standard of skill and contributed materially to the success of his Marker crew. He is exceptionally keen and shows a fine aggressive spirit at all times. He is strongly recommended for the non-immediate award of the Distinguished Flying Cross.

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ANDERSON, F/L Douglas Robert Brian (C27052) - **Commended for Valuable Services** - No.436 Squadron, No.120 Wing (AFRO gives unit only as "Overseas") - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 726/46 dated 26 July 1946. Unit identified in DHist file 181.009 D.1124 (RG.24 Vol.20595). Born 28 March 1916 at Prince Albert, Saskatchewan. Attended public Schools in British Columbia and Saskatchewan, 1922-1928, King Edward High School 1929-1931, Vancouver Technical School, 1932-1933, specializing in motor mechanics and diesel engineering. Enlisted in RCAF, 1 June 1939 as a Fitter (aero engines). With No.6 (Torpedo-Bomber) Squadron, 1 June 1939 to 2 October 1940; to Central Flying School, Trenton, 16 December 1940 for Elementary Flying Instructors Course; as of 22 January 1941 he was qualified as an instructor and granted leave without pay; at No.16 EFTS, Edmonton, 24 January 1941 to 17 May 1942; brought back on RCAF service strength, 22 May 1942 in rank of Sergeant; took course at No.7 SFTS, McLeod, 23 May to 12 June 1942; promoted WO2 and WO1, 22 June 1942; instructing at No.6 EFTS, Prince Albert, 22 June 1942 to 8 May 1944 (commissioned 26 April 1943); refresher instructor training at No.10 SFTS, Dauphin, 8 May to 30 September 1944; transport course at No.6 OTU, Comox, 7 October 1944 to 31 January 1945; at No.1334 TSCU, Gurat 23 April to 8 August 1945 (Transport Conversion Course); with No.435 Squadron, Burma, 16 August to 31 August 1945. En route to Down Ampney, 1-6 September 1945; with No.436 Squadron, Down Ampney, 6 October 1945; took Check Pilot's Course with No.120 Wing, Odiham, 13 December 1945 to 13 January 1946. Repatriated to Canada, 1 April 1946. Released 18 November 1946. Photo PL-33811 shows a F/L D. Anderson from Toronto with No.437 Squadron, but not sure if this is the man commended. Public Record Office Air 2/9670 has citation which links him to No.436 Squadron, drafted when he had flown 3,300 hours, 2,400 on current duties, 220 in previous six months.

This officer, who is a pilot and captain of aircraft, has a most commendable flying service record. He joined the service as an aero engine mechanic in 1939 and became a flying instructor in the autumn of 1940. In 1944, he was posted overseas as a captain of a transport aircraft and served with a Close Support Transport Squadron in Burma until September 1945, when his squadron was withdrawn to the United Kingdom for occupational duties. Throughout, Flight Lieutenant Anderson's work has been of the highest order and he has consistently displayed unfailing enthusiasm and great devotion to duty.

**Note:** The following assessment was written on 23 January 1946 by W/C R.L. Denison of No.436 Squadron:

An officer of more than usual ability. Former ground crew (Regular), Flight Lieutenant Anderson has shown himself to be an outstanding officer and an above average transport captain.

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ANDERSON, LAW Edna Grace (W315189) - **Mention in Despatches** - No.6 Group Headquarters (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born in Collingwood, Ontario, 5 April 1925. Completed her education in England. Employed as a Stenographer in

England, October 1941 to October 1943. Enlisted in London, England, 19 October 1943. Attended No.31 WAAF Depot, 29 October to 11 November 1943. To Headquarters, No.6 Group, 14 November 1943 (Intelligence Section). To Overseas Headquarters, 30 August 1945. Repatriated 11 March 1946. Released 9 April 1946. No citation. Certificate sent to Toronto, 12 October 1948. Served in RCAF Auxiliary, 2 April 1953 to 29 January 1954 (Intelligence, St.Hubert)

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ANDERSON, FS Francis Luiz (Can 2377A) - **British Empire Medal** - No.7 SFTS - Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Born in Walton, Essex, England, 2 February 1909. Enlisted in Vancouver, 7 February 1939 for General Duties with No.111 Army Cooperation Squadron. Promoted LAC, 30 March 1940. Reclassified as Airframe Mechanic, 1 April 1940 and reverted that day to AC1. Promoted LAC again, 1 July 1940. Promoted Corporal, 1 November 1940. To No.7 SFTS, 27 November 1940. Promoted Sergeant, 15 March 1941. Promoted Flight Sergeant, 15 August 1942. To No.4 Training Command, 19 January 1944. To "Y" Depot, Halifax, 27 September 1944. Taken on strength of No.3 Personnel Reception Centre, Bournemouth, 4 October 1944. Repatriated to Canada, 30 December 1945. Retired 16 November 1947. Award presented May 1944. Died in Nakusp, British Columbia, 15 January 1996.

Flight Sergeant Anderson has shown exceptional devotion to duty and, during the past two years, has displayed an aptitude and perseverance in organizing and controlling a system of maintenance, often under difficult circumstances. His cheerful disposition and conscientious manner have largely contributed to the stability and co-operation evident among the maintenance personnel of this school.

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ANDERSON, WO1 (now P/O) Gordon Doak (R123618/J53199) - **Distinguished Flying Cross** - No.10 (Bomber Reconnaissance) Squadron - Award effective 1 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. Born 22 January 1923 in Winnipeg. Home in St.Vital, Manitoba; enlisted in Winnipeg, 7 August 1941 and posted to No.2A Manning Depot. To No.8 BGS (non-flying duties), 20 August 1941. To No.4 ITS, 10 October 1941; graduated 5 December 1941 and promoted LAC; to No.16 EFTS, 6 December 1941. Ceased training, 6 January 1942. Posted to No.4 AOS, 28 February 1942; graduated 6 June 1942 and posted that date to No.4 BGS; graduated 25 July 1942 and posted that date to No.1 ANS. Promoted Sergeant, 5 September 1942. Posted to No.3 SFTS, 19 September 1942. To No.1 GRS, 6 November 1942; to No.31 OTU, 21 November 1942; to Eastern Air Command, 20 March 1943. To No.113 (BR) Squadron, 24 March 1943. To No.10 (BR) Squadron, 28 November 1943. To No.9 (Transport) Group, 11 April 1945; to No.168 (Heavy Transport) Squadron, 12 September 1945. To Release Centre, 13 March 1946. Released 21 March 1946. Returned to Winnipeg, attending School of Medicine, University of Manitoba. Moved soon after graduation to North Dakota, and in 1960 to San Clemente, California. In 1977 to Paradise, California, where he practiced until 1988. It was estimated that he delivered 3,000 babies in his



career. Moved to Hawaii in 1989 but returned to California twelve years later. Died in Paradise, California, 27 November 2006. Award presented 2 May 1948. As of award had flown 1,391 hours including 881 operational hours (107 sorties).

On the 10th of May 1945, several hundred miles out over the North Atlantic, Warrant Officer Anderson, as navigator of a long range operational aircraft, displayed great skill in pin-pointing the position of a surrendered U-Boat, directing the naval forces to the exact position and enabling them to effect its capture. Throughout this navigator's tour of operational flying he has displayed courage and skill of the same high standard.

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ANDERSON, F/O Gordon John (C29786) - **Air Force Cross** - No.23 EFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 14 January 1914. Home in Edmonton; enlisted there 24 October 1940. Promoted Sergeant, 16 December 1940 and posted to No.16 EFTS. To No.36 SFTS, 21 May 1942. To No.16 EFTS, 16 June 1942. Commissioned 15 May 1943. To No.6 EFTS, 31 July 1943. To No.18 SFTS, 4 November 1944. To No.23 EFTS, 1 May 1945. To Release Centre, 15 September 1945. Released 7 October 1945. Had completed 3,500 flying hours to date of recommendation, 3,200 hours as instructor, 260 hours in previous six months. Award presented 9 July 1949.

As Testing Officer in Examining Squadron, this officer is outstanding. Having instructed for almost five years, his experience and guidance are invaluable to more junior instructors, while his steadiness and energy are an example to all. The value of this officer's work to the unit and to the Service as a whole cannot be over-emphasized and he is worthy of high praise.

\* \* \* \* \*

ANDERSON, F/L Gustav Sune Lawrence (J21153) - **Distinguished Flying Cross** - No.436 Squadron - Award effective 9 October 1945 as per **London Gazette** dated 19 October 1945 and AFRO 1822/45 dated 7 December 1945. Born 25 February 1920. Home in Mount Forrest; enlisted in Toronto, 1 October 1941. To No.2 Manning Depot, 26 October 1941. To No.1 ITS, 28 February 1942; promoted LAC, 24 April 1942; to No.10 EFTS, 9 May 1942; to No.9 EFTS, 6 June 1942; graduated 1 August 1942 and posted to No.14 SFTS; commissioned 20 November 1942. Posted to Eastern Air Command, 4 December 1942. To No.31 GRS, date uncertain; to No.36 OTU, 20 February 1943; to "Y" Depot, Halifax, 12 June 1943; repatriated to Canada, 5 September 1945. Released 22 October 1945. RCAF photo PL-60258 (ex UK-19151 dated 28 February 1945) is captioned as follows - "Aircrews are making four and even five sorties a day. To speed up their work of getting supplies in the the XIVth Army and the RAF forward squadrons, which need thousands of gallons of petrol and ammo a day, the aircrews voted to eat dry rations between trips instead of using up time on cooked meals. Here are some of them grabbing some kharna (dinner) of American K rations before going off again over the mountains to Burma. Left to right are F/O W.E. Rolls, observer (Toronto), F/O Bill Sims (Toronto), Flight Sergeant Oliver England (Chritchurch, New Zealand, one of the few non-Canadians in the

squadron), F/O G. Anderson, pilot (Mount Forest, Ontario) and F/O Michael Melnyk, wireless operator (Yellow Creek, Saskatchewan).

Flight Lieutenant Anderson has achieved striking results during his tour of operational duty. He has served with Coastal Command on anti-shipping operations, on one occasion damaging an enemy vessel severely and, on others, doing serious damage to enemy motor vessels. Since being posted to Transport Command, this officer has done most praiseworthy work on supply sorties in support of the Army in Burma.

\* \* \* \* \*

ANDERSON, Sergeant Hugh John (R64131) - **Distinguished Flying Medal** - No.405 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 11 June 1943 and AFRO 1294/43 dated 9 July 1943. Born in Hamilton, Ontario, 11 March 1912. Home there. Enlisted in Hamilton, 10 May 1940 as Aero Engine Mechanic. Posted to School of Technical Training, St. Thomas, 7 June 1940. To No.2 BGS, 12 October 1940. To No.6 RD, 23 July 1941. To "Y" Depot, 20 January 1942; to RAF overseas, 8 February 1942. Promoted Sergeant, 26 July 1942 upon qualifying as Flight Engineer. Commissioned 5 April 1943. Repatriated to Canada, 7 February 1945. Released 15 May 1945. Citation drafted when he had flown 27 sorties and 262 operational hours (Public Record Office Air 2/8955). Invested with award at Buckingham Palace November 1943. Photo PL-22356 shows him as a Flight Lieutenant outside the palace after investiture accompanied by Mr. and Mrs. J. Clifford Lewis (friends); PL-22358 shows him with P/O L.L. Anderson (also invested that day; no relation); PL-24857 shows him on return to Canada; PL-35238 is a formal portrait.

Sergeant Anderson has taken part in numerous operational sorties against targets in the heavily defended industrial areas of Germany. He has also flown a number of anti-submarine patrols. In October 1942, while engaged in a low level attack on Flensburg, Sergeant Anderson's aircraft was illuminated by searchlights and subjected to a heavy concentration of anti-aircraft fire. Although wounded in the leg, with calm courage he continued with his duties saying nothing of his wounds until half way home. This airman has been acting as flight engineer leader for some months and is largely responsible for the high standard attained by his fellow flight engineers.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 21 April 1943 when he had flown 27 sorties (262 hours 15 minutes). Sortie list and submission as follows:

26 July 1942	Hamburg (5.42)
29 July 1942	Saarbrucken (6.37)
31 July 1942	Dusseldorf (4.59)
4 August 1942	Essen (5.27)
6 August 1942	Duisburg (4.33)
9 August 1942	Osnabruck (5.12)
1 September 1942	Saarbrucken (6.48)
2 September 1942	Karlsruhe (7.21)

4 September 1942	Bremen (4.03)
6 September 1942	Duisburg (5.16)
8 September 1942	Frankfort (8.11)
10 September 1942	Dusseldorf (6.27)
13 September 1942	Bremen (5.13)
26 September 1942	Flensburg (6.09)
1 October 1942	Flensburg (7.01)
15 October 1942	Cologne (5.45)
23 October 1942	Genoa (8.37)
27 October 1942	Anti-Submarine Patrol (10.25)
31 October 1942	Anti-Submarine Patrol (11.07)
7 November 1942	Anti-Submarine Patrol (11.10)
10 November 1942	Anti-Submarine Patrol (8.25)
17 November 1942	Anti-Submarine Patrol (9.50)
21 November 1942	Anti-Submarine Patrol (11.55)
27 November 1942	Anti-Submarine Patrol (11.05)
1 December 1942	Anti-Submarine Patrol (10..00)
11 December 1942	Anti-Submarine Patrol (7.42)
30 December 1942	Anti-Submarine Patrol (10.10)
4 January 1943	Anti-Submarine Patrol (8.30)
5 February 1943	Anti-Submarine Patrol (9.00)
9 February 1943	Anti-Submarine Patrol (8.05)
14 February 1943	Anti-Submarine Patrol (8.15)
16 February 1943	Anti-Submarine Patrol (10.15)
11 March 1943	Stuttgart (8.55)

This Non-Commissioned Officer has taken part in 18 operational trips to many of the heavily defended industrial areas of Germany, and has been engaged in 15 anti-submarine patrols. On October 1st, 1942, while engaged in a low level attack on Flensburg, Sergeant Anderson was wounded in the leg with flak when the aircraft was silhouetted by searchlights and engaged by a heavy concentration of flak. He bandaged his own leg, carried on his job and said nothing of his wound to the crew until half way home. His ability as a Flight Engineer is of the highest order. He has been acting as Flight Engineer Leader on the squadron for some months and has instilled into the Flight Engineers of the squadron a very high state of efficiency.

**Note:** Lancaster PB129, A/405, was detailed to bomb Cap Gris Nez on the morning of 26 September 1944. Took off at 1200 hours. Crew consisted of J15818 W/C C.W. Palmer, DFC (Captain), 145387 F/L W. Goddard (navigator), J85391 F/L A.J. Wilcock, DFC (navigator, survived with facial burns and broken ribs), 158131 F/O C.E. Laishley (WOP/Air), J85493 P/O F.J.A. Frey (mid-upper gunner), J16959 F/O I. Lauckner, DFC (rear gunner, survived, returned to England on 28 September by landing craft), C17844 F/L H.J. Anderson, DFM (flight engineer, survived with broken ankle) and J18009 F/O W.G. Peacock (bomb aimer). En route to target aircraft received a direct hit. Fire burst out in port inner engine followed by observation that fuel was gone. At about 1,500 feet the aircraft was seen to go into a dive which became acute at

about 1,000 feet. On orders of the captain, three crew managed to bale out. Approximately four minutes later the aircraft was bombed by a Main Force aircraft, despite warnings from the Long Stop Master (Master Bomber). Crashed and exploded on ground.

\* \* \* \* \*

ANDERSON, F/L Jack Fenton (C11923) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born in Exeter, Ontario, 19 December 1920. Home in Crediton, Ontario; enlisted Ottawa 5 January 1942. Trained Radar at No.31 Radio School, Clinton to 30 June 1942. Commissioned 25 May 1942. Arrived in UK, 30 July 1942. To No.60 Group, 30 August 1942. Subsequently at No.71 Wing. Promoted Flying Officer, 25 November 1942. Proceeded to North Africa 26 May 1943, joining No.8023 AMES. Joined No.8032 AMES, 4 July 1943. Promoted Flight Lieutenant, 30 January 1944. To No.899 AMES, 22 April 1944. To No.8031 AMES, 2 August 1944. To No.8044 AMES, 24 August 1944; to No.9043 AMES, 1 September 1944. To No.8016 AMES, 4 September 1944. To No.2 OATS, 5 March 1943 (for course). To No.8016 AMES, 25 April 1945. Returned to UK, 27 June 1945. Repatriated 30 July 1945. Released 1 October 1945.

\* \* \* \* \*

ANDERSON, John Alan, F/L (J25399, Royal Canadian Air Force) - No.419 Squadron, Royal Canadian Air Force - **Distinguished Service Order** - awarded as per **London Gazette** dated 6 February 1945 and AFRO 508/45 dated 23 March 1945. Born 1 May 1923. Home in Winnipeg; enlisted there 22 April 1942 and posted to No.2 Manning Depot. To No.12 SFTS (non-flying duties), 15 June 1942. To No.7 ITS, 1 August 1942; graduated 25 September 1942 and promoted LAC; to No.19 EFTS, 24 October 1942; to No.2 SFTS, 27 December 1942. Graduated and commissioned on 16 April 1943. To "Y" Depot, 30 April 1943. To RAF overseas, 26 May 1943. Promoted Flying Officer, 16 October 1943. Promoted Flight Lieutenant, 1 September 1944. Awarded DFC 16 February 1945 (No.419 Squadron). Repatriated 23 February 1945. To Britain again, 13 April 1945. Repatriated 2 August 1945. In postwar period took a North Star course and flew with MATS. Also commanded No.408 Squadron. DSO presented 1 April 1949. Promoted Squadron Leader, 26 June 1951. Killed in crash of an Argus aircraft, No.404 Squadron, 23 March 1965. Photo PL-13912 shows him receiving wings from his brother, F/O Brodie Anderson; PL-33684 (ex UK-15745) dated 9 October 1944 shows him pointing out the one engine still serviceable after dramatic sortie; the other person is LAC R.I. Nidd of Moose Jaw; PL-35706 shows him shaking hands with F/L Bud Adams at Repatriation Depot, Lachine; PL-39735 taken at investiture; PL-57769 is a 1953 portrait; PL-62094 shows him at controls of RCAF Comet transport.

class=WordSection4>

This officer has displayed a high degree of gallantry and devotion in operations against the enemy. He has completed very many sorties and has set the finest example in pressing home his attacks, often in the face of fierce opposition. On one occasion in September 1944 he was pilot and captain of an aircraft detailed to

attack Bottrop. When over the target, intense anti-aircraft fire was encountered. Flight Lieutenant Anderson's aircraft was hit repeatedly by fragments of shrapnel. Both the port engines were put out of action. The hydraulic system was rendered unserviceable. The controls were so damaged that it became necessary for two members of the crew to assist their captain by pulling manually on the rudder controls. In spite of this, Flight Lieutenant Anderson executed a good bombing run. He afterwards flew the severely damaged aircraft to base where he effected a masterly landing. In most difficult and dangerous circumstances this officer displayed outstanding coolness and great courage.

NOTE: This award began as a recommendation for a Victoria Cross, submitted by Wing Commander D.C. Hagerman, 23 October 1944 when he had flown 22 sorties (127 hours 25 minutes), as follows:

Flight Lieutenant Anderson has completed 22 day and night operations against the enemy, during the course of which his outstanding devotion to duty and complete contempt of personal danger have been most remarkable. His determination to press home his attacks in spite of the fiercest opposition the enemy can put up has earned him the utmost admiration from all ranks.

On no fewer than ten attacks his aircraft has been badly damaged by enemy action but his enthusiasm to operate remains undiminished.

On July 28th, 1944, when detailed to attack Hamburg, his starboard inner engine failed when crossing Flamborough Head en route to the target. Although Flight Lieutenant Anderson was aware that he would probably lose height and be late on the target, he nevertheless, without hesitation, carried on, arriving on the target six minutes late and bombing from 8,000 feet below the main stream. On the return journey, when thirty miles off Heligoland, his aircraft was attacked by two FW.190s, one dropping fighter flares while the other made no fewer than five attacks. These were all successfully evaded and the attacking aircraft was so badly damaged by his gunners that it broke off the attack and was last seen in flames going down in a steep turn. This officer then brought his aircraft safely back to base, still on three engines.

On 25th August 1944, when detailed to attack Russelheim, his aircraft was badly damaged by flak on the way into the target. Many holes were made in the fuselage; nevertheless he pressed home his attack and, on his return, was diverted to Great Orton after ten hours 50 minutes flying. Again, on 27th August 1944, when attacking Mimoyecques, his aircraft was again hit by heavy flak over the target area, no fewer than 37 large flak holes being counted on his return to base. On 29th August, when attacking Stettin, his GEE and H2S equipment became unserviceable while crossing the English coast on the way out, but he proceeded on D/R navigation to the target, where he again suffered heavy damage from flak. While in the target area, his aircraft was coned for some considerable time while

on the bombing run and was attacked by a Ju.88. Nevertheless he brought his aircraft safely back to base.

On 6th September 1944, when attacking Emden, his aircraft was hit by heavy flak while on the approach, but this did not prevent him from making an excellent bombing run and returning with a first-class picture of the aiming point. On 12th September, when attacking Dortmund, his aircraft was hit by concentrated heavy flak, many large holes being torn in the fuselage, but again he returned safely to base. On the 6th October, while attacking Dortmund, his aircraft was again hit by flak while on the bombing run and, after bombing, he was attacked by no fewer than five fighters, all of which were successfully evaded. On the 8th October, when attacking Bochum, 27 large flak holes were torn in his aircraft and, during an attack by two fighters, a cannon shell exploded in the fuselage, short-circuiting the entire electrical system and causing all the navigation lights to burn. With great skill and coolness, he successfully evaded the fighters which were attracted by his lights and successfully returned to base with his aircraft in a badly damaged condition. On the 14th October, when attacking Duisburg in daylight, his aircraft was again hit by predicted flak and a "scarecrow" but again he succeeded in returning to base with a badly damaged aircraft.

This officer's most outstanding feat was performed during a daylight attack on the oil refinery at Bottrop on the 27th September. On arriving at the target it was found that this was obscured by 9/10th cloud cover. The target was sighted through a gap in the clouds too late to afford an accurate bombing run. Anti-aircraft fire was very heavy, but without hesitation, Flight Lieutenant Anderson decided to do an orbit to ensure an accurate bombing run be made. At the beginning of the orbit, the aircraft was repeatedly hit by shell fragments and both port outer and inner engines were put out of action. The port outer engine was also set on fire, the hydraulic system was rendered unserviceable and the controls were damaged to such an extent that he had to call on the assistance of two members of his crew to pull manually on the rudder controls. With complete disregard of the heavy opposition, and the difficulty in controlling his crippled aircraft, Flight Lieutenant Anderson completed the orbit and made a steady bombing run, enabling his Air Bomber to attack the target very accurately.

Shortly after leaving the target, it was found that the starboard inner engine had also been badly damaged and was giving less than half power. Through superb planning, crew co-operation and flying skill, Flight Lieutenant Anderson successfully flew his crippled aircraft back to this country, with only full power from the starboard outer, half power on the starboard inner engine, and made a masterly landing without causing further damage to his aircraft or crew.

I consider Flight Lieutenant Anderson's great courage, whole-hearted enthusiasm to press home his attacks in the face of whatever opposition he may meet, and his brilliant flying skill and crew Captaincy, fully merit the award of the Victoria Cross.

On 19 November 1944, G/C H.T. Miles added his remarks:

This officer has always been an inspiration to his squadron. No matter how great the odds against him he has invariably pressed home his attack with the utmost determination. Neither enemy opposition, damage to his aircraft, nor consideration of personal safety has ever swayed his determination to achieve the maximum success possible on any raid he has participated in and, if there was the slightest chance of achieving a better result, Flight Lieutenant Anderson would accept any risk to achieve it. I consider this officer's superb example of outstanding leadership, skill and devotion to duty in the face of fierce opposition fully merits the award of the Victoria Cross.

On 20 November 1944 Air Commodore R.E. McBurney added his views:

This officer's entire operational career, covering a period of intense activity by Bomber Command, has been a series of adventures boldly executed against a dangerous and heavily defended enemy. Backed to the hilt by a brave and loyal crew, thoroughly imbued with their leader's invincible fighting spirit, this Captain has achieved complete and outstanding success by pushing through the fiercest of enemy fire, as evidenced by his battle scarred aircraft. Flight Lieutenant Anderson's courageous example of prolonged and heroic endeavour, culminating in his amazing feat of September 27<sup>th</sup>, is worthy of the highest honour. I recommend the award of the Victoria Cross.

This was accompanied by the following sortie list:

12 July 1944 - Thiverny (4.50, day)  
15 July 1944 - Bois Desjardines (4.20)  
18 July 1944 - Caen (4.45, day)  
20 July 1944 - L'Hey (4.00, day)  
25 July 1944 - Stuttgart (9.05)  
28 July 1944 - Hamburg (6.15)  
9 August 1944 - Acquet (4.35)  
10 August 1944 - La Pallice (7.30)  
25 August 1944 - Russelheim (10.15)  
27 August 1944 - Mimoyecques (3.55, day)  
29 August 1944 - Stettin (9.25)  
6 September 1944 - Emden (4.25, day)  
10 September 1944 - Le Havre (5.25, day)  
12 September 1944 - Dortmund (5.15, day)  
25 September 1944 - Calais (4.15, day)  
26 September 1944 - Calais (4.00, day)  
27 September 1944 - Bottrop (4.35, day)  
4 October 1944 - Bergen (6.25, day)  
9 October 1944 - Bochum (6.45)

14 October 1944 - Duisburg (5.15, day)  
14 October 1944 - Duisburg (6.05)

ANDERSON, F/L John Alan, DSO (J25399) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 625/45 dated 13 April 1945. Award presented November 1946.

Flight Lieutenant Anderson has completed many successful sorties against the enemy throughout his tour. He has displayed conspicuous gallantry and devotion to duty. On one occasion in July 1944, when en route to Hamburg, one engine of the aircraft failed. Although fully aware that height would be lost and the target reached late, without hesitation Flight Lieutenant Anderson pressed on and completed a successful attack. On the return journey the bomber was attacked by two Focke Wulf 190s. The attackers were eventually beaten off, one being so severely damaged that it was seen to dive towards the ground completely out of control. Flight Lieutenant Anderson then flew his crippled aircraft safely back to base. Another time in August 1944, while bombing Stettin, his bomber was illuminated by searchlights and at the same time was attacked by a Junkers 88. In the face of this fierce opposition he successfully completed the mission. Again in October 1944, undeterred by attack from five enemy fighters, he accomplished a most skilful attack and eventually evaded all of the hostile aircraft. On several other occasions during September and October 1944, Flight Lieutenant Anderson has flown his aircraft, although badly holed, safe back to base after pressing home some most successful attacks. His cool courage and outstanding leadership have at all times been exemplary.

ANDERSON, F/L John Alan, DSO, DFC (J25399) - No.419 Squadron (AFRO gives unit only as "Overseas") - **Croix de Guerre (France)** - Awarded as per AFRO 1619/45 dated 19 October 1945. Presented by Colonel Marcel P. Faure in Ottawa, 22 January 1953. Public Records Office Air 2/9645 has citation.

This officer has completed 32 attacks on the enemy. On the night of 27th August, when attacking Mimoyecques, his aircraft was hit by anti-aircraft fire and suffered severe damage. In spite of this he pressed home his attack with great vigour and excellent results. Thirty-seven large holes were counted in his aircraft on his return to base. The courage and determination exhibited on this occasion is only one of many such operations successfully completed by this officer.

\* \* \* \* \*

ANDERSON, F/O John Andrew Joseph Carruthers (J19611) - **Distinguished Flying Cross** - No.20 Squadron - Award effective 25 September 1945 as per **London Gazette** dated 2 October 1945 and AFRO 1822/45 dated 7 December 1945. Born 22 December 1920. Home in Montreal. Enlisted in Montreal, 22 September 1941 and posted to No.1 Manning Depot.. To "H", 25 October 1941. To No.3 ITS, 23 November 1941; graduated and promoted LAC, 17 January 1942 but not posted to No.4 EFTS until 1 February 1942; graduated 6 June 1942 when posted to



No.13 SFTS; graduated and promoted Sergeant, 23 October 1942. To "Y" Depot, 6 November 1942; to RAF overseas, 19 November 1942. Promoted Flight Sergeant, 23 April 1943. Promoted WO2, 23 October 1943. Commissioned 21 December 1943. Promoted Flying Officer, 21 June 1944. Repatriated 17 October 1945. Retired 24 November 1945. Photo PL-44619 shows at his wedding, June 1945, in Britain. RCAF photo PL-60249 (ex UK-19179 dated 28 February 1945) is captioned as follows - "Canadian Hurricane pilots with a pongyi, Buddhist priest, before his pagoda. Left to right, F/L Ed Fockler, DFC (Vancouver), P/O Harry Mitchell (Toronto), Warrant Officer Bill Thompson (Ottawa), the yellow-robed pongyi, with F/L John Anderson (Montreal). Anderson flies with 40-mm cannon, others are rocket projectile flight."

Flying Officer Anderson has shown outstanding keenness to participate in operational flying over the Arakan, the Imphal and Burma fronts. He has destroyed a large number of Japanese stores and motor transport and, on one occasion, his skill and ability in locating and destroying the first tank, culminating in the destruction of most of the tank force opposing our ground forces at the Wyinmu Bridgehead. His determination and cheerfulness have always been outstanding.

NOTE: Public Records Office Air 2/9132 has recommendation (undated initially but cleared by No.221 Group on 2 June 1945) stating he had joined squadron in September 1943, commencing operations in December 1943. Credited with 227 hours 50 minutes of operational time. Much of his achievements had been in first three months of 1945; had destroyed first tank claimed by the unit that year and had since destroyed another.

The reference to the "Wyinmu Bridgehead" appears to be a typing error and should read "Myinmu Bridgehead." The area of Myinmu was reported taken on 23 January 1945 by the 20<sup>th</sup> Indian Division. On 12 February 1945, 33 Corps began advancing across the Irrawaddy including the 20<sup>th</sup> Indian Division opposite Myinmu, with the bridgehead established by the 13<sup>th</sup>. An on-line history of No.20 Squadron states:

From December 1944, by then equipped with both IID and Mk.IV Hurricanes, the Squadron was engaged mainly in Offensive Recce (OR) operations, operating in fours with Spitfire escort and searching for enemy transport, armour and stores dumps. After moving to Thazi on 16 January 1945 the squadron began flying close support tasks for the Army but had to discontinue Hurricane IV operations on 25 January because its stocks of rocket projectiles (RP) were exhausted. These were resumed at the end of the month and the Squadron undertook "Cab rank" standing patrols, responding to support requests from ground observation posts. On 19 February 1945 the squadron was successful in attacking a concentration of Japanese armour with both IID and Mk.IV rocket equipped aircraft operating in pairs throughout the engagement, claiming 12 medium and light tanks destroyed and one probable.

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ANDERSON, F/O John Devlin (J20995) - **Air Force Cross** - No.2 WS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born at Quesnel, British Columbia, 19 June 1916 (RCAF press release announcing award); educated there. Plant Superintendent with Mission Farm Product before the war. Enlisted in Vancouver, 14 October 1941. Granted Leave Without Pay until 13 November 1941 when posted to No.3 Manning Depot. To No.10 SFTS (guard duty), 16 January 1942. To No.4 ITS, 28 February 1942; graduated and promoted LAC, 24 April 1942 but not posted to No.16 EFTS until 23 May 1942. Posted to No.5 SFTS, 17 July 1942 but changed on 1 August 1942 to No.7 SFTS; graduated and commissioned 20 November 1942. To No.2 Flying Instructor School, 4 December 1942; to No.8 SFTS, 5 February 1943; to No.2 WS, 15 December 1943. To Release Centre, 2 February 1945. Released 9 February 1945 but retained on Reserve until 30 September 1947 when he was in Vancouver. As of award had flown 1,800 hours, 1,000 as instructor, 180 in previous six months. Award presented February 1946.

This officer has shown great devotion to duty while serving as an instructor at this unit. His ceaseless effort has been instrumental in the efficiency of all pilots that have passed through his hands at Conversion Unit. Further to his instructional duties he has been ready, willing and efficient in other tasks that he has been called upon to carry out. His fine record is most commendable and praiseworthy.

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ANDERSON, LAC Juhl Arthur (R139624) - **Mention in Despatches** - East Moor - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 1 February 1921. Home in Outlook, Saskatchewan. Enlisted in Saskatoon, 30 October 1941 for General Duties and posted to No.3 Manning Depot. To No.3 AOS, 30 November 1941. Promoted AC1, 30 January 1942. Promoted LAC, 30 April 1942. To No.3 AOS Detachment, 7 January 1943. To "Y" Depot, 1 March 1943. To RAF overseas, 27 March 1943. Promoted Corporal, 1 April 1943. Reclassified as Armament Assistant, 14 July 1943. Repatriated 22 December 1945. Discharged 6 February 1946. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol 20607) has list of MiDs this date with unit. No citation in AFRO or biographical file. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945 when he had served 18 months in Canada, 18 months overseas. Described in document as ACH/Armament Assistant.

This airman is employed in the Bomb Stores as an Armament Assistant. His loyalty and devotion to duty have made him outstanding among his fellow workers. He cheerfully tackles any tasks assigned to him and can be depended upon to successfully complete the most arduous task.

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ANDERSON, Sergeant Leslie Lester (R101990, later J18158) - **Distinguished Flying Medal** - No.426 Squadron - Award effective 25 April 1943 as per **London Gazette** dated 7 May 1943 and AFRO 1035/43 dated 4 June 1943. Born in Quebec, 11 March 1914. Home in Ontario or Winnipeg (miner). Enlisted in Winnipeg, 10 May 1941. To No.1 SFTS (guard), 2 June 1941. To

No.4 WS, 9 June 1940; promoted LAC, 4 September 1941; graduated 14 March 1942 when posted to No.3 BGS; graduated and promoted Sergeant, 13 April 1942. To "Y" Depot, 14 April 1942; to RAF overseas, 30 April 1942. Commissioned 13 September 1943 (J18158). Subsequently promoted Flying Officer and Flight Lieutenant, dates uncertain. Repatriated 8 July 1945. To No.8 Repair Depot, 20 July 1945. Retired 21 September 1945. Cited with Pilot Officer Dallas Laskey (RCAF), awarded DFC. Both were in crew of P/O D.L. Kennedy; incident occurred 4 April 1943. Invested with award at Buckingham Palace November 1943. Photo PL-22358 shows him after investiture with F/L Hugh J. Anderson; caption states he was from North Bay; PL-23615 is a formal portrait.

One night in April 1943, Pilot Officer Laskey and Sergeant Anderson were bomb aimer and wireless operator, respectively, of an aircraft detailed to attack Kiel. Whilst over the target area the aircraft was hit by anti-aircraft fire which damaged the rear turret, trapping the gunner. By a strenuous effort, Pilot Officer Laskey was able to move the turret sufficiently to enable the gunner to free himself. Afterwards the target was successfully bombed but, almost immediately, the aircraft was attacked by an enemy fighter and sustained further damage. In spite of this, the pilot attempted to fly the damaged bomber back to this country. During the flight Pilot Officer Laskey and Sergeant Anderson rendered much assistance but their efforts were unavailing. The aircraft came down on the sea and after five and a half hours drifting on an overturned dinghy, Pilot Officer Laskey and Sergeant Anderson, the sole survivors, were picked up. Both displayed great courage and fortitude in very trying circumstances.

NOTE: Ian Tavender, **The Distinguished Flying Medal Register: Second World War** (London, Savannah, 2000) has recommendation drafted 20 April 1943 when he had flown seven sorties (40 hours 13 minutes operational time) as found in Public Record Office, Air 2/4956.

Sergeant Anderson was Wireless Operator of a Wellington crew in an attack on Kiel on the night of 4th/5th April 1942. Before reaching the target, the aircraft was hit by flak. After dropping bombs on the target, they were attacked by an enemy night fighter, resulting in further damage to the aircraft. The pilot attempted to reach home and Sergeant Anderson gave cool and resourceful assistance in getting the necessary fixes. Unfortunately the aircraft was forced down at sea. Sergeant Anderson was one of the two survivors picked up. The courage of this Non-Commissioned Officer in assisting to press home an attack under such trying conditions is worthy of recognition. I recommend the award of the Distinguished Flying Medal.

To this the Air Officer Commanding, No.6 Group, added:

Sergeant Anderson has demonstrated his courage in the face of enemy opposition and under difficult circumstances. Despite being badly shaken up by the crash at sea followed by 5 ½ hours on an overturned dinghy, he was keen to resume operations. I recommend the award of the Distinguished Flying Medal.

DHH file 181.009 D.2624 (Library and Archives Canada RG.24 Volume 20628) has correspondence respecting securing Goldfish Badges for R101990 Sergeant L.L. Anderson, DFM and J22525 P/O D. Laskey, DFC, notably a letter to the Goldfish Club dated 15 May 1943:

On the night of the 4<sup>th</sup> April 1943, the above mentioned formed part of the crew of an aircraft of this Unit which took off on an operational sortie. On the return journey the aircraft was badly damaged and had to be ditched at sea. P/O Laskey and Sergeant Anderson were Bomb Aimer and Wireless Air Gunner respectively and were the only members of the crew who survived when the aircraft was ditched.

P/O Laskey and Sergeant Anderson spent approximately five hours in a dinghy before being picked up by a destroyer on the morning of the 5<sup>th</sup> April 1943.

P/O Laskey has however since been reported missing from air operations.

The website "Lost Bombers" gives the following on the DFM incident and a subsequent occasion when he was shot down once more.

Wellington X3699, target Kiel, 4 April 1943. Airborne at 2030 hours, 4 April 1943 from Dishforth. At 0320 the Wellington was plotted in position 5305N 0130E, but ditched soon afterwards some 10 miles NE of Cromer, Norfolk. Of those killed, F/O Kennedy is buried in Scottow Cemetery, while P/O Walley and Sergeant Beaton are commemorated on the Runnymede Memorial. The survivors were in the water for nearly five hours before being sighted and picked up by the crew of a RN destroyer. Full crew was F/O D.L.Kennedy, RCAF (killed), P/O K.M.Walley, RCAF (killed) P/O D.Laskey, RCAF, Sergeant L.L.Anderson, RCAF, Sergeant C.N.Beaton, RCAF.

Halifax MZ529, No.431 Squadron (SE-E), target Montzen, 27/28 April 1944, was one of four No.431 Squadron Halifaxes lost on this operation (others were LK842; MZ522; MZ536). Airborne 2325 hours, 27 April 1944 from Croft, tasked to bomb the railway yards. Shot down by a night-fighter, crashing near the hamlet of Blaubergh (Antwerpen), 3 km ESE of Herselt. Those killed were buried 29 April 1944 at Antwerpen-Deurne, they have been subsequently re-interred in the Cemetery at Schoonselhof. Full crew was F/O L.L. Anderson, DFM (evaded again until 6 June 1944 when betrayed and arrested in Brussels; held at Stalag Luft III, POW number 5976), P/O J.J. Lyng (evaded to 20 May 1944 when arrested in Brussels), P/O W.E. Woodrow, RCAF (killed), P/O D. Harrison, RCAF (evaded), F/O W.R. Knowlton or Knowiton, RCAF (evaded), Sergeant A.L. Gabel, RCAF (killed), Sergeant R.H. Aiano, RCAF (killed), Sergeant R.E. Hazael, RCAF (killed).

His own report of being shot down, 26/27 April 1944, was recounted 16 May 1945 in filing "Questionnaire for Returned Aircrew - Loss of Bomber Aircraft." He had done 25 sorties on his tour:

From take-off, over target and until a minute or two before attack the trip was as any normal trip. A few minutes after setting course for home I reported to gunners the sudden appearance of a large blip indicating an aircraft quite close.

The pilot did slight evasive action and the gunners a search. The three reported they could see nothing. A quarter moon was coming up against which we may have been silhouetted. I reported every few seconds the continued presence of the blip, yet the gunners could see nothing. Suddenly an attack from the starboard bow raked the aircraft from front to back setting it on fire and destroying the wireless and lighting. The R/T remained in working order. Immediately the engineer reported the aircraft on fire to which the pilot replied, "I know - can you do anything about it?" The engineer reply "Try feathering the engine - I'll do what I can here." I went to his assistance but almost immediately he reported the mainplane on fire and the skipper said, "Well, we're for it - get ready, fellows." He tried to contact the gunners but got no reply. I opened the hatch after giving the engineer the pilot's chute and putting on my own. When I last saw the pilot and hearing him say "everyone bale out at once", he was putting on his chute though still at the controls. I think he remained too long trying to contact or give the gunners a chance to get out. I followed the Navigator and Bomb Aimer out and was followed by the engineer. Seconds later I saw the aircraft go down in pieces burning fiercely. A fighter passed me in mid air but I did not hear another attack. Was picked up by farmers who reported later they had seen the attack - also next day that five RAF aircraft and four German aircraft were shot down in the district that night.

\* \* \* \* \*

ANDERSON, P/O Leonard Gerhard (J88645) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 24 November 1913 in Saskatchewan; home in Lacadena, Saskatchewan (grain elevator agent). Enlisted 29 February 1942 in Saskatoon and posted to No.2 Manning Depot. To No.5 BGS, 10 July 1942. To No.7 ITS, 10 October 1941; graduated and promoted LAC, 18 December 1942 but not posted to No.5 AOS until 9 January 1943. Graduated and promoted Sergeant, 30 April 1943. To "Y" Depot, 14 May 1943. To RAF overseas, 26 May 1943. Promoted Flight Sergeant, 30 October 1943. Commissioned 10 August 1944. Repatriated 1 February 1945. Retired 17 March 1945. Award presented 18 June 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty". DHist file 181.009 D.1515 (RG.24 Vol.20600) has recommendation dated 6 December 1944 when he had flown 30 sorties (170 hours 20 minutes), 23 June to 12 October 1944.

Pilot Officer Anderson has now successfully completed a tour against the enemy on four-engined bombers. He has navigated over many heavily defended targets on the continent, including Hamburg, Duisburg and Essen.

Throughout his tour he has proven to be a most able navigator and on many occasions was responsible for the safety of his aircraft and crew by skilful navigation.

His cheerfulness, co-operation and disregard for dangers has been an inspiration to his crew members and other navigators of the squadron.

The sortie list was as follows:

23 June 1944 - Bientiques (4.00)  
24 June 1944 - Bamieres (4.25)  
26 June 1944 - Foret d'Eawy (4.15)  
4 July 1944 - Villeneuve St. Georges (5.35)  
5 July 1944 - Siracourt (4.00)  
6 July 1944 - Conquereaux (4.10)  
7 July 1944 - Caen (4.10)  
12 July 1944 - Creil area (4.35)  
15 July 1944 - Bois de Jardins (3.40)  
27 July 1944 - Hamburg (5.30)  
1 August 1944 - Ferme de Forrestel (3.40)  
2 August 1944 - Bois de Casson (4.10)  
3 August 1944 - Bois de Casson (3.50)  
5 August 1944 - St.Leu d'Esserent (5.00)  
7 August 1944 - Caen (3.50)  
10 August 1944 - La Pallice (6.10)  
11 August 1944 - Montrichard (5.15)  
14 August 1944 - Bons Tassily (4.10)  
15 August 1944 - Brussels (3.50)  
25 August 1944 - Brest (4.55)  
27 August 1944 - Mimoyecques (3.00)  
30 August 1944 - Ile de Cezembre (4.55)  
3 September 1944 - Volkel (3.20)  
25 September 1944 - Calais (3.30)  
26 September 1944 - Calais (4.25)  
27 September 1944 - Duisburg (4.45)  
28 September 1944 - Cap Gris Nez (3.15)  
6 October 1944 - Dortmund (5.30)  
12 October 1944 - Wanne Eickel (4.45)  
23 October 1944 - Essen (4.40)

\* \* \* \* \*

ANDERSON, F/L Leslie Scofield (J7543) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 11 June 1943 and AFRO 1294/43 dated 9 July 1943. Born in Calgary, 9 November 1917; home there. Enlisted there 19 January 1941 and posted to No.2 Manning Depot. To No.4 SFTS (guard duty), 21 February 1941. To No.2 ITS, 29 March 1941; graduated and promoted LAC, 2 May 1941; posted that date to No.5 EFTS; may have graduated 23 June 1941 but not posted to No.3 SFTS until 3 July 1941; graduated and commissioned 20 September 1941. To Embarkation Depot, 21 September 1941. To RAF overseas, 7 October 1941. Promoted Flying Officer, 20 September 1942. Promoted

Flight Lieutenant with effect from same date. Repatriated 14 November 1943. To No.34 OTU, 29 December 1943. To No.5 OTU, 10 April 1944. Promoted Squadron Leader, 1 August 1944. To No.2 Air Command, 3 January 1945; to No.2 Air Command, 8 August 1945. To Release Centre, 7 September 1945. Retired 11 September 1945. Award presented 2 November 1941. Citation drafted when he had flown 29 sorties (176 operational hours)

Throughout all his operational sorties Flight Lieutenant Anderson has displayed a fine offensive spirit and great devotion to duty. He has always pressed home his attack with great vigour and determination and has secured many excellent photographs. He has completed operational missions against practically every heavily defended target including Hamburg, the Ruhr, Cologne and Bremen, in addition to two sorties to Italian objectives and several mine-laying operations. Flight Lieutenant Anderson has completed a fine operational tour and has set a splendid example.

NOTE: Public Record Office Air 2/8955 has original recommendation drafted 9 April 1943; this states 29 sorties (176 hours 15 minutes). Sortie list and submission as follows:

7 May 1942	Gardening, Rosemary (5.40)
19 May 1942	Gardening, Rosemary (6.10)
30 May 1942	Cologne (5.5)
1 June 1942	Essen (5.00)
2 June 1942	Cologne (4.35)
19 June 1942	Emden (4.40)
25 June 1942	Bremen (6.25)
2 July 1942	Bremen (5.40)
8 July 1942	Wilhelmshaven (4.05, unsuccessful)
9 July 1942	Gardening, Nectarine III (5.15)
14 July 1942	Gardening, Beech (7.50)
25 July 1942	Duisburg (4.40)
26 July 1942	Hamburg (7.25)
31 July 1942	Dusseldorf (5.25)
6 October 1942	Osnabruck (5.30)
15 October 1942	Cologne (5.50)
23 October 1942	Krefeld (4.05, no attack; ordered home by R/T)
20 November 1942	Turin (7.35)
22 November 1942	Stuttgart (7.55)
6 December 1942	Mannheim (7.20)
8 December 1942	Gardening (5.55)
9 December 1942	Turin (7.00)
20 December 1942	Duisburg (5.00)
23 January 1943	Sea Sweep (4.05)
26 January 1943	Lorient (6.25)
29 January 1943	Gardening (5.00, unsuccessful)
4 February 1943	Lorient (6.10)
7 February 1943	Lorient (6.20)

13 February 1943     Lorient (6.45)  
16 February 1943     Lorient (6.35)

Flight Lieutenant Anderson has shown great spirit and devotion to duty during all his operational sorties. He has always pressed home his attacks with great vigour and determination and has brought home many photographs to substantiate the accuracy of his bombing. His operational trips include practically every heavily defended target in Germany including Hamburg, the Ruhr, Bremen and Cologne. He carried out two trips to Italian targets and has successfully completed several mine-laying sorties. It is felt that Flight Lieutenant Anderson has completed his tour of operations in a highly commendable manner and fully merits the award of the Distinguished Flying Cross.

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ANDERSON, F/L Lloyd Harold (J20843) - **Mention in Despatches** - No.11 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born in Calgary, 10 January 1920. Home in Blackie, Alberta; enlisted in Edmonton, 29 July 1941. Granted Leave Without Pay until 19 September 1941 when posted to No.2 Manning Depot. To No.4 BGS, 2 January 1942 (guard duty). To No.6 ITS, 28 February 1942; graduated and promoted LAC, 24 April 1942 but not posted to No.9 EFTS until 23 May 1942. Graduated 17 July 1942 and posted on 19 July 1942 to No.11 SFTS; graduated and commissioned 6 November 1942. To No.31 GRS, 12 November 1942; to No.36 OTU, 22 January 1943. To Halifax, 13 April 1943; promoted Flying Officer, 6 May 1943; to Eastern Air Command, 19 May 1943; to No.11 (BR) Squadron, 6 August 1943. Promoted Flight Lieutenant, 6 November 1944. To No.8 Release Centre, 9 August 1945. Retired 10 September 1945. Graduated in civil engineering from University of British Columbia. Commenced working at Fernie (East Kootenay Power) and then with Acres Consulting (Niagara Falls, Ontario). Retired 1984. Died in London, Ontario, 20 March 2010.

This officer has recently completed a tour of operations and has at all times carried out his duties in a most commendable manner. His untiring efforts to improve the efficiency of his crew members has been a fine example.

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ANDERSON, FS Moffat (R61884) - **Mention in Despatches** - No.412 Squadron (AFRO gives unit only as "Overseas" - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born Greenock, Scotland, 2 October 1921. Home in Saskatoon; enlisted there 30 March 1940. To Trenton, 15 April 1940 to trained as an Armourer. Promoted AC1, 8 July 1940. To No.10 (BR) Squadron, 19 July 1940. To No.1 BGS, Jarvis, Ontario, 20 August 1940. Promoted LAC, 8 October 1940. To Embarkation Depot, 22 February 1941. Promoted Corporal, 15 March 1941. Embarked for overseas, 5 April 1941. Taken on strength of No.402 Squadron, 10 April 1941. Promoted Sergeant, 1 July 1941. To No.414 Squadron, 10 January 1942. To No.412 Squadron, 7 August 1942. Attended a Special Course (20-mm Cannon), 1 to 6 October 1942. Promoted Flight Sergeant, 22 February 1943.



Repatriated to Canada, 28 February 1945. Released 2 May 1945. Postwar civilian instructor to No.702 Squadron, Royal Canadian Air Cadets. Rejoined RCAF as Flight Sergeant, Armament, 17 January 1948 (120502). Died in Saskatoon, Saskatchewan, 20 November 2012.

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ANDERSON, Sergeant Murray Bouck or Bouch (R86915) - **Distinguished Flying Medal** - No.115 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO 2258/43 dated 5 November 1943. Born in Calgary, Alberta, 19 March 1917; home there (grain trader). Enlisted in Edmonton 12 February 1941 and posted to No.2 Manning Depot. To No.10 Repair Depot, 29 March 1941; to No.4 WS, 27 April 1941. Promoted LAC, 28 May 1941; posted to No.8 BGS, 11 October 1941; graduated and promoted Sergeant, 8 November 1941. To "Y" Depot, 9 November 1941. To RAF overseas, 12 December 1941. Promoted Flight Sergeant, 8 May 1942; promoted WO2, 8 November 1942; promoted WO1, 1 May 1943. Commissioned 8 September 1943 (J18525). Repatriated 8 July 1944; retired 1 February 1945 Invested with award at Buckingham Palace 2 May 1944. Photo PL-21661 is a formal portrait; PL-29223 and PL-29224 taken with his wife after investiture. Original recommendation in Public Record Office, Air 2/8979, drafted when he had flown 30 sorties (148 hours ten minutes).

This airman has been engaged in operational flying since December 1942. He has taken part in attacks on a great variety of targets, including Essen, Spezia and Stettin and has recently participated in the battle of the Ruhr. A most efficient and painstaking wireless operator air gunner, he has consistently displayed great keenness, courage and devotion to duty.

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ANDERSON, A/V/M Norman Russell (C40) - **Mention in Despatches** - Eastern Air Command Headquarters (now Overseas HQ) - Award effective 11 December 1943 as per **London Gazette** dated 14 December 1943 and AFRO 568/44 dated 17 March 1944. Born Walkerton, Ontario, 29 April 1893. Employed by Merchants Bank of Canada, accountant, seven years. Enlisted 10 March 1916 in 168th (Oxford) Battalion. Transferred to Royal Flying Corps, 19 October 1916 as Second Lieutenant (on Probation), Special Reserve. To No.2 School of Aeronautics, 20 October 1916. In Nos.25 and 20 Reserve Squadrons, dates uncertain. To No.49 Squadron, 1 March 1917; graded as Flying Officer that date and confirmed in rank as Second Lieutenant. To No.19 Squadron, France, 8 April 1917, flying Spads. To No.50 Training Squadron, Home Establishment, date not shown. To Army and Infantry Cooperation School, 28 November 1917. To No.50 Training Squadron, 15 December 1917. Lieutenant in Royal Air Force, 1 April 1918. To No.20 Group, 11 September 1918. To Flying Instructor School, 19 October 1918. To No.2 Training Depot Station, 31 October 1918. To No.2 Flying Training School, 12 July 1919. To Liverpool, for repatriation to Canada, 15 August 1919. To Unemployed List, 29 August 1919. As of December 1920 he claimed about four hours on Shorthorns, 250 hours on Spads, 1,000 on Avros, and short flights in Pup, Camel, Snipe, Bristol Fighter, SE.5, BE.2, RE.8 and Dh.9. Relinquished commission 1 September 1921. In immediate postwar period he was an aerobatic pilot with an RAF team touring Britain to raise funds for charities, and thus may have

been the first Canadian aerobatic pilot. Member of the CAF (but unemployed), 18 February to 14 July 1920. Employed by Air Board as Certificate Examiner, 30 September 1921 to 17 January 1923. Appointed Flight Lieutenant, Canadian Air Force, 18 January 1923. Confirmed as Squadron Leader, CAF, 1 May 1923. Appointed to RCAF, Camp Borden, with rank of Squadron Leader, 1 April 1924. Assigned to temporary duty, England, 29 December 1924 (Central Flying School, Upavon), returning to Canada 19 May 1925. To AFHQ and granted Temporary Wing Commander, 24 May 1925. Reverted to Squadron Leader, 24 September 1925. Posted to Camp Borden, 24 September 1925. Temporary Duty in Philadelphia, 5-8 September 1926. On command to England, 27 August 1927 to 24 December 1928 (staff college). To Station Winnipeg, 24 January 1929. As Commanding Officer there he frequently visited, by rail and by air, the various detachments. Examples of this are as follows: 4 July 1929, by rail, Winnipeg to Lac du Bonnet; thence by air to Berens River (6 July), Norway House (6 July), Thicket Portage (7 July), Wabowden (7 July), Cormorant Lake (7 July), Pelican Narrows (9 July), Lac la Ronge (10 July), Ladder Lake (12 July), Cormorant Lake (14 July), Winnipegosis (15 July), Lac du Bonnet (15 July) and back to Winnipeg (16 July 1929). On 31 August 1929 he went by road to Lac du Bonnet; by air thereafter to Berens River (4 September 1929), Cormorant Lake (5 September), Pelican Narrows (6 September), Ladder Lake (6 September), Prince Albert (7 September), back to Ladder Lake (7 September), to Lac la Ronge (8 September), to Cormorant Lake (9 September), to Norway House (13 September), to Berene River (14 September), to Lac du Bonnet (17 September) and back to Winnipeg (17 September 1929). These sorts of tours occurred frequently - at least five in 1930. To AFHQ, Ottawa, 6 December 1932. Promoted Wing Commander, 12 December 1932. Promoted Group Captain, 1 April 1938. To Station Ottawa (Rockcliffe), 20 June 1938. To Eastern Air Command, 31 January 1939. Promoted Air Commodore, 1 September 1939. Promoted Air Vice Marshal, 5 August 1941. To Special Duties Abroad, 29 March 1941. Returned to Eastern Air Command Headquarters, 29 July 1941. To AFHQ, Ottawa, 23 February 1942. To Lachine, 9 December 1943. To RCAF Overseas Headquarters, 10 December 1943. Repatriated 5 March 1945. To No.1 Composite Training School, Toronto, 15 March 1945. To No.4 Release Centre, 25 May 1945. Retired, 11 December 1945; died in Ottawa 31 July 1948. Numerous photographs of him at Canadian Forces Photo Unit; PL-1181 shows him at desk, Dartmouth, August 1940 (Air Commodore); PL-117261 is a formal portrait; PL-31605 (ex UK-13059 dated 3 August 1944) shows A/V/M N.R. Anderson on return to United Kingdom after several weeks temporary duty in Canada; greeted by Air Marshal Lloyd Breadner. Photo PL-31606 (ex UK-13060 dated 3 August 1944) shows, left-to-right, a Mr. Guthrie (Air Ministry), G/C C.C.P. Graham, Air Marshal L.S. Breadner, F/L R.S. McCartney, G/C G.G. Morrow, F/L S.F. Hanlon, A/V/M N.R. Anderson. Photo PL-31610 (ex UK-13064 dated 3 August 1944) is captioned as follows: "A/V/M N.R. Anderson, right, chats with G/C C.C. Graham, following his [Anderson's] return from Canada. G/C G.G. Morrow, centre, who made the trip to Canada with the Air Vice-Marshal, looks on. In the background Air Marshal L.S. Breadner, CB, DSC, who was at the airfield to greet A/V/M Anderson, is shown speaking to F/L S.F. Hanlon." RCAF photo PL-31616 (ex UK-13070 dated 3 August 1944) shows A/V/M N.R. Anderson chatting with G.C C.C.P Graham while Air Marshal L.S. Breadner looks on. RE-75-307 shows him as a Squadron Leader in formal dress; HC-6655 held by National Archives of Canada shows him in 1933. Recommendation for Mention in Despatches raised 24 September 1943 by Air Marshal Lloyd Breadner for services as follows:

Air Vice-Marshal Anderson was for many years the Air Officer Commanding of this Command. By his outstanding organizing ability, energy and initiative, he was largely responsible for the efficient expansion and the successes obtained by this Command.

ANDERSON, A/V/M Norman Russel (C40) - **Companion, Order of the Bath** - Air Member for Air Staff, AFHQ (now Overseas) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Recommendation raised by Air Marshal Lloyd Breadner, 10 October 1943. Presented with award at Buckingham Palace 15 February 1944.

Air Vice-Marshal Anderson, with outstanding organizing ability, energy and initiative, for many years very successfully filled a position of great responsibility as Air Officer Commanding, Eastern Air Command. As Air Member for Air Staff for the past twenty months, this conscientious and very thorough officer has efficiently and judiciously undertaken the responsibility of all Home War planning and operations. He also very capably fulfils the duties of Deputy Chief of the Air Staff and is a member of the Permanent Joint Board on Defence, Canada-United States.

ANDERSON, A/V/M Norman Russell (C40) - **Officer of the Legion of Honour (France)** - Award effective 12 September 1947 as per **Canada Gazette** dated 20 September 1947 and AFRO 485/47 of that date.

ANDERSON, A/V/M Norman Russell (C40) - **Croix de Guerre with Palm (France)** - Award effective 12 September 1947 as per **Canada Gazette** dated 20 September 1947 and AFRO 485/47 of that date. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Air Vice-Marshal Anderson rendered outstanding service to the French cause as Deputy Air Officer Commanding-in-Chief of the Royal Canadian Air Force Overseas during the invasion of Europe in June 1944.

ANDERSON, A/V/M Norman Russell (C40) - **Legion of Merit, Commander (United States)** - Award effective 14 February 1948 as per **Canada Gazette** of that date and AFRO 135/48 dated 5 March 1948. On 15 April 1947 Air Vice-Marshal Hugh Campbell wrote to Colonel J.C. Hodgson, U.S. Military Attache in Ottawa. It is clear from this letter that the Americans had asked Canada to nominate some officers for U.S. awards and that in Anderson's case, Campbell was not only suggesting the person (along with Harold Edwards and A.L. James) but supplying a draft citation. There was some urgency, as Anderson was dying of diabetes:

Air Vice Marshal Anderson has held various important operational appointments on Canada's east coast, including Air Officer Commanding-in-Chief, Eastern Air Command during the war. Together with his American counterparts, he was responsible in no small measure for the effective air operations which were carried out against enemy U-Boats which were then operating so extensively in

Atlantic sea lanes. He has, at all times, shown the utmost willingness and enthusiasm in his association with members of the United States Army Air Force.

The original recommendation (found in his file) was as follows:

This officer held various important operational appointments on Canada's east coast, including the position of Air Officer Commanding-in-Chief, Eastern Air Command. During his tenure of office he satisfactorily cooperated with the members of the United States Armed Forces in that area, particularly in the protection of the eastern coasts of Canada and the United States against enemy submarine warfare. Also, he was responsible to a marked degree for the air cover which was provided many of the allied convoys operating between North America and the United Kingdom.

During the period 1942-1944, as Air Member of the Canadian Section of the Permanent United States-Canadian Joint Board on Defence, he tendered the utmost cooperation to his American counterparts which was contributed [sic] to a marked degree to the splendid relationship which existed amongst the members of this Board.

ANDERSON, A/V/M Norman Russell (C40) - **Order of the White Lion, 3rd Class (Czechoslovakia)** - Award effective 5 March 1948 as per **Canada Gazette** dated 14 February 1948 and AFRO 135/48 of that date. Because of his health, this was presented to him at his home in April 1948.

**Notes:** Course at Central Flying School, 20 January to 21 April 1925 involved the following flying: dual on Avro, 9.20, solo on Avro, 11.50, dual on Snipe, 15 minutes, solo on Snipe, one hour, dual on Bristol Fighter, 15 minutes (total of 22 hours 40 minutes). Instructors Remarks read, "This officer has had considerable previous experience as an Instructor and passed through the Gosport School as an A.1 Instructor on the staff of the School there. His flying is excellent, and he knows the patter excellently. His voice is clear through the telephone and he gives his instructions very well indeed. In my opinion he should be an exceptionally good instructor." (F/L J.H. Butler). The Chief Flying Instructor (S/L H.G. Smart) wrote, "An exceptionally good pilot and a brilliant Instructor on all types machines, exceptionally keen." In addition, he took courses (but did not sit for examinations) in Technical (Engines), Technical (Airframes), Administration, Air Pilotage, Stores and Stores Accounting plus the Flying Instruction outlined above.

RAF Staff College Report filed 28 December 1928 by the Commandant (Air Commodore Edgar Ludlow-Hewitt) at the end of the 6<sup>th</sup> Course read as follows:

A very loyal, helpful and conscientious officer.

Intelligent but a little slow.

He is tactful and pleasant in manner, and though rather reserved he is sociable, friendly and good natured.

An application for the Atlantic Star was turned down. Nevertheless, it was accompanied by details of three sorties in which he participated, viz:

23 December 1939 - second pilot to S/L A.D. Ross, one hour 35 minutes, Stranraer 916, OAS Convoy CT-2.

30 January 1940 - second pilot to S/L A.D. Ross, three hours 20 minutes, Stranraer 910, OAS Convoy CT-3.

31 January 1940 - in gunner's position, front cockpit, Stranraer 310, Special Search for HX18 and IAS HMS **Royal Sovereign**.

**Assessments:** "A very keen, energetic officer, having outstanding ability as flying and ground instructor, being particularly good in the organization of training. Is self reliant, even tempered, painstaking and thorough with his work. Has good influence with officers and men. Keen at sport and lives a clean life." (W/C L.S. Breadner, 16 November 1924, when Anderson was Officer Commanding Training Squadron, Camp Borden).

Assessment for 1926 while Acting Commanding Officer, No.1 Flying Training School, Camp Borden. That year he had flown 16 hours five minutes as pilot, one hour 40 minutes as passenger. "A very capable and energetic officer, conscientious and thorough in the performance of his duties. Good administrator and disciplinarian and thoughtful of the welfare of those under his command." (A.H. Bell, Colonel Commandant, 26 December 1926).

Assessment for 1928 noted that he was attending Staff Course in England.

Assessment for 1929 when Commanding Officer, Winnipeg Air Station, since 29 January 1929. In the year he had flown 70 hours 30 minutes as pilot, 47 hours five minutes as passenger. "I have formed a high opinion of this officer as Officer Commanding Winnipeg Air Station. He appreciates his responsibility, and besides being tactful, has a very pleasant manner." (14 December 1929, Brigadier and Officer Commanding Military District No.10, signature illegible).

Assessment for 1930 when Commanding Officer, Winnipeg Air Station. Had flown 80 hours 30 minutes as pilot, 17 hours 35 minutes as passenger. Proficient on Moth, Avro, Vedette, Varuna, Fairchild, Bellanca, Siskin. "Squadron Leader Anderson has a quiet manner but a forceful character. He is very tactful in all his dealings and is deservedly popular. His administration of the Winnipeg Air Station is excellent and he fosters good feeling between the RCAF and the Permanent Active Militia in the District." (22 December 1930, Brigadier and Officer Commanding Military District No.10, signature illegible).

Assessment for 1934 when Air Personnel Staff Officer, Air Force Headquarters, having been posted there 6 December 1932. He had flown only 19 hours 15 minutes in the year. "A very reliable and conscientious Staff Officer. Thorough in all his work. He inclines to centralize the work of his division on himself in order to ensure accuracy. He has worked exceptionally hard during the year with excellent results." (Air Commodore G.M. Croil, Senior Air Officer, 1 January 1935).

Assessment for 1935 when Air Personnel Staff Officer, Air Force Headquarters, having been posted there 6 December 1932. He had flown only 13 hours 50 minutes in the year. "A hard working and very conscientious officer. His work has continued to be of a high order. He has improved the administration of his division by effecting a measure of decentralization. A very satisfactory staff officer." (Air Commodore G.M. Croil, Senior Air Officer, 1 January 1936).

"Air Commodore N.R. Anderson is an efficient and responsible officer, well qualified for the responsible position he holds as Air Officer Commanding, Eastern Air Command, Halifax." (Air Vice-Marshal L.S. Breadner, Chief of the Air Staff, 31 December 1940).

**First World War Combat Reports:** From file Air 1/1220/204/5/2634/19, Library and Archives Canada MG.30 D 1 Volume 21:

Squadron: No.19  
Date:14 June 1917  
Type and No. of Aeroplane: SPAD B.1669  
Armament: one Vickers  
Pilot: 2/Lt N.R. Anderson  
Locality: near Menin  
Time: 7.00 p.m.  
Duty: Offensive Patrol  
Height: 14,000 feet

Remarks on Hostile Aircraft: Albatross Scout.

Narrative: Saw leader fire red light, then formation of E.A. beneath and East of us. Dived with leader on E.A. and fired about 25 rounds at last machine in E.A. formation. They then broke up and went East. I followed leader back to lines,

Squadron: No.19  
Date: 21 July 1917  
Type and No. of Aeroplane: SPAD B.3520  
Armament: one Vickers  
Pilot: Lieutenant N.R. Anderson  
Locality: NE of Ypres  
Time: 7.45 p.m.  
Duty: Offensive Patrol  
Height: 12,000 feet

Remarks on Hostile Aircraft: Albatross Scout.

Narrative: Was just over lines when I saw formation of about ten E.A. above and North East of us. About same time I noticed one E.A. below them and to the left of me, which I immediately dived on. Gun stopped in No.4 position after about 15 rounds had been fired. E.A. dived vertically away and as there were three other E.A. just near him, I broke away in order to rectify stoppage,

\* \* \* \* \*

ANDERSON, W/C Norman Stanley Alton (C784) - **Air Force Cross** - No.4 Training Command Headquarters (since moved to No.13 SFTS). Award effective as of 1 January 1945 as per **London Gazette** of that date, **Canada Gazette** dated 6 January 1945 and AFRO 89/45 dated 19 January 1945. Born in Winnipeg, 3 July 1915 (RCAF Press Release 4907 reporting award). Attended University of Western Ontario. Appointed Provisional Pilot Officer 19 July 1937; received wings on 20 May 1938. Appointed to Permanent Force, 19 February 1939. With No.2 Squadron, Trenton, August 1939. Held rank of Squadron Leader as of 1 June 1941. At No.8 SFTS as of 18 October 1941. Promoted Wing Commander, 1 July 1942. To AFHQ, 9 May 1943; to United Kingdom, date uncertain; repatriated 28 September 1943. To No.4 Training Command, 5 October 1943. To No.13 SFTS, 27 August 1944. Promoted Group Captain, 1 December 1944. To No.2 Air Command, 16 May 1945. To No.16 SFTS, 9 June 1945. Reverted to Wing Commander, 14 February 1946. Promoted Group Captain, 1 November 1950. When recommended he had completed 1,671 flying hours to date, 1,029 hours instructional, ten flying hours in previous six months. Awarded Queens Coronation Medal, 23 October 1953 when a Group Captain in Maritime Air Command. Died in Orillia, 6 December 2003. Photo PL-53106 is portrait taken November 1952; PL-71055 shows him receiving Coronation Medal.

This officer has displayed a very keen and a most aggressive interest in flying training through many years of flying instructional work. He is an outstanding leader who by his own example of determination and ability, has made an excellent record in the training plan. His wide experience and unswerving devotion to duty have had a direct effect in improving the standard of flying throughout this command.

External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation for a Croix de Guerre; he appears in a list of "Those Who Assisted in the Training of French Personnel in Canada". Many others in the document were reported as receiving French awards in AFRO 485/47 dated 12 September 1947:

Group Captain Anderson served as Commanding Officer at No.13 Service Flying Training School and his personal interest in French aircrew resulted in the maximum efficiency being attained in their training.

\* \* \* \* \*

ANDERSON, P/O Peter Murray (J16379) - **Distinguished Flying Cross** - No.97 Squadron - Award effective 11 March 1943 as per **London Gazette** dated 26 March 1943 and AFRO 757/43 dated 30 April 1943. Born in Manitoba, 9 April 1922; educated at University of Manitoba (agriculture); home in Union Point, Manitoba; enlisted in Winnipeg, 16 April 1941. Granted Leave Without Pay until 26 April 1941 when posted to No.2 Manning Depot. To No.37 SFTS (guard duty), 9 June 1941. To No.4 ITS, 15 July 1941; graduated and promoted LAC, 19 August 1941; posted that date to No.18 EFTS; graduated 10 October 1941 and posted next day to No.15 SFTS; graduated and promoted Sergeant, 2 January 1942. To "Y" Depot, 3 January 1942; to RAF overseas, 23 January 1942. To No.12 SFTS, 1 April 1942. To No.16 OTU, 24 June 1942. To No.106 Conversion Flight, 16 September 1942. To No.97 Squadron, 28 September 1942. Commissioned 28 November 1942. To No.16 OTU, 13 March 1943. Promoted Flying Officer, 28 May 1943. Award presented 13 July 1943. To No.82 OTU, 27 January 1944. Promoted Flight Lieutenant, 15 June 1944 when posted to No.86 OTU. To Canada on Special Leave, 11 August 1944. Returned to United Kingdom, 12 October 1944. To No.51 Base, 31 October 1944. Attached to No.1660 Conversion Unit, 20 November 1944. To No.5 Lancaster Finish School, 10 January 1945. To No.207 Squadron, 15 February 1945. . Killed in action, 11 April 1945 (Lancaster NE472, No.207 Squadron). Photo PL-17320 and PL-19320 taken after investiture with F/L Charles R. Blemengauer. PL-19322 (ex UK-4511 dated 15 July 1943) taken after investiture shows (left to right) F/O P.M. Anderson of Winnipeg, F/L Charles R. Blumenhauer (Enderby, British Columbia), P/O John Van Rassel (Timmins) and F/L J.A. Spence (Guelph). Photo PL-25551L shows F/O G.G. Booth; PL-25551R shows F/L P.M. Anderson.

This officer has completed numerous sorties including several attacks on targets in Italy. He has always displayed great courage and skill. One night in February 1943 he completed a successful attack on Lorient in difficult circumstances. Three nights later he flew with distinction in an attack on the same target.

NOTE: Public Record Office Air 2/4951 has recommendation drafted 23 February 1943 when he had flown 27 sorties (172 hours 45 minutes).

This officer was detailed to attack a very small target at Lorient on the night of 13/14th February 1943. The target was not illuminated in any way and much smoke make identification extremely difficult. Nevertheless, Pilot Officer Anderson brought back a picture which showed that his bombs had fallen on the aiming point. This feat was repeated on the night of 16/17th February 1943.

Pilot Officer Anderson has now completed 27 successful sorties which include seven against Italian targets, two against Berlin and many against Essen and other towns in the Ruhr. His skill and courage have always set a high standard and have been a fine example to others.

ANDERSON, F/O Peter Murray, DFC (J16379) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. No citation in AFRO.



**Further Notes:** Application for Operational Badge dated 18 December 1943 stated he had flown 30 sorties (191 hours 30 minutes), 1 October 1942 to 28 February 1943.

**Circumstances of Death:** Lancaster NE472 (EM-O) took off from Spilsby at 1807 hours with a load of 11 x 1,000-lb M.C. bombs to raid Leipzig. The aircraft crashed at Burg Rohl at 0130 hours, 11 April 1945. Anderson, who had completed seven sorties (50 hours 45 minutes) on this tour was killed, but all other members of his crew (all RAF) were reported safe, including the rear gunner (see letter below). ME472 was delivered to No.619 Squadron, 26 February 1945, joining No.207 Squadron on 5 April 1945. It had previously taken part in the following raids: with No.619 Squadron as PG-J against Harburg, 7/8 March 1945; as EM-O with No.207 Squadron, Leipzig (lost). Target was the Wahren railway yards. Arrived over the target area and while running up towards the aiming point was hit by predicted flak. Both starboard engines were damaged, as was the mid-upper gun turret. Despite this severe damage, the crew made a second attack and bombs were released at 2300 hours from 14,000 feet. Further flak damage was inflicted, this time on the port side, but for the next hour F/L Anderson managed to maintain control until his Flight Engineer reported that oil pressure on the port inner was dropping fast. at 4,000 feet, as ordered, the six survivors baled out and all were soon in safe hands. Other than Anderson, the crew was Sergeant E.Nichol, F/O C.M.Hewett, F/O K.A.Larcombe, Sergeant C.V.Collins, Sergeant E.J.Matthews and Sergeant J.R.Pearl.

On 14 April 1945, his Flight Commander wrote to his mother, the letter reading, in part:

Reports in our hands show that his aircraft was hit by anti-aircraft fire just before reaching the target. He went on to complete successfully his bombing mission, but crashed after leaving the target and recrossing Allied lines. Six of the crew are known to have baled out, and five of them are safe in Allied hands, but the rear gunner is not yet accounted for. Peter unfortunately crashed with the aircraft and was killed instantly.

Peter was an experienced and able pilot, who had completed seven successful sorties with this squadron, on his second tour of operations, and had with him a very good crew, who had proved themselves capable fliers. Although unable to save himself, I am sure you will be proud and pleased to know that at least five of the crew were enabled to land safely, thanks to Peter's efforts.

\* \* \* \* \*

ANDERSON, F/O Phillip James (C11369) - **Mention in Despatches** - No.148 Squadron (AFRO gives unit only as "Overseas") - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 726/46 dated 26 July 1946. Born 20 August 1909 (given on MI.9 evasion report). Economist in peacetime. Enlisted in Toronto, 1 May 1942 (Administration) and posted to No.1 Manning Depot; commissioned as of that date. To "H", 15 May 1942; to Western Air Command, 27 June 1942. To No.4 Group Headquarters, 14 July 1942. Remustered to aircrew and posted to No.1 ITS, 21 September 1942; graduated 4 December 1942 and posted next day to No.1 AOS; graduated 28 May 1943. Posted to "Y" Depot, 11 June 1943. To RAF, 22 June 1943. Reported Missing, 5 August 1944. Safe in United Kingdom, 23 March 1945, having been

liberated by the Russian Army. Repatriated 10 August 1945. Retired 6 September 1946. No citation. DHist file 71/590 has an account in Polish indicating that on 4 August 1944 he was navigator of a Halifax dropping supplies to Warsaw; aircraft shot down by Bf.110 fighter; he evaded capture and joined the Polish Home Army (Underground).

Report MI.9/S/P/G - 2931 (in DHH file 79/507) is his Evasion Report following interview on 24 March 1945, noting that he had been in the Balkan Air Force, had left Odessa on 6 March 1945, and arrived in Britain on 24 March 1945. Others in the crew were F/L James Girvan McCall (RAF, pilot, killed), Flight Sergeant Clifford Aspinall (RAF, mid-upper gunner, killed), Sergeant John Frederick Cairney Rae (RAF, rear gunner, killed), Sergeant Underwood (flight engineer, safe), FS Jolly (wireless operator, believed safe), and FS Robert Orlando Peterson (RCAF, bomb aimer, believed safe). Narrative as follows:

We took off from Brindisi in a Halifax aircraft on 4 August 44 about 1900 hours on a special operation. On our return journey, after successfully completing our mission, we were attacked by a Ju.88 and were forced to bale out about 0130 hours.

I landed in a field about 30 kilometres South West of Tarnow (Central Europe 1:250,000, Sheet R 51, Z 49). I immediately buried my parachute harness and helmet but retained the parachute itself. For the next two days I hid in a wood nearby. I then approached a peasant's house and was given shelter for the next three days. While I was here German search parties came to the house several times and the peasant became very nervous. I asked him if he could put me in touch with the partisans, and after much difficulty in making him understand what I wanted, he brought his cousin who could speak a little English, to see me. This man was a member of the underground movement and he took me to a farm about eight kilometres away where I met Sergeant Peterson. I was told that there were two more members of the RAF in the vicinity and asked to be taken to them but this turned out to be impossible. These two men were Flight Sergeant Jolly and Sergeant Underwood.

Shortly afterwards I met F/L Schoffer (S/P/G - 2933) whom I had known previously, and who was also evading. On 11 September Jolly and Underwood were brought to the place where I was staying. I had felt for some time that we should move on, as we were constantly having small skirmishes with the Germans, and consequently tried to arrange for guides to take us through Czechoslovakia. This proved to be impossible so I made contact with a member of the underground organisation who took us to see his Commandant. This man was in charge of about 800 partisans operating in the district. He told us that he had received orders to look after our party and to get us through to the Russians lines as soon as possible,. He then asked us to join his group which we did, against my better judgment. We remained with this group for the next five days at their Headquarters in a wood. At the end of that time the camp was attacked by the Germans and we were forced to retreat into the woods where we were constantly machine-gunned and mortared. After much difficulty, we managed to

make our way past the German positions under cover of darkness and for the next few nights we were on the move, hiding during the daytime.

The Commandant then decided to split up the group into smaller sections and after much discussion I persuaded him to send our party to a hiding place where we could remain until sent for or could move elsewhere. Two days later we were taken to a farmhouse, where we were forced to split up, Underwood remaining with me while Jolly and Peterson went elsewhere. After a week in hiding I went with a partisan to see them and as I considered their hide-out was unsafe, arranged for a new one. The day after this visit we were again attacked but we were able to escape into the woods. By this time our party had been reduced to about 15 men chiefly due to desertion. It was obvious that we could not continue to remain in the vicinity, so I arranged for a man and his wife to take us to his father's farm near Tarnow.

We remained on this farm for about two weeks, hiding in a special hide-out which had been constructed in the barn. We came out of the barn for about one hour each day after dark, when we went to the farm for food. Our helpers became uneasy after the Germans had visited the house several times, so it was arranged that we should be sent to the town.

We were taken into Tarnow about 15 October and were sheltered in a house in which the German High Commissioned was billeted. We appeared to be comparatively safe here and were well cared-for. We remained staying at this house until the arrival of the Russian Army on 18 January 1945.

On 20 January Jolly and Peterson were safe in hiding at a place about 15 miles south of Tarnow. I made arrangements with the Polish underground movement for a guide to conduct these two men to the Russian forces at Tuchow (Sheet R 50, Z 27). Since then I have had no further information concerning them.

The MI.9 report of Sergeant Robert Orlando Peterson (DHH file 79/507) is worth quoting although he received no award. Born 19 April 1914, his home was in Revelstoke, British Columbia. He had enlisted on 21 September 1941. He was interviewed on 22 March 1945.

Source [Peterson] was Bomb Aimer of a Halifax which left Brindisi at 1930 hours on 4 August 1944 on special duties, dropping supplies North of Krakow. The mission was successfully carried out.

After passing Tarnow on the return journey a Halifax approached from astern, going considerably faster. From its speed and its behaviour it was the general opinion of the Source's crew that this plane was acting as a decoy. Immediately afterwards a Me.110 was sighted approaching from astern and underneath. The rear gunner was hit, and the auxiliary tanks were set alight. The position of the aircraft was Vojnarowa (80 kilometres S.E. of Krakow). The captain gave the order to bale out.

F/L McCall, Sergeant Aspinall and Sergeant Rae were unable to bale out and were killed. Sergeant Underwood and F/O P.J. Anderson baled out and were last seen by Source about 15 October 1944, 18 kilometres south of Tarnow. Source was told by a reliable Polish Underground source that they were safe and still in the area after it had been over-run by the Russians.

Source landed unhurt in a field, and after burying his parachute and mae west hid in some nearby scrub until the evening of 5 August. The aircraft burnt out completely. He then went for food and shelter to a family. The Local Underground (H.Q. in Novysacz) fed and looked after Source until 20 September, always in the Lyczana area. On 8 August Source was joined by F/O Anderson and on 11 September they were joined by Sergeant Jolly and Underwood and the party stayed on this farm until 20 September 1944. They were then contacted by an officer of the Polish "A.K." Underground who informed them that the Russians were only 40 miles away and that there was an "A.K." band 500 strong, organised and equipped, only ten kilometres away.

Source and his party joined this band in the area of Yamna (50 kilometres south of Tarnow). The band leader promised he would do his best to get this party through and into Russian hands. Owing to the language difficulties, it was quit impossible for them to play an effective part with the band, in addition, there was no equipment for them.

About 24 September a band of Russian guerillas was met who promised to send the names of Source's party over their radio.

At noon on 25 September the band was attacked from two sides by German motorised columns (about 300 strong) and the band dispersed into the nearby forests where they stayed until dark. Fifty Germans were killed or wounded and three of the band were killed.

The band tried to break out of the wood that night in bulk, complete with waggons, but were driven back. They then split up into small parties and Source and the other three joined up with the two band leaders. Up till 5 October this little party marched by night and lay up by day, heading towards the Russian lines. The weather was now beginning to break and the "A.K.": had orders to disperse until a more favourable time.

On 5 October Source and Sergeant Jolly were left with a reliable family at Janowich (18 kilometres south of Tarnow) where they stayed until 28 October. From this point until reaching Odessa, Source and Sergeant Jolly remained together.

About 26 October the Germans started withdrawing into this zone and had a purge for suspects and all able-bodied men for forced labour. Source and Jolly

only escaped by hiding for a day in a gully. That night the organisation sent a guide to take them to another family at Mesna Opacka (16 kilometres south of Tarnow) where they stayed until about 25 January 1945. Throughout this period they were compelled to lie very low. There were frequent raids for fodder, cattle and to round up all men for forced labour.

On 18 January the leading Russian troops passed this area but Source and Jolly remained hidden for a further week. A guide then took them to the Polish Militia Headquarters at Tarnow where they were feted in every way possible by the Police. There was no information about British or American Missions so Source and Jolly reported to the Russian War Commandant on 9 February at Tarnow.

They were questioned as to identity but Source refused to state the nature of their mission. No pressure was brought to bear. They were given passes and an introduction to the War Commandant at Rzeszow. Here they met J. Bloom (British Army) and Flight Sergeant Davis, RAF.

Source embarked from Odessa on 14 March 1945 in the **Duchess of Bedford**.

\* \* \* \* \*

ANDERSON, F/O Robert Thomas (J35506) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born in Armstrong's Corners, New Brunswick, 30 December 1919; home in Welsford, New Brunswick. Former truck driver and clerk, ex-RCA, enlisted in Moncton, 23 June 1941 and posted to No.4A Manning Depot. To No.16 Explosives Depot, 28 July 1941. To No.31 OTU, 23 August 1941; to No.3 ITS, 12 September 1941; graduated and promoted LAC, 7 November 1941 and posted to No.17 EFTS; graduated 2 January 1942 and posted next day to No.8 SFTS; graduated and promoted Sergeant, 24 April 1942. To No.1 BGS, 8 May 1942. Posted overseas, September 1943, being taken on strength of No.3 PRC, Bournemouth, 14 October 1943. Repatriated 9 June 1945. To Moncton, 20 June 1945. Retired 7 September 1945. Worked 25 years for Shell Oil in Montreal, retiring in 1975 to Hampton, New Brunswick; died there 5 October 2001. Medal sent by registered mail 28 June 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C M.E. Ferguson dated 18 April 1945 when he had flown 30 sorties (220 hours ten minutes), 14 October 1944 to 22 March 1945. NOTE: Originally listed as No.438 Squadron, an error owing to typographical error in AFRO. Photo PL-8567 shows four recent BCATP graduates, April 1942; Sergeants T.R. Gallivan, R.C. Forsythe, R.T. Anderson and R.E. Stewart.

As Captain of aircraft, this officer has shown great courage, determination and devotion to duty with an overwhelming desire to press home the attack. His ability as a leader has been outstanding and has been a great contribution to the operational efficiency of the unit. He has successfully attacked many major targets and has shown a complete disregard for opposition. His obvious ability, keenness and desire to serve have been an inspiration to all.

The sortie list was as follows (note similarity to that of Frank Otto Fertich, first sortie excepted):

18 October 1944 - Duisburg (6.00)  
25 October 1944 - Essen (6.05)  
28 October 1944 - Cologne (6.05)  
30 October 1944 - Cologne (6.45)  
1 November 1944 - Oberhausen (6.35)  
15 December 1944 - Ludwigshaven (6.20)  
18 December 1944 - Duisburg (6.35)  
29 December 1944 - Scholven (6.55)  
30 December 1944 - Cologne (6.55)  
2 January 1945 - Nuremberg (9.50)  
5 January 1945 - Hanover (5.50)  
6 January 1945 - Neuss (7.20)  
14 January 1945 - Merseburg (9.20)  
16 January 1945 - Zeitz (8.55)  
28 January 1945 - Stuttgart (7.50)  
1 February 1945 - Ludwigshaven (7.40)  
2 February 1945 - Wiesbaden (7.20)  
4 February 1945 - Bonn (6.35)  
7 February 1945 - Goch (6.25)  
23 February 1945 - Pforzheim (9.20)  
27 February 1945 - Mainz (7.35)  
28 February 1945 - Neuss (3.05, recalled)  
2 March 1945 - Cologne (6.15)  
5 March 1945 - Chemnitz (10.20)  
7 March 1945 - Dessau (9.30)  
11 March 1945 - Essen (6.15)  
12 March 1945 - Dortmund (7.00)  
14 March 1945 - Zweibrücken (7.15)  
15 March 1945 - Hagen (7.00)  
20 March 1945 - Heide (5.10)  
22 March 1945 - Hildesheim (6.05)

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ANDERSON, F/L Ronald Amos (J6173) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 5 July 1921 at Port Elgin, New Brunswick; home in Moncton, New Brunswick. Enlisted in Moncton, 21 November 1940 and posted to No.2 Manning Depot. To No.35 SFTS (guard duty), 16 December 1940; to No.2 ITS, 27 January 1941; graduated and promoted LAC, 16 March 1941; posted that date to No.5 EFTS; to No.7 SFTS, 3 May 1941' graduated and promoted Sergeant, 15 July 1941. Subsequently commissioned with effect from 16 July 1941. To "Y" Depot, 30 July 1941. To RAF overseas, 10 August 1941. Promoted Flying Officer, 16 May 1942. Promoted Flight Lieutenant, 20 March

1943. Repatriated to Canada, 2 December 1944. To Moncton, 12 January 1945 and on same date to No.1 Naval Air Gunner School. To No.164 (Transport) Squadron, 8 March 1945; to Prince Rupert, 14 April 1945; to No.164 Squadron, 23 June 1945. To No.1 Release Centre, 14 January 1946; retired 19 January 1946. Died in Rimbey, Alberta, 5 November 2009 as per **Legion Magazine** "Last Post" column, September/October 2010. Award presented 9 July 1949. RCAF photo PL-28389 (ex UK-9092 dated 23 March 1944) shows No.428 Squadron Padre, S/L H.R. Coleman (Saint John, New Brunswick) distributing cigarettes after a raid; F/L Ronald Anderson (Moncton) I centre, FS W.E. "Wally" Betts on right. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 6 September 1944 when he had flown 40 sorties (229 hours 25 minutes), 15 February to 27 August 1944.

Flight Lieutenant Anderson has completed his first tour, carrying out forty sorties against the enemy, many of them on such targets as Berlin, Kiel, and the Ruhr Valley. In addition, he has attacked targets in France and successfully laid mines in enemy waters. He has always shown himself to be a determined and skilful pilot.

His willingness and the cheerful manner in which he has carried out his duties has been a source of inspiration for the younger crews on the squadron. For the completion of a most satisfactory tour of operations and for the support he has given the squadron, I recommends the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

15 February 1944 - Berlin (6.45, second pilot)  
2 March 1944 - Meulon (6.35)  
3 March 1944 - Gardening (3.30, duty not carried out)  
15 March 1944 - Amiens (5.55)  
16 March 1944 - Amiens (5.55)  
18 March 1944 - Gardening (5.50)  
22 March 1944 - Gardening (7.35)  
23 March 1944 - Laon (6.10)  
25 March 1944 - Aulnoye (6.10)  
9 April 1944 - Lille (5.20)  
18 April 1944 - Gardening (6.35)  
22 April 1944 - Laon (5.55)  
3 May 1944 - Gardening (4.15)  
7 May 1944 - Gardening (3.55)  
9 May 1944 - Gardening (5.35)  
10 May 1944 - Ghent (4.55)  
12 May 1944 - Gardening (5.10)  
14 May 1944 - Gardening (5.40)  
21 May 1944 - Gardening (5.10)  
24 May 1944 - Trouville (4.30)  
27 May 1944 - Gardening (4.40)

31 May 1944 - Gardening (5.20)  
2 June 1944 - Gardening (4.20)  
5 June 1944 - Merville (5.40)  
6 June 1944 - Coutances (5.20)  
9 June 1944 - Gardening (5.50)  
10 June 1944 - Gardening (6.55)  
26 June 1944 - Gardening (5.30)  
28 June 1944 - Gardening (6.55)  
4 July 1944 - Villeneuve (7.15)  
17 July 1944 - Caen (4.25, day)  
18 July 1944 - Wesseling (5.40)  
23 July 1944 - Kiel (5.35)  
1 August 1944 - Acquet (4.50, day)  
3 August 1944 - Bois de Casson (5.05, day)  
4 August 1944 - Bois de Casson (5.05, day)  
5 August 1944 - St. Leu (5.00, day)  
7 August 1944 - Mer de Magna (5.00)  
9 August 1944 - Coulevilliers (4.30, day)  
10 August 1944 - La Pallice (7.00)  
14 August 1944 - Falaise (4.30, day)  
27 August 1944 - Mimoyecques (3.35, day)

\* \* \* \* \*

ANDERSON, F/L Thomas George (J4250) - **Air Force Cross** - No.12 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 19 May 1920 in Fargo, North Dakota. Enlisted at Winnipeg (home there), 19 July 1940. Posted to No.2 ITS, 31 August 1940 (graduated 12 October 1940 and promoted Leading Aircraftman); posted to No.10 EFTS on 12 October 1940, and No.4 SFTS on 9 December 1940. Graduated 21 February 1941 when promoted Sergeant; commissioned 22 February 1941. Posted to No.12 SFTS for instructional duties, 16 May 1941. To No.5 Manning Depot, 28 March 1943. To No.45 Group (Ferry Command), date uncertain. Ferried Boston BZ329 to Britain, 14-16 May 1943. Served overseas with No.418 Squadron with which he scored the following victories: **3 February 1944**, one unidentified twin-engined enemy aircraft destroyed; **1 June 1944**, one Do.217 destroyed and one unidentified twin-engined aircraft damaged. Repatriated to Canada, 19 August 1944; to No.7 OTU, 21 September 1944. Award presented 11 June 1949. As of recommendation he had completed 1,254 flying hours as instructor in 18 months. Awarded Queen's Coronation Medal, 23 October 1953 when a Squadron Leader (No.31 Aircraft Control and Warning Squadron). Photo PL-57027 is 1953 portrait; PL-75025 taken on receipt of Coronation Medal.

This officer excels at all times in his cheerful, willing and co-operative spirit. His work as a flying instructor, flight commander and examining officer has been well above average and his capabilities are only exceeded by his untiring efforts. He has done much toward a high standard of morale among the flying instructors of this unit.



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ANDERSON, P/O Trevor Maxwell (J17875) - **Distinguished Flying Cross (United States)** - 82nd Squadron, 12 Bomber Group (AFRO gives unit only as "Overseas") - effective 8 November 1944 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. Born 22 October 1920. Home in Esquimalt, British Columbia; enlisted Vancouver 24 January 1941 and posted to No.2 Manning Depot. To No.6 BGS, 21 February 1941. To No.2 WS, 30 March 1941; promoted LAC, 1 May 1941; graduated 15 August 1941 and posted to No.2 BGS; graduated and promoted Sergeant, 15 September 1941. As a Sergeant his number was R87853. To Embarkation Depot, 16 September 1941. To RAF overseas, 6 October 1941. Promoted Flight Sergeant, 15 March 1942. Promoted WO2, 1 November 1942. Commissioned 3 December 1942. Promoted Flying Officer, 3 June 1943. Repatriated to Canada 28 September or 23 October 1943. To Western Air Command, 25 November 1943. To No.147 (BR) Squadron, 30 November 1943. Promoted Flight Lieutenant, 3 December 1944. Remained in postwar RCAF, retiring 8 August 1959. He appears to have published a memoir in 2008, **War and I**, (Prewa Publishing). DHist file 181.009 D.2622 (RG.24 Vol.20628) has citation as issued by United States Military Forces in the Middle East (Cairo, 14 September 1944). DHist file 181.009 D.1636 (RG.24 Vol.20604) has application for Operational Wings dated 29 February 1944 which indicates he was actually on strength of No.82 Squadron, 12th Bomber Group, 24 August 1942 to 27 September 1943 (Mitchells). Claimed 55 sorties (152 hours). When forced down in sea (80 miles from shore) he was wounded slightly; rescue vessel was stormbound three days. Photo PL-56800 is portrait taken April 1953 while serving with No.412 Squadron (service number 19921).

For extraordinary achievement while participating in aerial flight from 9 October 1942 to 15 July 1943 while on duty with the Ninth United States Army Air Force in the Middle East. Pilot Officer Anderson participated in forty-two combat missions against the enemy during the drive from El Alamein to Tunisia. His targets included desert airdromes, troop concentrations, tanks, motor transport, harbours and roads. Following the expulsion of the enemy from North Africa, he operated over the islands of Pantelleria, Lampedusa and Sicily. On one occasion, during a raid over the island of Crete, the aircraft in which Pilot Officer Anderson was acting as radio operator was forced down into the sea. Remaining calm in the face of danger, he transmitted distress signals up to the last possible moment, thereby enabling the crew to be rescued within twenty-five hours. Through his ability, courage and unswerving devotion to duty, Pilot Officer Anderson not only contributed immeasurably to the cause of the United Nations but also reflected great credit on himself and the Royal Canadian Air Force.

Public Records Office Air 2/9599 has letter dated 23 May 1943 which provides added details.

On January 2, 1943, Sergeant Trevor N. Anderson, R87863 RCAF, attached to 82nd Bomb Squadron, radio gunner on a B-25 medium bomber returning from an operational mission on the island of Crete. At 2.30 p.m. engine malfunctioning and subsequent exhaustion of fuel, made a forced landing in the hostile water

imperative. In the landing, Sergeant Anderson suffered superficial wounds on the right upper eyelid and left side of his forehead, and mild brain concussion. Taking his turn at hanging alongside the raft in the icy waters because seven men crowded the five man life raft beyond capacity, spending twenty-five (25) hours under that strain, three more days in a rescue boat drifting through the worst storm in months and existing on cold cheese and hardtack, Sergeant Anderson and his fellow comrades finally arrived at the harbour of Bardia at noon, January 6, 1943.

For extraordinary achievement and heroism in the call of duty, it is recommended that Sergeant Anderson be awarded the Air Medal.

For suffering injuries in the line of duty as a result of operational mission activities, it is further recommended that Sergeant Anderson be awarded the Purple Heart.

ANDERSON, Sgt (now P/O) Trevor Maxwell (R87853/J17875) - **Air Medal with Seven Bronze Oak Leaf Clusters (United States)** - 82nd Squadron, 12 Bomber Group (AFRO gives unit only as "Overseas") - effective 8 November 1944 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. Trained at No.2 WS and No.2 BGS. DHist file 181.009 D.2622 (RG.24 Vol.20628) has citations as issued by United States Military Forces in the Middle East (Cairo, 14 September 1944). The first Air Medal was "for meritorious achievement while participating in aerial flight against the enemy on 2 January 1943 while on duty with the Ninth United States Army Air Force in the Middle East". Succeeding Oak Leaf Clusters for duty as follows: First, 9 October 1942 to 22 February 1943; Second, 23 February to 1 March 1943; Third, 1-3 March 1943; Fourth, 17-26 March 1943; Fifth, 4-25 April 1943; Sixth, 27 April to 10 May 1943; Seventh, 7 June to 12 July 1943.

NOTE: Unit diary of No.147 (BR) Squadron, RCAF includes the following under date of 1 December 1943:

F/O T.M. Anderson (WOO) reported today from Western Air Command. This officer has recently returned from overseas where he was actively engaged in many missions against the enemy in the Middle East and Mediterranean theatres. After arrival in Africa and sitting in a pool for eight months, he and 23 others were adopted on temporary duty by a B-25 squadron of the USAAF. He continued on with them operating with the British Eighth Army at El Alamein, Libya, Tunisia and finally into Sicily. After a mission on Crete he and his crew were forced to ditch and spent 25 hours in a dinghy in the Mediterranean before being picked up by an RAF rescue launch. He arrived back in Canada via Cairo, South America and the USA in October 1942.

\* \* \* \* \*

ANDERSON, P/O Willard Leslie (J92447) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 3 March 1916 at Southey, Saskatchewan; home there. Farmer and

lumberman, enlisted in Galt, Ontario, 25 August 1942. Granted Leave Without Pay until 28 December 1942 when posted to No.5 Manning Depot. To No.8 Manning Depot, 7 January 1943. To No.11 SFTS (guard duty), 7 March 1943; to No.2 ITS, 28 March 1943; graduated and promoted LAC, 27 May 1943; to No.15 EFTS, 29 May 1943. Ceased training and posted to No.3 Manning Depot, 19 June 1943; to No.2 AOS, 10 July 1943; graduated and promoted Sergeant, 26 November 1943. To "Y" Depot, Lachine, 10 December 1943; to No.4 AGTS, 18 January 1944; to "Y" Depot, Lachine again, 11 February 1944. Taken on strength of No.3 PRC, Bournemouth, 25 March 1944. Commissioned 9 November 1944. Repatriated 13 June 1945. Appears to have been training for VLR duty with Tiger Force when war ended. To Station Greenwood, 13 September 1945. To Eastern Air Command Communications Flight, 17 December 1945. To Release Centre, 9 January 1946. Retired 10 January 1946. Careers included northern fire fighter, Legion Manager, farmer and immigration officer. Died in Regina, 27 October 2004. Medal sent by registered mail 7 June 1950. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist card says he was navigator to F/L V.L. Barr's crew - 35 trips (137 points). DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 24 March 1945 when he had flown 35 sorties (254 hours 21 minutes), 23 October 1944 to 12 March 1945. Photo PL-43604 is a post-mission interrogation; F/L James Vipond and P/O W.L. Anderson debrief F/O Cliff Shaw.

Pilot Officer Anderson is an accurate and determined navigator who has operated against the enemy with consistent success. At all times throughout his tour of operations he has maintained a high standard of skill and cool courage, often in the face of strong enemy opposition. He has consistently displayed a high standard of efficiency, keenness and devotion to duty....

The sortie list was as follows:

23 October 1944 - Essen (6.00)  
25 October 1944 - Homberg (5.20)  
28 October 1944 - Cologne (5.50)  
30 October 1944 - Cologne (6.00)  
1 November 1944 - Oberhausen (6.25)  
2 November 1944 - Dusseldorf (6.20)  
4 November 1944 - Bochum (6.20)  
6 November 1944 - Gelsenkirchen (5.30)  
16 November 1944 - Julich (6.05)  
18 November 1944 - Munster (6.20)  
21 November 1944 - Castrop Rauxel (6.50)  
30 November 1944 - Duisburg (6.45)  
3 December 1944 - Hagen (7.30)  
4 December 1944 - Karlsruhe (7.35)  
5 December 1944 - Soeste (7.00)  
6 December 1944 - Osnabruck (6.35)  
29 December 1944 - Scholven (6.25)  
2 January 1945 - Nuremberg (8.55)

6 January 1945 - Hanau (6.35)  
7 January 1945 - Munich (9.10)  
14 January 1945 - Mersburg (8.40)  
16 January 1945 - Zeitz (9.00)  
28 January 1945 - Stuttgart (7.45)  
1 February 1945 - Mannheim (7.20)  
2 February 1945 - Weisbaden (6.30)  
13 February 1945 - Dresden (10.50)  
20 February 1945 - Dortmund (6.45)  
23 February 1945 - Pforzheim (8.45)  
27 February 1945 - Mainz (7.35)  
28 February 1945 - Neuss (2.50, recalled)  
1 March 1945 - Mannheim (7.40)  
2 March 1945 - Cologne (6.15)  
5 March 1945 - Chemnitz (10.29)  
7 March 1945 - Dessau (10.30)  
11 March 1945 - Essen (6.00)  
12 March 1945 - Dortmund (6.05)

\* \* \* \* \*

ANDERSON, S/L William Andrew (C1099) - **Distinguished Flying Cross** - No.407 Squadron - Award effective 15 December 1941 as per **London Gazette** dated 16 March 1943 and AFRO 616/43 dated 9 April 1943. Born in Winnipeg, 11 February 1918; home there. Worked for Eastman Photographic Supplies from summer of 1936. Attended University of Manitoba, 1936-1939. Enlisted with No.112 Squadron, Winnipeg, 9 September 1939 as Pilot Officer (Provisional). To Station Trenton, 5 November 1939. To Camp Borden, 10 December 1939. Promoted Flying Officer, 14 April 1940 on qualifying as pilot. Posted to Eastern Air Command, Halifax, 22 April 1940. To No.8 (BR) Squadron, North Sydney, 3 May 1940. Uninjured 24 March 1941 when Bolingbroke 9002 had accident at Dartmouth (undercarriage collapsed during night exercises). Uninjured when Bolingbroke 702 crashed, 31 March 1941 (port undercarriage collapsed on takeoff). Uninjured 14 May 1941 when Delta 672 nosed over on landing (improper application of brakes). Uninjured in accident of 3 June 1941 (Bolingbroke 9003). To "Y" Depot, Halifax, 10 July 1941. Promoted Flight Lieutenant, 15 July 1941. Taken on strength of No.3 Personnel Reception Centre, Bournemouth, 9 August 1941. To No.407 Squadron, 23 August 1941. As of 27 November 1941 described as having flown 570 hours (100 in previous six months) - "With more experience will make an above average officer. Very keen on ops flying and has obtained good results. Requires more experience in Flight ground organisation." Promoted Acting Squadron Leader, 1 December 1941. Killed in action on Hudson AM712, 12 February 1942; name on Runnymede Memorial. Medal presented to next-of-kin, 20 March 1944. RCAF Photo PL-4619 (ex UK-357) shows him en route to operations office with (left to right) Sergeant Neville Jordan (RAF), Sergeant John A. Duval (RAF) and Sergeant Harold Spicer (WOAG, Wharton, Nova Scotia, a former lumberjack). Photo PL-4847 (ex UK-624) shows F/L W.A. Anderson (Winnipeg) discussing flying conditions with F/O J.R. McCulloch (West Virginia). Photo PL-4843 taken while with No.407 Squadron; PL-4619 taken en route to

operations office with two of his crew (Sergeant Neville Jordan, RAF and Sergeant Harold Spicer).

This officer has always shown the greatest keenness and enthusiasm for operational flying. On one occasion he carried out a successful low level attack on a well defended convoy off Ameland, obtaining a hit on the largest vessel of some 10,000 tons. On another occasion he attacked convoys at night, always at a low level, and in the face of intense anti-aircraft fire, obtaining a hit on a 2,500 ton vessel from fifty feet. He also attacked the vessel with machine gun fire. On another sortie Squadron Leader Anderson was detailed to illuminate, with flares, the position of a convoy to direct a bombing force to the attack. He skilfully accomplished his mission in the face of fire from the ship. He assumed command of a flight in November 1941. This officer has at all times shown great courage.

NOTE: Public Records Office Air 2/9262 has recommendation dated 11 November 1941:

This officer is a Canadian serving with No.407 Squadron. He has always shown the greatest keenness and enthusiasm for operational flying. On one occasion he carried out a successful attack at very low level on a well defended convoy off Ameland, obtaining a hit on the largest vessel estimated at 10,000 tons. He also attacked balloons flown over the convoy with machine gun fire. On another occasion he has attacked convoys at night, always at a low level, and in the face of intense and accurate anti-aircraft fire, obtaining direct hits on [a] 2,500 ton merchant vessel from 50 feet and a probable hit on a 4,000-ton merchant vessel; he also attacked them [them ?] with machine gun fire, obtaining many hits on the superstructure. On one occasion he was detailed to light up a convoy with parachute flares to direct a bombing force to it; he carried out this task perfectly, dropping ten flares at five minute intervals over the convoy under fire from the ships and knowing that he was in an area frequented by enemy night fighters, an exceedingly long drawn out and hazardous enterprise. He has at all times displayed great personal courage and has set a fine example to the squadron.

On 15 December 1942 the Commanding Officer of No.407 Squadron forwarded a further recommendation to his superiors, reading as follows:

This officer was recommended by me for an award of the Distinguished Flying Cross on 11th November 1941, but it has not yet been awarded. This recommendation is forwarded to add weight to the previous one, a copy of which is attached. Since the 11th November, Flight Lieutenant Anderson has assumed command of a Flight in No.407 Squadron and has already proved himself a very capable Flight Commander. He has up to date carried out 17 operational sorties, some in very bad weather. In addition to these exploits which have already been retailed [sic] he has now attacked and hit at night a merchant vessel of 8,000 tons leaving it enveloped in clouds of dense smoke and steam. He has a total of three ships hit and confirmed damaged or seriously damaged and one probably damaged. He has at all times shown great personal courage.

This was finally edited to the following for Air Ministry Honours and Awards Committee:

This officer has always shown the greatest keenness and enthusiasm for operational flying. On one occasion he carried out a successful low level attack on a well defended convoy off Ameland, obtaining a hit on the largest vessel of some 10,000 tons. He also attacked balloons flown over the convoy with machine gun fire. On other occasions he has attacked convoys at night, always at a low level, and in the face of intense anti-aircraft fire, obtaining direct hits on a 2,500 ton vessel from fifty feet and a probable hit on another vessel; he also attacked the vessels with machine gun fire. On another sortie Flight Lieutenant Anderson was detailed to illuminate the position of a convoy to direct a bombing force to the attack. He skilfully accomplished his mission by dropping ten flares at five minute intervals over the convoy in the face of fire from the ships. He assumed command of a flight in November and he has since carried out a further 17 sorties. During one of these flights he attacked a large merchant ship leaving it enveloped in dense smoke and steam. This officer has at all times shown great courage.

\* \* \* \* \*

ANDERSON, S/L William Brodie (J8924) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 7 July 1944 as per **London Gazette** of that date and AFRO 2032/44 dated 22 September 1944. Born in Winnipeg, 26 February 1914; home there. Educated at University of Manitoba, 1931-34 (Engineering). Summer work in Manitoba mines. From 1935 to 1941 employed by International Nickel Company, Coppercliff, Ontario. Enlisted in North Bay, Ontario, 22 April 1941 and posted to No.1 Manning Depot, Toronto. To Station Trenton, 5 May 1941. To No.3 ITS, Victoriaville, 10 June 1941; graduated 15 July 1941 and promoted LAC. To No.4 EFTS, Windsor Mills, 16 July 1941; graduated 1 September 1941 and posted to No.13 SFTS, St. Hubert. Damaged Harvard 2932, 20 September 1941 (landing in cross wind, low wing into wind to prevent drifting; put too much weight on one wheel and pulled aircraft into wind; added weight blew tyre, wing tip hit ground, aircraft turned around). Graduated and commissioned 21 November 1941. Posted to Central Flying School, Trenton, date uncertain; to No.2 SFTS, Uplands, 16 March 1942, serving there until 4 April 1943 (Acting Flying Officer from 1 June 1942). Posted to "Y" Depot, 4 April 1943; embarked from Canada, 16 May 1943; disembarked in Britain, 24 May 1943. To No.11 (P) AFU, 15 June 1943; attended No.1521 Beam Approach Training Flight, 6-13 July 1943; to No.24 OTU, 24 August 1943. To No.61 Base, 19 November 1943. Promoted Flight Lieutenant, 21 November 1943. Attended No.1664 CU, 29 December 1943 to 1 February 1944. To No.429 Squadron, 1 February 1944. Promoted Squadron Leader, 18 April 1944. Wounded 25 April 1944 (perspex shattered by flak, injured in left eye and forehead, landed at Woodbridge where first aid applied, and returned to base the same day. On 7/8 June 1944 he was severely wounded during raid on Acheres. He ordered crew to bale out and the navigator, bomb aimer and wireless operator did so over the continent. The aircraft was flown back to England by the RAF flight engineer. Near Benson, the remaining crewmen assisted Anderson into parachute and got him out; parachute seen to open. The flight engineer and two gunners baled out safely, but Anderson died before being located. Halifax LW128 crashed one half miles north of Benson airfield. He had flown 19 sorties. CGM (Flying) to Sergeant G.E.J. Steere (RAF, Flight Engineer), DFMs to Sergeants J. Mangione and G.J.M.

Ritchie (RCAF). His medal presented to next-of-kin, 2 December 1946. RCAF photo PL-28223 (ex UK-9118 dated 23 March 1944) shows him as a Deputy Flight Commander.

This officer has taken part in many attacks on targets in Germany and has invariably displayed a high degree of skill and gallantry. On a recent occasion when returning from an operation against Karlsruhe, his aircraft was hit by anti-aircraft fire. Squadron Leader Anderson was injured about the eyes by flying splinters. Although temporarily blinded he piloted the aircraft clear of the target area. Later the second pilot took over the controls, but Squadron Leader Anderson fully maintained his duties as captain throughout the remainder of the homeward flight. This officer is a most efficient flight commander whose leadership and devotion to duty have set a fine example.

NOTE: Described 6 May 1942 as "...a very satisfactory junior instructor. He has capably kept his students on time and at a satisfactory standard. He has good disposition, is well mannered and with further experience his value to the service should improve materially" (W/C W.R. MacBrien).

\* \* \* \* \*

ANDERSON, S/L William George (J4428) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 30 March 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born in Winnipeg, 1 May 1919, home in Union Point, Manitoba. Enlisted in Winnipeg, 22 August 1940. To No.118 Coastal Artillery Cooperation Squadron, 16 September 1940. To No.1 Coastal Artillery Cooperation Flight, 27 September 1940. To No.1 ITS, 10 October 1940; graduated and promoted LAC, 4 November 1940; posted that date to No.7 EFTS; may have graduated 3 December 1940 but not posted to No.6 SFTS until 23 December 1940; graduated and promoted Sergeant, 5 February 1941. To No.1 ANS, 9 March 1941. Commissioned 6 April 1941. To No.10 SFTS, 6 May 1941. Promoted Flying Officer, 6 March 1942. Promoted Flight Lieutenant, 15 March 1943. To "Y" Depot, 10 April 1943; to United Kingdom, 25 April 1943. Repatriated 3 April 1945. To No.2 Air Command, 8 April 1945. To No.5 Release Centre, 11 June 1945. Retired 16 June 1945. Rejoined in Ottawa as a pilot, 20 June 1951, being granted rank of Squadron Leader that date Retired 3 April 1955. Medal presented by Governor General, 7 November 1949. Photo PL-35925 is formal portrait; PL-40087 with No.424 Squadron; PL-48167 taken after investiture with his wife and mother.

One night in December 1944 Squadron Leader Anderson piloted an aircraft detailed for a mine laying mission in narrow enemy waters. In the runs to the target he was subjected to intense anti-aircraft fire from shore batteries and also from ships when flying at a very low level. A cruiser appeared and passed almost directly beneath the aircraft. Squadron Leader Anderson immediately gave orders for his gunners to engage the enemy. During the fight his aircraft sustained some damage but owing to the clever evasive action by this gallant officer it was not extensive. Squadron Leader Anderson has at all times set a splendid example of courage and devotion to duty.

DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Volume 20627) has original recommendation of his Commanding Officer drafted 22 January 1945; sortie list and submission as follows:

class=WordSection5>

23 July 1944 - St. Nazaire (6.30)  
25 July 1944 - Stuttgart (7.10)  
31 July 1944 - Foret de Croix (4.05)  
1 August 1944 - L'Hey (3.40)  
3 August 1944 - Foret de Nieppe (4.00)  
4 August 1944 - Bois de Cassan (5.10)  
7 August 1944 - La Hougue (4.40)  
8 August 1944 - Brest (3.45)  
9 August 1944 - Prouville (3.45)  
12 August 1944 - Brunswick (5.50)  
14 August 1944 - Pontigny (4.25)  
17 August 1944 - La Rochelle (7.05)  
18 August 1944 - Westgrove (3.55)  
6 September 1944 - Emden (4.40)  
11 September 1944 - Le Havre (4.40)  
20 September 1944 - Calais (3.30)  
23 September 1944 - Domberg (3.20)  
25 September 1944 - Calais (4.15)  
27 September 1944 - Sterkrade (4.25)  
28 September 1944 - Cap Gris Nez (4.20)  
6 October 1944 - Dortmund (6.05)  
9 October 1944 - Bochum (6.30)  
14 October 1944 - Duisburg (6.00)  
14 October 1944 - Duisburg (5.40)  
15 October 1944 - Kattegat (6.25, mining)  
30 October 1944 - Cologne (6.15)  
6 November 1944 - Gelsenkirchen (5.30)  
21 November 1944 - Oslo (7.50)  
26 December 1944 - St. Vith (6.30)  
28 December 1944 - Oslo (7.15)  
30 December 1944 - Cologne (6.25)

class=WordSection6>

On the night of December 28<sup>th</sup>, 1944, Squadron Leader Anderson was detailed to carry out a low level precision minelaying mission in the vicinity of Oslo harbour. On the run up and in an extremely narrow passage where mines were to be deposited he was subjected to intense light flak from both shores besides a flak ship anchored in the fjord. The aircraft was flying at almost sea level when a cruiser appeared and passed almost directly underneath them. With true offensive



spirit, Squadron Leader Anderson ordered his gunners to engage the cruiser with the result that they silenced its guns for long enough to allow the pilot to take cover behind an island. The aircraft was struck by some of the flak while running this danger course, but was not seriously damaged due wholly to the clever evasive action of this very capable and gallant officer.

Squadron Leader Anderson has completed 31 operational sorties against some of the most formidable German targets. At all times his courage and skilful leadership have unquestionably been of the highest order and an inspiring example to all aircrew. His willingness to accept heavy responsibilities have won him the respect and devotion of the entire squadron.

Squadron Leader Anderson is a fine young officer deserving of the highest praise and I strongly recommend him for the immediate award of the Distinguished Flying Cross.

\* \* \* \* \*

ANDERSON, F/L William John (J24471) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 8 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 13 February 1922 in Lansdowne, Ontario; home in Westport, Ontario. Enlisted in Galt, Ontario, 14 February 1941 as Airframe Mechanic and posted to No.1 Manning Depot. To No.6 Repair Depot, 17 March 1941. Promoted AC1, 14 May 1941. Promoted LAC, 1 October 1941. Remustered to aircrew and posted to No.5 ITS, 25 April 1942; may have graduated 20 June 1942 but not posted to No.13 EFTS until 15 August 1942; may have graduated 9 October 1942 but not posted to No.5 SFTS until 24 October 1942; graduated and commissioned 19 March 1943. To No.124 (Communications) Squadron, 21 March 1943. To "Y" Depot, 27 April 1943. To RAF overseas, 22 June 1943. Repatriated June 1945. To No.8 OTU, 19 June 1945. Date of release uncertain. Medal sent by registered mail 26 April 1952. Died in Brockville, 21 March 1999. Photo PL-29856 taken with Sergeant Paul Barton and Bill Mann after successful combat with a Junkers 88. REP 70-131 to REP 70-134 are portraits taken in 1970.

This officer has completed numerous sorties and has displayed courage and resolution of a high order. On one sortie his aircraft was attacked by three enemy fighters. Flight Lieutenant Anderson skilfully outmanoeuvred the attackers and went on to execute a successful attack. On another occasion when over Versailles his aircraft was intercepted by a Junkers 88. In the ensuing fight which ended with the destruction of the enemy aircraft, Flight Lieutenant Anderson displayed great coolness and determination.

\* \* \* \* \*

ANDERSON, F/O William Robert Weir (J13558) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 17 August 1943 as per **London Gazette** of that date and AFRO 2005/43 dated 1 October 1943. Born 5 May 1920; home in Vancouver. Enlisted in Vancouver,

28 July 1941. To No.2 Manning Depot, 17 August 1941. To No.3 Personnel Holding Unit, 15 December 1941. To No.2 WS, 28 February 1942. Promoted LAC, 2 April 1942. Graduated and posted to No.6 BGS, 4 July 1942; graduated and commissioned 14 August 1942. To "Y" Depot, 15 August 1942. To RAF overseas, 2 October 1942. Promoted Flying Officer, 14 February 1943. Promoted Flight Lieutenant, 14 August 1944. Repatriated 17 September 1944. To No.5 OTU, 23 October 1944. To Sea Island, 5 May 1945. Medal presented 16 May 1945. Released at uncertain date. Rejoined RCAF, 17 April 1948 (12630) as Engineer Assistant, rank of LAC. Transferred to Service Police, 19 August 1948. Promoted Corporal, 1 April 1949. Promoted Sergeant, 1 May 1951. To Sea Island, 3 December 1952. To No.2 Composite Training School, 14 January 1952. To Sea Island, 3 May 1952. To No.12 Armament Depot, 17 June 1952. To No.2 (Fighter) Wing, Europe, 8 May 1953; to No.3 (Fighter Wing), 10 May 1953; to No.4 (Fighter) Wing, 4 July 1953. Released 19 August 1954. Photo PL-23723 is portrait.

One night in July 1943, this officer was mid-upper gunner of an aircraft which was attacked by an enemy fighter during an operational flight. Although he sustained four wounds in the left arm, Flying Officer Anderson continued to fire his guns during seven subsequent attacks until the hostile aircraft was sent diving towards the ground with one engine in flames. Flying Officer Anderson displayed great courage and fortitude in most trying circumstances.

NOTE: Public Record Office Air 2/4995 has recommendation for an immediate award drafted by W/C J.E. Fauquier, 27 July 1943; he had flown 15 sorties (85 hours 15 minutes).

On the night of 15<sup>th</sup> July 1943, the aircraft in which Flying Officer Anderson was mid-upper gunner was attacked by a Dornier 217 which fired a burst of cannon and machine gun fire. Flying Officer Anderson received four wounds in the left arm. In spite of this he continued to fire during the seven subsequent attacks of the enemy aircraft which finally went into a dive with one engine in flames and crashed to the ground where it continued to burn. After receiving first aid treatment, Flying Officer Anderson acted as lookout in the lower blister on the return journey. Flying Officer Anderson's courage and devotion to duty have been an inspiration to this squadron.

FURTHER NOTE: Bomber Command **Monthly Supplementary Narrative of Operations, July 1943** had the following entry under date 15/16 July 1943.

8 Group - Aircraft Halifax "P" of 405 Squadron, West of Besancon at 0100 hours, height 5,500 feet when R/G and M/U/G both identified a Dornier 217; they both also recognised British camouflage and roundels on the attacking aircraft. The E/A made 7 or 8 attacks, both gunners returning fire. The E/A went into a slight dive and one engine was seen to burst into flames, just before the E/A crashed into the ground, where it continued to burn. The Do.217 is **claimed as destroyed**.

Public Record Office Air 50/248 has Combat Report for the above action, as follows. Pilot was F/O M. Sattler.

Whilst on operations on the night of 15/16th July 1943, Halifax Aircraft P (HR860), heading 114° T., flying at 5,500 feet, position 47.1° N, 05.38° E., was attacked by an enemy aircraft which both the Rear and Mid-Upper gunners identified as a Dornier 217.

The enemy aircraft was first seen by Rear Gunner [Flight Sergeant I.G. McEwen, RCAF] on a parallel course at 300 yards on port side. It continued to fly in this position for three minutes. Both Rear and Mid-Upper Gunners recognised British camouflage and roundels on the attacking aircraft. Enemy aircraft passed from port beam to starboard beam and fired a burst of cannon and machine gun fire. Halifax aircraft was doing violent corkscrew evasive action. Halifax aircraft sustained damage on first attack. Mid-Upper Gunner (F/O W.R.W. Anderson, RCAF) wounded four times in left arm. Mid-Upper Gunner continued to keep on firing. Enemy aircraft made seven or eight attacks. Enemy aircraft went into a slight dive and one engine was seen to burst into flames just before enemy aircraft crashed into the ground where it continued to burn.

Rear Gunner [McEwen] fired approximately 2,500 rounds and Mid-Upper 450 rounds. The enemy aircraft is claimed as destroyed.

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ANDRAS, S/L Kenneth Bertram (C6511) - **Mention in Despatches** - No.6 Group Headquarters (AFRO gives unit only as "Overseas") - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Toronto, 5 April 1909. Stock broker, Mara and McCarthy 1927 to enlistment. Probationary Sub-Lieutenant, RCNVR (Toronto), 12 May to 5 August 1941. Enlisted in RCAF Flying Control Branch, Toronto, 8 August 1941 and posted to No.1 Manning Depot. To No.16 SFTS, Hagersville, 24 August 1941 for course. To No.2 NS, Pennfield Ridge, 12 October 1941. To "Y" Depot, 11 November 1941. Overseas, to Station Marham, 15 December, 1941. Promoted Flying Officer, 15 January 1942. To RCAF Overseas Headquarters, 25 January 1942. Promoted Flight Lieutenant, 1 September 1942. To Bournemouth, 1 October 1942 for Flying Control course. To No.6 Group Headquarters, 5 December 1942. Remustered to Administrative Branch, February 1943. Promoted Squadron Leader, 20 March 1944 on posting to No.62 Base. To No.6 Group Headquarters again, 6 April 1944. To No.62 Base again, 17 July 1944. Repatriated via Rockcliffe, 12 September 1944. To No.1 Training Command, 19 October 1944. To No.4 Release Centre, 17 February 1945. Retired 12 June 1945. Died in Toronto, 7 July 1997 as per **Legion Magazine** of March 1998. No citation in AFRO. Photo PL-22443 shows him at administrative work with S/L E.T.M. Duggan; PL-29677 working at his desk.

Assessed 6 May 1944 by G/C G.E.M. Scott, Senior Officer Administration - "This officer has been at this Group Headquarters since its inception. He has acted as Org II, for a short spell as Station admin officer and for the past six weeks as Org I. He is very keen, intelligent and has made a profound study of his position. Has good judgement and is performing his duties in an outstanding manner."

Assessed by S/L B. Lillie, RCAF Overseas Headquarters, 1 September 1944 - "In view of his length of service overseas, a decision has been taken to effect his repatriation for employment in Canada. He was well recommended by all reports which commented favourably on his efficient organizing ability and keenness."

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ANDREW, W/C Byron C. (C1295) - **Air Force Cross** - No.10 SFTS - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Records show a middle initial but do not explain what name it signifies. Enlisted in Vancouver, 3 October 1939. Promoted Flight Lieutenant, 1 February 1940. As of 10 July 1941 he was at No.10 SFTS. Promoted Squadron Leader, 1 January 1942. Promoted Wing Commander, 13 July 1943. To No.19 SFTS, 19 July 1944. To No.7 BGS, 31 March 1945. To No.2 Air Command, 15 September 1945. Retired 21 May 1946. As of recommendation for award had flown 1,127 hours, including 850 hours as instructor, 87 hours 30 minutes in past six months. Award presented 12 January 1945.

This officer has been employed on flying instruction for over three and one half years during which time he has very capably filled the positions of Flight Commander, Squadron Commander, and Chief Instructor, respectively. He has put forth a persistent, untiring and unceasing effort all through the initial and matured phases of the Combined Training Organization. His organizing ability has been noteworthy, resulting in a consistently high standard of instruction and morale, and his outstanding leadership and devotion to duty have been of great value and an inspiring example to all ranks.

\* \* \* \* \*

ANDREW, F/L Emerson William (J24423) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 5 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born in Toronto, 24 October 1918; home in given both as Collingwood, Ontario and Summerside, Prince Edward Island. Enlisted in Toronto, 12 December 1941. Granted Leave Without Pay until 11 January 1942 when posted to No.1 Manning Depot. To No.1 ITS, 9 May 1942; graduated and promoted LAC, 3 July 1942; to No.20 EFTS, 15 August 1942; graduated 9 October 1942 and posted next day to No.1 SFTS; graduated and commissioned 5 March 1943. To No.1 GRS, 12 March 1943; to "Y" Depot, 11 June 1943. To RAF overseas, 27 June 1943. Repatriated 8 August 1945; award presented 14 June 1945. Released 23 August 1945. Postwar reserve pilot (131225), 20 March 1951 to 31 May 1954, moving to Los Angeles. Died in Etobicoke, Ontario, 2 October 1987 as per **Airforce Magazine** of October-November-December 1988. Photographs PL-41228 and PL-41229 are portraits.

Flight Lieutenant Andrew has completed a large number of sorties including attacks on such targets as Kiel, Stuttgart and Munster. He is a keen, courageous and resourceful captain of aircraft and his example has greatly inspired his crews. In a sortie on one occasion, two engines failed whilst over the sea. It became necessary to bring the aircraft down onto the water, a task which Flight Lieutenant

Andrew accomplished with great skill. None of his crew was injured and they were rescued a few hours later.

RCAF Press Release 5170 dated 15 February 1945, reads as follows:

With the Canadians in the RAF - Returning from a daylight attack against Munster, F/L E.W. Andrew, DFC (94 Wallace Avenue, Toronto) gambled his own chances of getting home safely to remain behind with a crippled British bomber.

Andrew's Halifax has been hit by flak going into the target but not badly enough to handicap its flying qualities. Fighter escort had gone back with the main British bomber force when the Toronto pilot sighted an RAF Halifax in difficulty. It had been holed badly by German ground fire and was labouring along on three motors, losing height and air speed. Andrew's crew, all but one of whom were Canadians, feared it would fall easy prey to German fighters. They decided to stay with it, to add their gunfire to that of the crippled Halifax in case of an enemy attack. Fortunately, they met no fighters on the way back, although they were bombarded by flak. Both RAF bombers got back to base 55 minutes late.

Among the Canadians in the crew, now home in Canada after completing a tour of operations, were P/O C.H. Parker, air bomber (295 Scotia Street, Winnipeg) and F/O G.W.E. McElroy, navigator, a former Montreal district school teacher.

The crew narrowly escaped death when their Halifax broke in half while making a forced landing in the English Channel last July. Andrew's port outer engine died in takeoff and, with no chance of reaching his target, Andrew flew out to sea to jettison his bomb load. Altitude was only 1,500 feet when the motor cut; it was down to 500 feet when the bombs were dropped harmlessly in the water. Andrew circled and headed back for the British coast, wondering if he could clear the 100 foot cliffs.

Suddenly the port inner motor quit too and he had to "ditch", a remarkable feat of piloting with two motors gone on the same side. Hitting the waves at 120 miles an hour, his Halifax broke in half. The impact broke the perspex in the nose, the in-rushing water catching up his crew like a straw in a torrent and carrying them out of the tangled wreckage.

Carried twelve feet below the surface before he could jerk himself free of the pilot's seat, Andrew tugged loose the escape hatch and bobbed to the surface. At first he saw only McElroy, then the rest. Buoyed by their Mae Wests, they swam to the rescue dinghy, which had inflated automatically, and were picked up by a nearby convoy which he had almost hit in his descent.

The ditching incident was 9 July 1944, involving Halifax LV799, EY-C, of No.78 Squadron. The intended target had been a V-1 site. "Lost Bombers" website states that the aircraft was

airborne at 1130 hours from Brighton to attack the V-1 Site at Chateau Benapre. "Not long after departure from base, the port outer engine failed and the bomb-load was jettisoned into the sea. As the crew prepared to return to base, so the port inner faltered and a ditching was made at 1227, some three miles off the coast. All were picked up, unharmed, within the hour. P/O E.W.Andrew, Sergeant G.Price, F/O E.W.McElroy RCAF, F/O C.H.Parker RCAF, WO2 W.Long RCAF, F/O B.T.Rogers RCAF, P/O T.Bridgeman RCAF." Apart from Andrew, McElroy and Parker were awarded DFCs.

\* \* \* \* \*

ANDREW, P/O Raymond (J92444) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 24 May 1925, Pickering, Ontario. Home there (farmer); enlisted in Toronto 19 January 1943. Granted Leave Without Pay until posted to No.1 Manning Depot, 22 June 1943. To "A", 11 April 1943; to No.9 SFTS (non-flying duty), 25 June 1943. To No.1 Air Gunner Ground Training School, 1 October 1943; promoted LAC and posted to to No.3 BGS, 12 November 1943; graduated and promoted Sergeant, 14 January 1944. To "Y" Depot, 14 January 1944 but then on 16 January 1944 to No.4 Aircrew Ground Training School. To "Y" Depot again, 11 February 1944. Taken on strength of No.3 PRC, Bournemouth, 8 March 1944. Commissioned 30 October 1944. Repatriated 14 May 1945. To No.1 Air Command, 27 May 1945. To No.16 SFTS, 7 June 1945. To No.4 Release Centre, 1 September 1945. Released 11 October 1945, subsequently moving to Welland, Ontario. Award presented 7 August 1949. RCAF photo PL-40366 (ex UK-17165 dated 5 December 1944) is captioned as follows: "The lad in the centre has just returned from an attack on a synthetic oil plant in the Ruhr, in the course of which he put a two-second burst into a marauding Ju.88. He is FS R.S. Grant (Weston, Ontario), Moose Squadron rear gunner. At left sits his mate of the mid-upper turret, FS Raymond Andrew (Pickering, Ontario). At right, the Moosemen's gunnery leader, F/L Alfred Jennings, DFC (Ealing, London, England). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C M.E. Ferguson dated 22 March 1945 when he had flown 31 sorties (192 hours 35 minutes), 27 August 1944 to 13 February 1945.

Pilot Officer Andrew has completed thirty-one operational sorties against many of Germany's hottest targets. He has proved himself to be an extremely valuable member of his crew and on many occasions his cool and reliable instructions have resulted in eluding enemy fighters. On two occasions the skilful manipulation of his guns have damaged and driven off attacking fighters.

I consider the courageous example set by this officer and his selfless devotion to duty fully merits the award of the D.F.C. (Non-Immediate).

The sortie list was as follows (identical to that of P/O Robert S. Grant):

27 August 1944 - Mimeyecques (3.45)

29 August 1944 - Stettin (10.00)

12 September 1944 - Dortmund (5.45)  
18 September 1944 - Domburg (4.00, day)  
19 September 1944 - Domburg (3.45, day)  
27 September 1944 - Bottrop (5.50, day)  
28 September 1944 - Cap Gris Nez (3.40, day)  
6 October 1944 - Dortmund (6.40)  
23 October 1944 - Essen (6.05)  
25 October 1944 - Essen (5.45)  
28 October 1944 - Cologne (5.45, day)  
30 October 1944 - Cologne (6.15)  
1 November 1944 - Oberhausen (6.30)  
2 November 1944 - Dusseldorf (6.05)  
4 November 1944 - Bochum (5.40)  
6 November 1944 - Gelsenkirchen (5.20, day)  
16 November 1944 - Julich (5.30, day)  
18 November 1944 - Munster (5.45, day)  
21 November 1944 - Castrop Rauxel (6.50)  
27 December 1944 - Opladen (6.20)  
29 December 1944 - Gelsenkirchen (6.45)  
30 December 1944 - Cologne (6.20)  
2 January 1945 - Nuremburg (9.00)  
5 January 1945 - Hanover (5.35)  
6 January 1945 - Hanua (6.55)  
28 January 1945 - Stuttgart (7.50)  
1 February 1945 - Ludwigshaven (7.25)  
2 February 1945 - Wiesbaden (6.15)  
4 February 1945 - Bonn (5.40)  
7 February 1945 - Goch (6.00)  
13 February 1945 - Dresden (9.35)

\* \* \* \* \*

ANDREW, F/L Robert Arthur (J41123) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 3 August 1923. Home in East Coulee, Alberta; enlisted Calgary 2 November 1942. Trained at No.4 ITS (graduated 10 July 1943), No.5 EFTS (graduated 4 September 1943) and No.7 SFTS (graduated 11 February 1944). Released 11 September 1945. Re-engaged 9 May 1952 to 27 December 1971 (service number 39976). Photo PL-128944 is a portrait taken June 1961. Award presented in Toronto 30 November 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Record Office Air 2/9137 has recommendation dated 15 May 1945 when he had flown 32 sorties (214 hours 28 minutes), 29 November 1944 to 7 April 1945:

class=WordSection7>

29 November 1944 - Dortmund  
2 December 1944 - Hagen  
4 December 1944 - Karlsruhe  
5 December 1944 - Soest  
6 December 1944 - Merseburg  
12 December 1944 - Essen  
16 December 1944 - Ludwigshaven  
18 December 1944 - Ulm  
26 December 1944 - St.Vith  
28 December 1944 - Bonn  
31 December 1944 - Osterfeld  
3 January 1945 - Nuremburg  
29 January 1945 - Zuffenhausen  
1 February 1945 - Mannheim  
2 February 1945 - Weisbaden  
7 February 1945 - Cleve  
14 February 1945 - Dresden  
20 February 1945 - Dortmund  
21 February 1945 - Duisburg  
5 March 1945 - Chemnitz  
11 March 1945 - Essen  
12 March 1945 - Dortmund  
13 March 1945 - Gelsenkirchen  
15 March 1945 - Misburg  
16 March 1945 - Nuremburg  
21 March 1945 - Bruchstrasse  
23 March 1945 - Bremen  
25 March 1945 - Hanover  
28 March 1945 - Paderborn  
31 March 1945 - Blohm/Hamburg  
4 April 1945 - Lutzendorf  
7 April 1945 - Kiel

class=WordSection8>

Flight Lieutenant Andrew, a Canadian, and an extremely successful pilot of proven ability, has completed 32 sorties against a wide variety of targets and on many occasions fighters and flak were encountered.

This officer's determination to press home his attack has been an inspiration not only to his crew but to the whole squadron. The successful results obtained have been to a great extent due to his outstanding leadership and example, together with his firm intention to strike the enemy as hard and as often as possible.



This officer has at all times displayed a very high order of personal courage which combined with his cheerful confidence and unequalled spirit of determination has resulted in a splendid record of achievement.

It is recommended that Flight Lieutenant Andrew's fine offensive spirit and sustained bravery in the face of the enemy be recognized by the award of the Distinguished Flying Cross.

\* \* \* \* \*

ANDREWS, F/O Arthur Ellis (J25099) - No.620 Squadron - **Distinguished Flying Cross (United States)** - Award effective 15 May 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Princeton, Maine, 4 July 1917. Educated there and at State Normal School (1934-1937). Taught school in Surrey, Maine, 1937-1940 and LeGrange, Maine, January to November 1941. Farmer in summertime between teaching sessions. Enlisted Moncton 10 March 1942 at which time he gave his home as St. Stephen, New Brunswick. . Granted Leave Without Pay until 24 March 1942 when posted to No.5 Manning Depot, Lachine. To No.5 Equipment Depot, Moncton, 7 May 1942. To No.3 ITS, Victoriaville, 4 July 1942; graduated and promoted LAC on 29 August 1942 but not posted until 11 October 1942 when sent to No.4 EFTS, Windsor Mills; to No.8 SFTS, Moncton, 5 December 1942. Graduated and commissioned on 2 April 1943. To No.1 GRS, 10 April 1943. To "Y" Depot, 26 June 1943. To RAF overseas, 27 June 1943; embarked from Canada, 30 June 1943; disembarked in Britain, 7 July 1943. To No.19 (P) AFU, 3 August 1943. Promoted Flying Officer, 20 October 1943. Admitted to hospital, 28 October 1943 at Dalcross following accident with a grenade (shrapnel wounds to left chest). No trained officer had been present and four persons had been injured. Deemed to be the fault of timer. To No.81 OTU, 9 November 1943. To No.1665 Heavy Conversion Unit, 14 March 1944. Attached to Station Tarrant Ruston, 27 July to 5 August 1944. To No.299 Squadron, 16 August 1944. To No.620 Squadron, 30 August 1944. Promoted Flight Lieutenant, 2 April 1945. To No.190 Squadron, 10 June 1945. To Station Snaith, 25 June 1945. Attached to No.1521 BAT Flight, 10-17 July 1945. To No.422 Squadron, 25 July 1945. Repatriated 26 September 1945. Released 7 November 1945. Died in St. Stephen, New Brunswick, 14 July 1984 as per **Legion Magazine** of October 1984. Public Records Office Air 2/9644 has recommendation.

Flying Officer Andrews participated in three sorties during the Arnhem operations. As captain of aircraft he towed a glider aircraft on the second day of the operation, and later he was engaged in delivering supplies. Intense and accurate gunfire was encountered and on one occasion Flying Officer Andrew's aircraft was severely damaged. The greater part of the rudder was shot away which made the aircraft extremely difficult to land. Nevertheless, Flying Officer Andrews, displaying outstanding resolution, finally landed successfully, without causing injury to his crew.

ANDREWS, F/L Arthur Ellis (J25099) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Certificate sent 10 August 1948.

Public Record Office Air 50/282 has a Combat Report bearing on his career:

1. Date: 30 March 1945 - Aircraft Type and Letter: Stirling IV - Squadron: 620
2. Captain: F/O Andrews - Navigator: F/O Leader - Air Bomber: F/O Parr - W/T Air: F/O Potts - Flight Engineer: FS Strong - Air Gunner: WO Wright
3. Type of Sortie: S.O.E.
4. Time: 0241. Height: 8,000 feet. Heading: 180. Position: 5843 N 0913 E.
5. Area/Homeward: On track
6. Weather: Bright moon, starboard bow.
7. Searchlight activity, flares, flak etc prior to or during combat: NIL
8. What was first warning ?; FIRE FROM UNSEEN AIRCRAFT
9. Immediate action taken: Corkscrew port.
10. First visual [section not filled in]
11. Which member of crew obtained first visual ?; Rear Gunner.
12. Full description of enemy aircraft: Ju.88
13. Direction of first attack or approach: Not seen.
14. Direction of first breakaway of enemy aircraft: Port quarter up.
15. What combat manoeuvre was taken ? Corkscrew port.
16. Did fighter fire ? Yes [opening and closing ranges not given]
17. Who opened fire first ? FIGHTER
18. Rounds fired by Air Gunner: 100, opening range 100. No stoppages.
19. Were you able to clear stoppages ? NIL
20. Which crew position was searching away from the attack or in the dark part of the sky ? Flight Engineer, Astro.

21. Loss of Height During Attack: 1,000 feet during attack, whole combat 1,000 feet.

22. Mechanical defect or damage previously sustained affecting combat: Turret hydraulics unserviceable and Rear Gunner inter-comm.

23. Damage to bomber: (1) Hydraulic and intercom of turret unserviceable. (2) D.R. compass unserviceable. (3) Port aileron damaged. (4) Main spar damaged. (5) Port wheel tyre burst. (6) Port tail wheel tyre burst. (7) Starboard bomb bays shot away (8) Tail plane damaged. (9) Rear fuselage damaged.

24. Casualties to crew: NIL

25. Damage to fighter: NIL

26. Claim: NIL

#### NARRATIVES

##### 27. REPORT BY CAPTAIN

I was first warned of the attack by the rear gunner telling me to corkscrew port; at the same time our aircraft was hit by machine gun fire. No more word from rear gunner. Flight Engineer was in astro dome giving fighter control. I then informed WOP to go to rear gunner and assist him if required. Both the FE and WOP commentaries were clear and decisive.

##### 28. REPORT BY AIR GUNNER

I heard explosion near turret and then saw enemy aircraft breaking away port quarter up. I told the pilot to corkscrew port and fired a burst and then realized by turret and intercom were unserviceable.

##### 29. REPORT BY OTHER CREW MEMBERS

Flight Engineer states first sighted aircraft port quarter up after he had made his first unseen attack, correct combat manoeuvre was given. Second attack, starboard quarter up and third attack from starboard quarter up. All attacks broke away starboard bow; during lull Flight Engineer was relieved by WOP.

WOP states: Heard explosion in rear of fuselage. Pilot told me to go to rear turret and assist gunner if required. Afterwards took over control from Flight Engineer. Three attacks developed, all from starboard quarter breaking away starboard bow up. Enemy aircraft did not open fire until he had crossed over to port side.

##### 30 REMARKS BY SQUADRON GUNNERY LEADER

Taking the weather into consideration and the location of interception it was rather surprising this enemy aircraft was not spotted. It all points to the need of constant and thorough SEARCH. It is interesting to note the enemy aircraft favoured a mock-attack from starboard quarter, quickly changed over to port for real attack. The excellent commentaries of the WOP and Flight Engineer enabled the pilot to carry out successful combat manoeuvres and finally shake off a most persistent enemy. (S.E. Skinner, F/L)

### 31. REMARKS OF GROUP GUNNERY LEADER

This crew was lucky not to have been shot down by the first surprise attack from below. Rear Gunner gave correct order before his inter-com went unserviceable but should have seen the fighter before it opened fire. An excellent show on the part of the Flight Engineer and Wireless Operator.

**Further Notes:** There are two reports for his course at No.81 OTU, the first covering the period 9 November 1943 to 22 January 1944. This shows him flying Whitley aircraft (4.55 day dual to first day solo, 6.05 day dual, 27.30 day solo; 4.45 night dual to first night solo, 5.35 night dual, 30.20 night solo; figures include 1.40 in formation, 21 hours on instruments, 20 hours in Link). Subjects and marks as follows: **Ground:** Airmanship (256/300), Armament (261/300), Navigation (144/200), Signals (70/100). **Air:** General Flying (210/400), Applied Flying (100/200), Instrument Flying (50/100), Night Flying (50/100), Link (32/50). **Qualities as a Leader:** 55/100. Described as "A good average pilot who is very keen. He controls his crew very well and should develop into an excellent operational captain." The **second** report is for a course lasting 7 February to 28 March 1944. This shows flying tests in Low Flying (65/100), Glider Towing (60/100). Flying times are all logged against Whitley aircraft - 2.30 day dual, 6.40 day solo, 55 minutes night dual, 6.40 night solo. In the specific area of "Glider Towing" he is shown as having flown 1.40 day dual (four lifts) and 1.25 day solo (one lift) plus 35 minutes night dual (one lift) and 1.05 night solo (two lifts). He may also have flown 45 minutes as passenger in a glide. "An above average pilot who has completed a successful course."

His course at No.1665 Conversion Unit was 28 March to 1 May 1944. The actual conversion to the Stirling took 8.30 hours of day flying and 7.50 by night. His total cross-country flying time at the unit is given as 18.05 (day) and 16.50 (night). This included day cross-country exercises (4.55 dual and 4.40 solo) and night cross-country trips under "Bullseye" conditions (4.55 dual and 4.15 solo). Generally assessed as "Slightly above average - very keen and has a good knowledge of the Stirling."

On 8 November 1945 he reported his flying times to date as follows: Anson (130 hours), Oxford (90), Whitley (70), Halifax (30), Stirling (375), Liberator (5).

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ANDREWS, P/O Donald Roy (J87068) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born in Toronto, 23 September 1921; home there; enlisted there

15 April 1942 and granted Leave Without Pay until 12 May 1942 when posted to No.1 Manning Depot. To No.9 BGS (guard duty), 10 July 1942; to No.3 ITS, 12 September 1942; promoted LAC, 7 November 1942; posted to No.11 EFTS, 5 December 1942; graduated 20 February 1943 and posted to No.5 SFTS; graduated and promoted Sergeant on 11 June 1943. To "Y" Depot, 22 June 1943; to RAF overseas, 29 June 1943. Commissioned 9 June 1944. Repatriated 18 June 1945; to Debert, 19 June 1945; to No.428 Squadron for Tiger Force, 10 August 1945, to Halifax, 6 September 1945; released 23 September 1945. Award presented Toronto, 30 November 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1750 (RG.24 Vol.20608) has recommendation (undated, about mid-October 1944) when he had flown 33 sorties (169 hours ten minutes) between 24 April and 15 September 1944.

Pilot Officer Andrews has participated in very many attacks on targets important to the enemy's war effort. He has displayed great determination and his skilful efforts have contributed materially to the successes obtained. On several occasions the aircraft in which he was flying has been damaged by enemy action, but his keenness for operations remains unabated. Pilot Officer Andrews has set a good example of courage and devotion to duty.

The sortie list was as follows:

24 April 1944 - Karlsruhe (6.40)  
26 April 1944 - Essen (4.20)  
1 May 1944 - St. Ghislain (4.20)  
19 May 1944 - Merville/Franceville (4.55)  
24 May 1944 - Aachen (4.30)  
27 May 1944 - Bourg Leopold (5.20)  
31 May 1944 - Au Fevre/Cherbourg (5.20)  
2 June 1944 - Neufchatel (4.15)  
5 June 1944 - Longues (4.35)  
7 June 1944 - Acheres (4.40)  
9 June 1944 - Le Mans (5.50)  
16 June 1944 - Sterkrade (4.35)  
17 June 1944 - Oisemont (4.10)  
4 July 1944 - Villeneuve St. George (5.40)  
6 July 1944 - St.Pol/Siracourt (4.00)  
6 July 1944 - Coquereaux (4.25)  
7 July 1944 - Caen (4.15)  
12 July 1944 - Creuil area, Thiverny (4.25)  
9 August 1944 - Foret de Nieppe (3.55)  
10 August 1944 - La Pallice (6.50)  
12 August 1944 - Montrichard (6.00)  
14 August 1944 - Bons Tassilly (4.45)  
16 August 1944 - Kiel (5.25)  
18 August 1944 - Bremen (6.05)

25 August 1944 - Brest (4.35)  
27 August 1944 - Mimoyecques (3.20)  
31 August 1944 - Ile de Cezembre (4.40)  
3 September 1944 - Volkel (  
10 September 1944 - Le Havre (3.55)  
10 September 1944 - Le Havre (4.05)  
11 September 1944 - Castrop (5.00)  
13 September 1944 - Osnabruck (4.35)  
15 September 1944 - Kiel (6.00)

\* \* \* \* \*

ANDREWS, F/O Frederick John (J19906) - **Distinguished Flying Cross** - No.437 Squadron - Award effective 8 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Born 24 April 1919. Home in Porcupine, Ontario; enlisted North Bay 9 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 29 January 1941; posted elsewhere, 19 February 1941; to No.1 ITS, 25 April 1941; graduated and promoted LAC, 26 May 1941; posted that date to No.1 AOS; to No.1 BGS, 17 August 1941; graduated and promoted Sergeant, 27 September 1941; posted that date to No.2 ANS; graduated 27 October 1941 and posted next day to "Y" Depot. To RAF overseas, 11 November 1941. Commissioned 3 February 1943. Repatriated 8 June 1945; to No.1 Air Command, 20 June 1945; to No.1 Wireless School, 24 July 1945; retired 8 September 1945. Died in North Bay, Ontario, 5 February 2010 as per **Legion Magazine** "Last Post" column, September/October 2010. Award presented 5 June 1949. DHist file 181.009 D.4855 (RG.24 Vol.20657) has recommendation dated 1 April 1945 when he had flown 1,127 hours (155 in previous six months), 589 operational hours (83 sorties). It said his first tour had been on Coastal Command and on current tour had "acted as Map Reader in the leading aircraft on all airborne operations on the continent since D-Day."

This officer has completed two tours of operational duty. He is a highly skilled navigator whose exceptional ability has played a good part in the successes obtained. Cool, devoted and resolute, Flying Officer Andrews has proved himself to be a most valuable member of aircraft crew.

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ANDREWS, FS William Ernest (R99770) - **British Empire Medal** - AFHQ - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 24 April 1913. Home in St.Thomas, Ontario; enlisted in London, Ontario, 20 May 1941 as Clerk/Accounts. To No.5 BGS, 29 May 1941. To AFHQ, 30 June 1941. To Release Centre, 30 January 1946; retired 31 January 1946..

Flight Sergeant Andrews' outstanding attributes were his relentlessness in pursuit of duty, his exemplary conduct and his power of accomplishment. His industry and resourcefulness enabled him to perform prodigious feats of work in an amazingly short time. He was ever punctual, courteous and imbued with a fine

appreciation of his responsibilities to the Royal Canadian Air Force as a Senior non-commissioned officer.

\* \* \* \* \*

ANGELL, WO (now P/O) Gerald Ellis Lintott (R57572/J85622) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 30 June and AFRO 1861/44 dated 25 August 1944. Born in Calgary, 26 February 1921; home in Vancouver. Mill worker before enlistment, enlisted there 8 February 1940 for General Duties and posted to No.119 (BR) Squadron. Promoted AC1, 8 May 1940. Promoted LAC, 8 June 1940 To No.11 (BR) Squadron, 11 July 1940. Promoted Corporal, 1 August 1941. Promoted Sergeant, 1 June 1942. Remustered for aircrew and posted to No.9 BGS, 3 July 1942; graduated 23 October 1942; posted next day to "Y" Depot; to RAF, 24 November 1942. Commissioned 26 March 1944. Repatriated to Canada 9 February 1945; to Western Air Command, 26 February 1945; to No.5 OTU, 3 April 1945. To Release Centre, 2 September 1945; released 1 October 1945. Living in Chemanius, British Columbia as of 1950. Award presented 11 March 1949.

This Warrant Officer has completed a tour of operations. On two occasions his aircraft has been attacked by enemy fighters. In December 1943, during a sortie against Leipzig, his aircraft was attacked by a Junkers 88 but Warrant Officer Angell's accurate return fire drove the enemy aircraft off with smoke and flames coming from the port engine. Later in the same month, when his aircraft was subjected to three attacks from a Messerschmitt 210, the enemy's attacks were again frustrated largely owing to the skill of this Warrant Officer and his fellow gunner and the excellent evasive direction they gave to their captain. Throughout his tour Warrant Officer Angell has shown coolness, courage and great devotion to duty.

Public Record Office Air 50/194 has the following Combat Reports:

**20/21 December 1943:** Pilot was Warrant Officer Manson; Angell was rear gunner; mid-upper gunner was Sergeant Whitley.

On the night of 20/21 December 1943, Halifax "M" (HR723) of No.77 Squadron was detailed to attack Frankfurt. Whilst at a height of 17,000 feet, position 50.6N 9.00E at 1946 hours, with an I.A.S. of 190 m.p.h., an Me.210 was sighted visually by the Rear Gunner. The enemy aircraft attacked from starboard quarter and Rear and Mid-Upper gunners opened fire at 400 yards, also instructing pilot to do a starboard turn; the enemy aircraft broke away to starboard quarter above. Enemy aircraft attacked again from dead astern and opened fire at 300 yards. The Rear Gunner instructed pilot to corkscrew and both gunners fired. Enemy aircraft broke away to port quarter above. The enemy aircraft attacked a third time from the port quarter and again opened fire at 300 yards range. Rear gunner instructed pilot to do a port turn and both Gunners fired. Enemy aircraft broke away and was not sighted again. Enemy aircraft claimed as damaged. Weather conditions were cloudy below but visibility very good. Fighter flares were numerous. No warning given by Monica.

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ANGELL, Corporal Ronald Ford Chapman (R109773) - **Mention in Despatches** - Station Patricia Bay - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 4 November 1914. Enlisted in Windsor, Ontario, 15 July 1941 and Master Boat Crewman; posted to No.1 Manning Depot on enlistment. To No.4 Wireless School, 23 August 1941; to No.1 BGS, 27 September 1941; to "B", 19 December 1941. To "PRS", 1 February 1942. To Patricia Bay, 1 April 1942. Promoted AC1, 28 May 1942. Promoted LAC, 1 October 1942. Reclassified as Seaman, 1 June 1943. Promoted Corporal, 1 October 1943. To Western Air Command Headquarters, 29 January 1945 (possibly Western Air Command Marine Squadron). Promoted Sergeant, 1 June 1945. Posted at uncertain date to No.3 Repair Depot, Vancouver. Re-engaged for interim force and then permanent force; reverting to Corporal on 1 October 1946 but promoted Sergeant, 1 October 1954. Certificate sent to No.3 Repair Depot, 4 July 1945. Died 25 August 2009 in Vancouver.

In the performance of his duties over a long period of time, Corporal Angell has always displayed outstanding keenness and devotion to duty. On one occasion his prompt and efficient action was undoubtedly an important factor whereby the lives of five out of seven members of the crew of an aircraft, which crashed in the water, were saved. His part in this rescue was most commendable and an indication of the manner in which this non-commissioned officer carries out his duties.

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ANGERS, Sergeant Joseph Arthur Angus Bruneau (R78161) - **Mention in Despatches** - No.419 Squadron - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born 31 December 1919. Home in St.Lambert, Quebec (advertising salesman). Enlisted in Toronto, 11 October 1940. To No.8 EFTS, 24 October 1940 (guard duty); to No.2 ITS, 21 December 1940; graduated and promoted LAC, 4 February 1941; to No.3 WS, 17 February 1941; to No.5 BGS., 6 July 1941; graduated and promoted Sergeant, 4 August 1941; to Embarkation Depot, 5 August 1941; to RAF overseas, 23 August 1941. Reported missing, 17 June or 17 July 1942; subsequently reported safe. Commissioned 26 October 1942 (J15966). Repatriated to Canada, 15 November 1942; to No.32 OTU, 28 December 1942; to No.34 OTU, 31 May 1943; to No.3 ITS, 1 January 1944; to No.10 EFTS, 24 March 1944; to No.9 AOS, 15 May 1944; to Pennfield Reidge, 7 July 1944. To Release Centre, 8 September 1945; released 10 September 1945. Re-engaged for Interim Force, 15 November 1945 to 25 April 1947. No citation to MiD. Story told in G.A. Brown, **Those Who Dared**. Angers was in crew of an aircraft that crashed in Belgium, 17 July 1942. He was injured, first when his parachute snagged a tree, then when he fell out of the tree. He managed to evade capture, obtain medical help, and then got on the escape network through Belgium, France, and Spain, from whence he was repatriated 18 August 1942. However, DHist card says he went missing 17 June 1942, reported "safe" 22 January 1943 and repatriated 15 November 1943. Clipping from Montreal **Star**, February 1946 reports his reaction to news that Mlle Andree DeJohgh of Belgium had been awarded the George Medal.



"No award would have been too great for the magnificent young woman who was known as the Soul of the Belgian Underground. For years she fought against tremendous odds and expected nothing but bullets.

"When I first met her in Paris in 1942 she was only 22 years old. About 5 feet 2 inches, weighing about 105 pounds and very pretty, she was a brunette when her clever disguises did not make her a redhead or a blond.

"Mlle DeJongh was very clever; she always did the unexpected. The Nazis feared her so much they placed a price of 10,000 marks on her head, and sent some of their keenest Gestapo agents in search of her.

"She not only acted as guide for Allied airmen from Paris across the Pyrenees to San Sebastian, but she provided food, clothes, cigarettes and other comforts. She organized false certificates of residence, false identification cards with photos and false passports. When a special seal was needed as a stamp of approval for a phoney document, she found a way to secure one."

Angers...jumped from his burning bomber over Duisburg on June 16, 1942 and made his way into occupied Holland. A Dutch peasant on the outskirts of Eindhoven took him across the border to Turnhout in Belgium where he made contact with the underground....

Two weeks later, Angers was one of a party to leave Paris with Mlle Dejongh on the first leg of their journey to freedom. Following her usual daring routine they travelled in a coach with German officers.

Arriving at St.Jean de Luz, the party spent two days in a flat immediately above where the regional Gestapo agent dwelt ! Thence on to Urrunge, from where they commenced an attempt to cross the Pyrenees. Unfortunately, about this time smuggling had reached such proportions that the Germans had a patrol everywhere in the mountains. The party had reached the first peak (4,000 feet) when they were ambushed by two German soldiers.

"To create the impression they were strong numerically, " said Angers, "the Germans yelled and fired rapidly and haphazardly. Up to this point we had been climbing in Indian file. The shooting startled us and the party was divided.

"I stayed with Dedee [DeJohng] and we returned to our rendezvous at Urrugne. The others drifted back within 24 hours but my navigator was caught. Two days later we made another attempt and were successful."

Upon reaching the village of Oyarzun on the Spanish side of the Pyrenees, the party had to cross the Bidasao River. Swollen by icy-cold mountain streams the

river, though 50 yards wide, was not very deep. The current was so swift that all had to cross "au naturel" holding their clothes aloft.

Angers fell into a pot hole and was nearly drowned. All were utterly exhausted when they reached the other side. The men lay on the bank unable to go further.

The next contact point was San Sebastian, five miles away, and Mlle DeJongh set off to obtain a conveyance. "She returned with an automobile, saw us all in safety, bid us au revoir, and returned along on her 40th trip over the Pyrenees.

"When she had gone we all felt a personal loss," Angers added.

As soon as Belgium was liberated, Angers contacted Major Count Temmerman, Chief of the Belgian underground. From the latter he learned Dedee's name for the first time and secured her address. He also learned that the important figure known only as "The Professor" was Dedee's father, a professor in Brussels University. He had been shot by the Gestapo.

Public Records Office Air 2/5684 has a recommendation which both confirms and contradicts some of the above:

This airman was a member of the crew of an aircraft which crashed over Belgium when returning from a bombing raid on Essen on 17th July 1942.

On baling out his parachute caught in a tree, and in freeing himself he was severely injured in falling to the ground. Despite this mishap, and although in great pain he succeeded in avoiding capture by enemy patrols, by crawling away from the scene of his landing.

Following a period of hiding he managed to obtain aid to his injuries and nothing daunted, set out on his way to France, into which he successfully crossed.

He was finally able to make his way into Spain, whence he was repatriated on 18th August 1942.

Public Record Office WO 208/3310 has his MI.9 debriefing report (left Gibraltar 18 August 1942, arrived Whitchurch 19 August 1942 and interviewed 20 August 1942).

Returning from a raid on Essen on 17 July 1942, one of our engines failed and we lost height very rapidly. We were then picked up by searchlights and the order was given to bale out at 0130 hours. The rest of the crew were P/O J.R. Watson, navigator (MIRANDA), Sergeant Emile Le Blanc, pilot and captain (killed), Sergeant [N.W.] Bradley (POW), Sergeant [E.A.] Winkler (POW).

I baled out at about 0130 hours, and my parachute caught in the top of a tree in a wood near Schooten, a few miles northeast of Antwerp. I freed myself from it,

dropped about 40 or 50 feet to the ground, and was knocked out. I regained consciousness after about half an hour and had crawled about 300 feet westwards when I found a manure heap in which I buried my flying kit, English money and service jacket. I remained in hiding in the wood till daylight, when I approached a farm nearby. I saw a farmer working in an outbuilding and told him who I was in French and English, neither of which he could understand. At last I was able to make him understand by signs, and indicated that I wanted somebody who could speak English. He brought his employer, a Belgian who had served in the East Lancs in the last war. This man brought me brandy, food and clothes, and through the local priest contacted a member of the police, who arrived about 1715 hours and told me to follow him about 500 yards distance. He led me to his house in the village, and later a doctor came and examined me. He told me I had knee and foot injuries, and concussion of the spine and ribs, but none of them were serious. He then took me by car to Deurne, where I met a man who was able to tell me what had happened to the rest of my crew, and took me to a house where I stayed for three days. My friend in Deurne meantime contacted an organization which helped me back to the United Kingdom.

Public Record Office WO 40/258 has a further report on the loss of his aircraft, confirming that he was shot down on 16/17 June 1942 (not July) whilst attacking Essen and giving his crew position as that of rear gunner; crew as stated earlier; Sergeant C.E. Leblanc (pilot, killed), P/O J.R. Watson (navigator, interned in Spain), Sergeant E.A. Winkler (WOP, POW) and Sergeant N.W. Bradley (gunner and bomb aimer):

This crew took off from Mildenhall 2345 hours on 16 June 1942 to attack Essen/ It was their 8<sup>th</sup> operation as a crew, but the pilot's 23<sup>rd</sup> trip.

At 0110 hours whilst the aircraft was crossing the Dutch/German frontier heading for the target, the W/T operator and front gunner both simultaneously noticed that one of the engines was making a peculiar noise and mentioned this to the pilot. The pilot confirmed that the starboard engine was only registering 500 revs and was about to cut out, which it very shortly did. The pilot thought that the trouble was probably due to the plugs having burnt out as similar trouble had been experienced with this engine on a previous occasion.

The bombs were jettisoned unarmed from 18,000 feet and 250 gallons of petrol were released, leaving 200 in the aircraft. Immediately after the petrol was jettisoned the aircraft went into a dive to port and was only righted at 4,000 feet.

The rear gunner [Angers] later heard from the navigator that the aircraft had lost the 14,000 feet in seven minutes.

As the aircraft was levelling out, it was caught and held by some 25-30 searchlights and subjected to considerable flak, which for a time was not very accurate, possibly due to the slow speed of the aircraft.

The rear gunner then jettisoned the majority of the ammunition retaining only 600 rounds per gun. He first attempted to pass the ammunition through the flare chute, but as this was unsuccessful, he disposed of it through the escape hatch.

The rear gunner came forward and plugged in to the inter-com near the astro hatch and was told to bale out.

He did not jump immediately, but waited until the aircraft was clear of the searchlights, and then delayed opening the parachute until fairly near the ground, as he was anxious not to be spotted in the air. He landed at 0130 hours, at Schooten, north of the Albert Canal, 6-7 kilometres north of Deurne, Antwerp.

On landing the parachute got caught in tall tree, leaving the Sergeant/Gunner suspended for a while, but he was eventually able to jerk himself clear. Landing heavily, he lost consciousness for a while and later found that his ribs had been bruised by the "box".

On recovering consciousness, Sergeant Angers buried his parachute harness, Mae West, cigarettes, chocolate and everything he had in his pockets, with the exception of a handkerchief and some rosary beads. He had seen the film, "One of Our Aircraft is Missing" and considers that it was largely on this account that he set about so thoroughly to bury anything that could identify him.

The aircraft had crashed a short distance south-west of Antwerp, and the Sergeant/Gunner does not know if it was destroyed, or if the IFF was detonated.

He believes the pilot had remained at the controls to try and reach the North Sea, where he had hoped to "ditch" the aircraft, and Angers heard later that the pilot was found dead in the aircraft with a fractured skull.

The aircraft was fitted with TR.1335 and he believes and recollects hearing that the navigator had placed the detonators in position, but does not know whether they were exploded. (This has been reported to AIS.3).

There was a mobile flak and searchlight unit near Schooten consisting of 40 searchlights and 25 anti-aircraft guns at least some of which were believed to have been French .75-s.

The website "Lost Bombers" provided the following on his being downed. Wellington X3359, No.419 Squadron (VR-N), target Essen, 16/17 June 1942. X3359 was one of two No.419 Squadron Wellingtons lost on this operation; the other was X3723. Airborne at 2355 hours, 16 June 1942 from Mildenhall. Experienced engine over heating problems and later sustained flak damage. Crashed near Wuustwezel (Antwerp), 16 km NNE of Antwerp. Crew was Sergeant C.E. Leblanc, RCAF (killed), P/O J.H.Watson, RCAF (evader), Sergeant E.A.Winkler, RCAF (POW), Sergeant N.W.Bradley, RCAF (POW), Sergeant J.A.A.A.B.Angers, RCAF (evader).

\* \* \* \* \*

ANGUISH, F/L Jack Mills (J8435) - **Mention in Despatches** - Linton-on-Ouse - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 28 December 1914. Home in Brantford; enlisted Toronto 13 November 1940. To No.1 Manning Depot, 9 December 1940. To Ottawa, 2 January 1941. To No.3 ITS, 23 March 1941; graduated and promoted LAC, 21 April 1941; to that date to No.10 EFTS. Ceased training 26 April 1941 and posted to No.1 Manning Depot; to No.1 AOS, 26 May 1941; graduated 17 August 1941 and posted to No.1 BGS; graduated and promoted Sergeant, 27 September 1941; posted that date to No.2 ANS; commissioned 27 October 1941. To No.31 OTU, 20 November 1941; to RAF overseas, 9 December 1941. Placed on Non-Flying List, 29 September 1943; classified as Flying Control Officer, 1 September 1944. Repatriated 14 May 1945; released 13 July 1945. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol 20607) has list of MiDs this date with unit. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945 when he had served 13 months in Canada, 37 months overseas. Photo PL-7323 shows P/Os J.F. Anderson, J.E. Durocher, J.M. Anguish and J.P. Sullivan at an OTU.

Flight Lieutenant Anguish became a Flying Control Officer after being grounded from aircrew for medical reasons. While not robust physically, this officer has never spared himself and has been outstanding in his devotion to duty. Flight Lieutenant Anguish has done especially good work over the past year in training new control officers and in helping other ranks in Flying Control in their studies to attain higher groupings in their trade. Altogether an outstanding officer and man.

\* \* \* \* \*

ANGUS, F/O Arthur George (J22435) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born in North Bay, Ontario, 3 September 1913; home there. Served with 2nd Algonquin Regiment before enlisting in North Bay, 17 October 1941. To No.1 Manning Depot, 2 March 1942. To No.1 ITS, 18 July 1942; graduated and promoted LAC on 11 September 1942; to No.1 AOS, 12 September 1942; graduated and commissioned, 30 December 1942. To "Y" Depot, 13 January 1943. To RAF overseas, 2 February 1943. Promoted Flying Officer, 30 June 1943. Promoted Flight Lieutenant, 30 December 1944. Repatriated to Canada, 8 August 1945. Released 28 September 1945, returning to North Bay. Award presented 20 August 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 29 September 1944 when he had flown 30 sorties (156 hours 50 minutes), 22 April to 18 September 1944. Photo PL-14290 shows LACs A.G. Angus, H.M. Schade, Goyer, H.J. McNenly and E.H. Buckerfield. Died in Kitchener, Ontario, 8 September 2000.

Flying Officer Angus has successfully completed 30 operational day and night sorties against the enemy. Included in these sorties are many attacks on the enemy's most heavily defended areas.

By his example of steadfastness under all circumstances, he has materially assisted a crew which started operating rather shakily, to become an above average operational combination.

The standard of navigation Flying Officer Angus has set has been such that his track-keeping and timing has enabled his aircraft to escape enemy attention throughout his tour.

I consider the dependability, loyalty and determination of this excellent Navigator fully merits the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows (first sortie on Halifax aircraft; all else on Lancasters):

22 April 1944 - Laon (6.25)  
1 May 1944 - St. Ghislain (4.40)  
10 May 1944 - Ghent (4.30)  
22 May 1944 - Dortmund (4.45)  
24 May 1944 - Aachen (5.15)  
21 June 1944 - St. Martin l'Hortier (4.00, day)  
23 June 1944 - Bientiques (3.50)  
24 June 1944 - Bamieres (3.45)  
27 June 1944 - Foret d'Eawy (4.35)  
12 July 1944 - Thiverny (6.05, day)  
15 July 1944 - Bois de Jardins (4.10)  
18 July 1944 - Caen (5.10, day)  
18 July 1944 - Wesseling (6.00)  
20 July 1944 - Le Hey (3.45, day)  
23 July 1944 - Kiel (5.30)  
24 July 1944 - Stuttgart (8.35)  
28 July 1944 - Hamburg (5.40)  
3 August 1944 - Bois de Cassan (5.00, day)  
4 August 1944 - Bois de Cassan (4.45, day)  
5 August 1944 - St. Leu d'Esserent (4.35, day)  
8 August 1944 - Chantilly (5.10, day)  
9 August 1944 - Acquet (4.45)  
18 August 1944 - Bremen (6.25)  
25 August 1944 - Russelheim (8.20)  
29 August 1944 - Stettin (9.10)  
6 September 1944 - Emden (4.05, day)  
10 September 1944 - Le Havre (4.20, day)  
12 September 1944 - Dortmund (5.25, day)  
17 September 1944 - Boulogne (3.40, day)  
18 September 1944 - Domburg (4.30, day)

\* \* \* \*

ANGUS, F/L Claude Allison (C8852) - **Mention in Despatches** - Overseas Headquarters - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Home in North Saskatoon, Saskatchewan; enlisted in Saskatoon, 15 November 1941 in Administration Branch; as of 13 December 1941 he was a Flying Officer on strength of No.31 Personnel Depot. Promoted Flight Lieutenant, 30 June 1943. To "Y" Depot, 18 October 1943; to RAF with effect of that date. Repatriated 14 May 1945. To No.2 Air Command, 27 May 1945. To Release Centre, 11 July 1945. Released 19 July 1945. No citation. Photo PL-19040 shows F/O Claude Angus of Marshall, Saskatchewan, described as Adjutant of No.421 Squadron, with LAC W.S. Morrison, Flight Sergeant M.G. Hertel, LAC W.T. Barnett, Corporal L.O. Crawford and Corporal K.H. Main.

\* \* \* \* \*

ANGUS, F/O James Russell (J36118) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 27 July 1914 in Vancouver; home there. Lab teacher, formerly in Royal Canadian Artillery; enlisted in Toronto 6 August 1942 and posted that date to No.1 Manning Depot. To No.5 ITS, 27 December 1942; graduated and promoted LAC, 5 March 1943; posted that date to No.10 EFTS. Ceased training, 7 April 1943 and posted to No.5 Manning Depot. To No.1 AOS, 15 May 1943; graduated and commissioned 1 October 1943. To "Y" Depot, 5 October 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943, embarking from Canada 22 October 1943. Disembarked in Britain, 30 October 1943. To No.7 AOS, 1 February 1944. To No.22 OTU, 7 March 1944. Promoted Flying Officer, 1 April 1944. To No.61 Base, 27 May 1944. Attached to No.1666 Conversion Unit, 27 May to 30 June 1944 when posted to No.426 Squadron. Served in that unit to 23 January 1945 (navigator to P/O C.I. McKinstry), although last sortie was 18 November 1944, after which he was attached to No.6 GIS (whatever that is) for an Instructor course. Repatriated to Canada, 6 February 1945. To Western Air Command, 14 February 1945. To No.8 Release Centre, 23 April 1945. Retired 25 April 1945. Medal sent by registered mail 21 December 1950. Taken on strength of No.2442 Aircraft Control and Warning Squadron, Vancouver, 4 September 1951 (58299); returned to Supplementary Reserve, 14 November 1951, "having taken up residence in another area". Died in Vancouver, 10 December 1973, age 58. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2891 (RG.24 Vol.20633) has recommendation dated 20 December 1944 when he had flown 32 sorties (159 hours 35 minutes), 17 July to 18 November 1944.

This officer Navigator has completed 32 sorties against the enemy, many of them against the German cities of Hamburg, Kiel, Duisberg, Cologne and other heavily defended targets. Throughout his tour his coolness and determination has been a constant source of inspiration to all navigators and has been responsible in no small way for the success of his aircraft's missions. His energy has at all times been directed towards improving his own navigational ability to a high degree and has set a splendid example to other navigators. He has always shown a high

degree of courage and his perseverance is worthy of high praise. He is, therefore, strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

**Notes:** Course at No.1 AOS, Malton was 17 May to 1 October 1943 in Ansons - 31.55 as first navigator (day), 28.10 as second navigator (day), 24.20 as first navigator (night), 13.30 as second navigator (night). Air marks in Air Navigation Day (252/350), Air Navigation Night (130/200), Log Keeping (137/200), Reconnaissance (58/100), Photography (76/100), Meteorological Observations (35/50). Ground courses in Elements of Air Navigation (131/200), Air Navigation Theory (145/200), Air Navigation Exercises (147/200), Meteorology (77/100), Signals, Practical (100/100), Aircraft Recognition (50/50), Reconnaissance (46/50), Photography (45/50), Armament (37/50).

Was awaiting cross-country instruction flight in an Anson, 17 August 1943 at No.9 AOS, St. Jean, when Ansons 6514 and 6042 collided on runway; both aircraft seriously damaged by no injuries other than scratches for those aboard. It appears that his machine was visiting from Malton.

Course at No.7 Air Navigation School (AFU) was 2 February to 6 March 1944 on Anson aircraft - 12.15 as first navigator (day), 15.40 as second navigator (day), 12.05 as first navigator (night) and 9.50 as second navigator (night). Air tests in Air Navigation, Day (287/350), Air Navigation, Night (250/350); ground courses in Air Navigation DR (263/350), Air Navigation Plotting (229/300), Signals (130/150). "Good keen navigator, reliable."

Course at No.22 OTU was 7 March to 13 May 1944; flew 36.05 as first navigator by day, 28.15 as first navigator by night, 4.25 as second navigator by night. Did Loops and Astro navigation exercises and eleven target locations (four successful). Assessed as "Capable, conscientious and reliable. Profited from early mistakes and did not repeat them. D.R. was moderate to commence but he improved with experience and his last trips were very satisfactory."

On repatriation he signed form dated 23 January 1945 stating he had flown 32 sorties (159 hours 35 minutes) on operations (last sortie 18 November 1944) plus 178 hours 50 minutes non-operational. Types experience were Anson (49.50 at No.7 Observer AFU), Wellington (68.45 at No.22 OTU), Halifax (26.40 at No.1666 HCU and 159.35 at No.426 Squadron).

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ANGUS, FS John (R153882, later J199935) - **Distinguished Flying Medal** - No.15 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 18 February 1944 and AFRO 644/44 dated 24 March 1944. Born in Aberdeen, Scotland, 6 October 1919. Educated at Bruce School and Danforth School. Home in Toronto where he was a carpenter's helper (1936-1939) and soap oil refiner (1939-1941). Enlisted in Toronto, 6 February 1942 and posted to No.1 Manning Depot. Posted elsewhere, 28 March 1942; to No.4 WS, 18 April 1942; promoted AC1, 11 May 1942; promoted LAC, 11 August 1942. To No.9 BGS, 24 October 1942 (13 hours 30 minutes, fired 2,500 rounds); graduated and promoted Sergeant, 22 January 1943. To Embarkation Depot, 8 March 1943. Disembarked in United Kingdom, 17 March 1943. To No.12



OTU, Chipping Warden, 30 March 1943 (Wellingtons, 65 hours 35 minutes, fired 2,500 rounds, six exercises). To No.1651 Conversion Unit, Waterbeach, 8 June 1943 (Stirlings, 14 hours 50 minutes, no gunnery). Attached to No.1483 Gunnery Flight, Marham, 22-26 June 1943 (Wellingtons, five hours 50 minutes). To No.15 Squadron, 10 July 1943 (Stirlings and Lancasters, 218 hours 45 minutes). Promoted Flight Sergeant, 22 July 1943. Commissioned 27 November 1943 (J19935). To Station Feltwell, 9 March 1944. Promoted Flying Officer, 29 April 1944. To No.82 OTU, 16 May 1944 as instructor. Award presented 5 July 1944. Repatriated 27 November 1944. To No.1 Training Command Headquarters, 10 January 1945. To No.1 BGS, Jarvis, 22 January 1945. To No.4 Release Centre, Toronto, 18 February 1945. Released 16 June 1945. Died in Scarborough, Ontario, May 1992 as per **Legion Magazine** of September 1992.

One night in January 1944 this airman was the rear gunner of an aircraft detailed to attack Brunswick. Whilst on the bombing run the aircraft was attacked by a fighter. Some damage was sustained but Flight Sergeant Angus drove off the attacker with accurate bursts of fire. Some fifteen minutes later another fighter attacked. Flight Sergeant Angus engaged the attacker from close range, however, and his telling bursts of fire caused the enemy fighter to burst into flames and fall to the ground where it exploded. This gunners skill and coolness contributed materially to the safe return of the aircraft. He has completed many sorties against well defended targets and his keenness and confidence have set a good example.

Ian Tavender, **The Distinguished Flying Medal Register: Second World War** (London, Savannah, 2000) has recommendation drafted 24 January 1944 when he had flown 22 sorties (120 hours 55 minutes operational time) as found in Public Record Office, Air 2/9218.

Flight Sergeant Angus has completed 22 operational sorties against enemy targets as rear gunner, including such towns as Hamburg, Turin, Berlin (3), Mannheim (3), and Hanover (2). On the night of 14<sup>th</sup> January 1944, whilst on the bombing run over Brunswick, his aircraft was attacked from the port quarterly an Me.110 which damaged our bomber. Flight Sergeant Angus fired 200 rounds and observed strikes on the enemy which broke off the attack and was lost to view. Shortly after leaving the target, his aircraft was attacked by a Ju.88 which fired rockets and its main armament without, however, damaging our aircraft. Flight Sergeant Angus returned the fire and the enemy aircraft broke off the engagement and was lost from view. A third engagement followed 15 minutes later on the homeward journey. His aircraft was attacked from astern by a Ju.88 which fired two rockets from a range of 400 yards and then closed in to attack with its other armament. When the range was 300 yards, Flight Sergeant Angus opened fire and continued firing until the enemy was only 100 yards away. At this moment the enemy fighter burst into flames and went into a steep dive. It was seen by several members of the crew to continue its dive until it hit the ground where it exploded. During these three attacks, Flight Sergeant Angus remained perfectly calm and his instructions to the captain enabled successful defensive manoeuvres to be carried out. Flight Sergeant Angus is an exceptionally keen rear gunner who

has earned the full confidence of his captain and crew. He is strongly recommended for the award of the Distinguished Flying Medal.

The combat report in Public Record Office Air 50/182 reveals that his DFM action was in Lancaster W4355, "A" of No.15 Squadron, pilot F/L D.A. Boards as pilot and one Sergeant Cotterell as mid-upper gunner:

**1920 Hours** - 19,500 feet, course 140 degrees magnetic, speed 180 mph, over target (Brunswick). Angus fired 200 rounds; Cotterell fired 40 rounds. Narrative as follows:

While on bombing run over the target, rear gunner sighted twin engined enemy aircraft, Me.110 about 200 yards, port quarter down. Enemy aircraft climbed up and opened fire. Rear gunner gave evasive action corkscrew port to Skipper and opened fire on enemy aircraft which broke away to port quarter up, then it slid towards our aircraft to about 300 yards. Both mid-upper and rear gunner opened fire together while the pilot continued to do evasive action. Hits were observed on enemy aircraft in wings and fuselage. Enemy aircraft then broke away and was lost. Damage to our aircraft was one bullet hole in port inner engine, and one in main plane above port inner engine. **Claim Damaged**

**1930 Hours** - 18,000 feet, 10/10 cloud at 5,000 feet, course 298 degrees magnetic; speed 180 mph. Location was 52 degrees nine minutes North. Narrative as follows:

As our aircraft was leaving target the rear gunner reported two rockets coming towards him, dead astern, 400 yards. He then recognized it as Ju.88. After giving evasive action corkscrew to port, he then opened fire on enemy aircraft, which returned fire on our aircraft. Enemy aircraft then broke away and was lost. No damage to our aircraft. No damaged claimed on enemy aircraft. .

**1933 hours** - 18,000 feet, 10.10 cloud at 5,000 feet; course 298 magnetic; speed 180 mph; location 52 degrees 10 minutes north, 09 degrees 30 minutes east. Fired 400 rounds (mid-upper gunner did not fire). Narrative as follows:

Just after leaving target rear gunner reported two rockets coming towards him from dead astern down; next he saw twin-engine enemy aircraft about 400 yards away; he recognised it as a Ju.88. He gave evasive action corkscrew port and opened fire at enemy aircraft about 300 yards. Enemy aircraft broke away about 100 yards, starboard down. Rear gunner continued firing all the time, following enemy aircraft down. Enemy aircraft burst into flames in both engines and continued going down. It exploded on hitting the ground; the crew observed it hitting the ground and exploding. No hits on our aircraft. **Enemy aircraft claimed destroyed by crew.**

**Notes:** Initially enlisted 31 October 1939 (R53017) but discharged 31 May 1940 as medically unfit (record of tuberculosis).

Course at No.9 BGS was 26 October 1942 to 22 January 1943. Flew 13 hours 25 minutes in Battle aircraft. Used Vickers Gas Operated gun in air; on ground used VGO and Browning guns; Bristol turret in air, Bristol, Fraser-Nash and Boulton-Paul turrets on ground. At Stage I training graded in Armament, oral (70/100), Armament, written (228/300), Anti-Gas (62/100), Aircraft Recognition (63/100), Mathematics (33/50), Navigation (93/100), Law, Administration and Hygiene (77/100), and Signals (97/100). Phase II training he exposed two rolls of film, spent nine hours ten minutes on Turret Manipulation, fired 350 rounds on 25-yard range, 600 rounds on 200-yard range, 800 rounds air-to-ground, 2,200 rounds air-to-air (2.9 percent hits in the air). Written work graded 126/150, Practical and Oral 72/100, Aircraft Recognition 68/100, Drill 50/100, Signals 97/100. Graduated 13<sup>th</sup> in a class of 71

Report from No.1483 Gunnery Flight dated 23 June 1943 stated he has been trained as a rear gunner. Assessed under the following headings: Shooting (Range good, deflection good, steady aim, quite good breakaway); Guns and Turrets (no instruction and not tested); Aircraft Recognition (quite good).

Assessment dated 12 November 1944 from No.82 OTU, stated he had flown four hours in previous six months; "A reliable officer and a good instructor." (W/C R.M. Cox). "An average officer who is keen. He is also a good instructor." (G/C H.I. Dabinett).

On repatriation form dated 15 November 1944 he stated he had flown 23 sorties (122 hours five minutes) plus 86 hours five minutes on training overseas. Last sortie was 19 January 1944. Application for Operational Wing dated 16 March 1944 gave 22 sorties (121 hours), 9 July 1943 to 8 March 1944.

\* \* \* \* \*

ANGUS, P/O Thomas Anderson (J16350) - **Distinguished Flying Cross** - No.115 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 19 October 1943 and AFRO 2457/43 dated 26 November 1943. Born in Toronto, 19 September 1915; home there (fitter and formerly in Royal Canadian Artillery); enlisted there 3 July 1941. Granted Leave Without Pay until 27 August 1941 when posted to No.1 Manning Depot. To No.1 ITS, 13 September 1941; graduated and promoted LAC, 8 November 1941; posted that date to No.4 AOS; graduated 14 February 1942 and posted to No.6 BGS; graduated and promoted Sergeant, 28 March 1942; posted that date to No.2 ANS; graduated 27 April 1942. To "Y" Depot, 28 April 1942. To No.31 OTU, 12 May 1942. To RAF overseas, 15 June 1942. Commissioned 26 November 1942. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood for "Tiger Force", 31 July 1945. Released 9 September 1945. Award presented 9 April 1948. Photos PL-24057 and PL-25224 are portraits. Postwar he obtained a Ph.D and lived in Sault Ste. Marie. Died in London, Ontario, 16 June 2005. See below for more biographical details.

Pilot Officer Angus has played a most important part as bomb aimer in a very successful crew. He has always shown the utmost coolness in directing his

aircraft to [through ?] concentrations of anti-aircraft fire and in bombing the objective accurately in the face of opposition. This officer is an exceptionally intelligent and able bomb aimer who has set a fine example in operations over many highly fortified targets.

ANGUS, F/L Thomas Anderson, DFC (J16350) - **Bar to Distinguished Flying Cross** - No.149 Squadron - Award effective 18 October 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946.

Since the award of the Distinguished Flying Cross Flight Lieutenant Angus has completed a second tour of operational duties during which he has participated in attacks against such heavily defended targets as Duisburg, Dortmund, Essen and Nuremburg. As bombing leader his cheerful courage, determination and efficiency both in the air and on the ground have set a magnificent example to all.

NOTE: Public Records Office Air 2/9112 has recommendation dated 12 May 1945 when he had flown 52 sorties (256 hours 18 minutes); since his previous award he had flown 22 sorties (114 hours 59 minutes); sortie list appears to cover only this latter part of his career:

class=WordSection9>

11 November 1944 - Castrop (4.35)  
15 November 1944 - Dortmund (4.30)  
16 November 1944 - Heinsberg (4.30)  
20 November 1944 - Hamburg (4.20)  
11 December 1944 - Ostergeldt (4.00)  
24 December 1944 - Bonn (5.00)  
26 December 1944 - Cologne (4.25)  
31 December 1944 - Vohwinkel (4.40)  
2 January 1945 - Nuremburg (7.15)  
5 January 1945 - Ludwigshaven (5.20)  
6 January 1945 - Nuess (4.45)  
11 January 1945 - Krefeld (4.50)  
22 January 1945 - Hamborn (4.55)  
28 January 1945 - Cologne (5.00)  
1 February 1945 - Munchen-Gladbach (5.00)  
2 February 1945 - Weisbaden (6.10)  
19 February 1945 - Wesel (5.25)  
20 February 1945 - Dortmund (5.50)  
25 February 1945 - Kamen (5.30)  
2 March 1945 - Cologne (5.35)  
11 March 1945 - Essen (6.05)  
29 March 1945 - Hallendorf (7.10)

class=WordSection10>

This officer, Air Bomber, has completed 52 sorties with Bomber Command, 30 of which were during his first tour, for which he received the Distinguished Flying Cross. Since then he has completed a second tour of 22 sorties. At all times, during this second tour, he has shown determination and enthusiasm for operations even against the most hazardous of targets, such as Duisburg, Ostrefeld, Dortmund, Essen and Nuremburg.

During his second tour as Bombing Leader, his example and efficiency both in the air and on the ground has been an inspiration to his air bombers. His continual cheerfulness and eagerness to take part in all difficult operations has greatly raised the morale of this squadron and singled him out above his fellow aircrew as an outstanding individual.

I have therefore no hesitation in strongly recommending this officer for the Bar to the Distinguished Flying Cross.

The following is excerpted from an article by George W. Green (Sault Ste. Marie) and found at <http://www.esc-sec.ca/obits/angus.html>:

*Tom Angus was a remarkable man - a World War II veteran, a world renowned insect pathologist, a respected research manager, a long-standing and revered municipal politician, a very accomplished orator, a knowledgeable historian, an extremely community-minded individual, a devoted husband, father and grandfather, a gentleman, a statesman, a respected colleague and a true and wonderful friend. He will long be remembered by those fortunate enough to be associated with him in any capacity.*

*Tom was born in Toronto in 1915 where he received his High School education. In 1939, he was working in a men's haberdashery in Toronto and, if World War II had not broken out, he might have continued a career along that or similar lines much to the detriment of science and, in particular, insect pathology. However, he enlisted in the Royal Canadian Air Force and was stationed in England where he served with distinction as a bombardier/ navigator and was awarded a Distinguished Flying Cross and Bar. Following the war, Tom took advantage of the educational opportunities afforded veterans and enrolled at the Ontario Agricultural College in Guelph where he earned a BSc in Biology. He later received an MSc from the University of Toronto and his PhD in Microbiology from McGill University. During his university years, Tom worked as a student assistant at the Forest Insect Laboratory in Sault Ste. Marie and, after graduation, was appointed as a research officer at the Insect Pathology Laboratory which was established in Sault Ste. Marie in 1950 and in 1959 was renamed the Insect Pathology Research Institute ( IPRI). It was here that Tom's distinguished research career in insect pathology was carried out and where, with colleagues like Arthur Heimpel and others, he conducted pioneering research which defined the mode of action of *Bacillus thuringiensis* (B.t.) on lepidopterous insects, thus enabling its subsequent commercial development as an important biological control agent for a wide range of insect pests. Over his career, Tom was*

the author or co-author of over forty refereed research papers and book chapters, mostly on B.t. and other crystalliferous bacteria. Because of his profound knowledge of this particular area and his knowledge of insect pathology in general, he was constantly called upon to address scientific gatherings worldwide where insertion of his renowned sense of humour into what might otherwise be an somewhat cut and dried presentation was sure to keep the audience awake! During his active research career at IPRI Tom's wide knowledge of insect pathology was often called upon by IPRI management for advice and guidance in expanding the Institute's program along new lines and in the recruitment of appropriate staff to fulfill these needs. As a senior researcher, his door was always open for advice and guidance of both his peers and junior colleagues and his scientific integrity and exceptional command of the English language resulted in continual requests for him to edit his colleagues' research papers. In addition to his career within IPRI, Tom played a key role in the development of the Society for Insect Pathology, first as a Founding Member in 1967 and later serving terms as the Society's Vice-President and President.

In 1970, Tom turned his many talents more to research management and administration and was named Associate Director of IPRI assisting Dr. J.M. Cameron who had been the Institute's Director since its inception. When Dr. Cameron died in 1975, Tom became Acting Director of IPRI, a position he held until the Forest Pest Management Institute (FPMI) was formed in 1977 through amalgamation of IPRI and the Chemical Control Research Institute. From 1977 until his retirement in 1980, Tom served as Deputy Director and Program Manager of Control Products Research and Development at FPMI where his scientific acumen and his people management skills contributed significantly to the somewhat difficult amalgamation of these two previously independent National Institutes. Throughout his research and management career Tom always found time for fitness and exercise, He was a long time member of the Sault YMCA's noon volleyball league and swam at least three times a week, the latter, an activity he maintained in London until shortly before his death.

Tom's service to Sault Ste. Marie, a community that he loved, was second to none. He entered municipal politics in 1960, serving the city first as councilor for Ward 1 and later (when the ward boundaries were changed) for Ward 2, for 31 consecutive years, becoming the city's longest continually-serving municipal politician. His concern for all things in Sault Ste. Marie transcended the wards in which he was elected and won him respect across the entire city. He brought to the council chambers a sound knowledge of accepted political procedures, an excellent working knowledge of the history and the real needs of the city itself, and an innate ability to lead discussion on contentious issues within council to conclusions that were acceptable to most and of optimal benefit to Sault Ste. Marie. Because of these qualities, he was often called upon to serve as the city's Deputy Mayor. In addition to his service on city council, Tom served for several terms as chair of the Algoma Health Unit, as a board member of Sault College

and as a board member of Algoma University College, the latter through some of the now successful institution's most trying times.

\* \* \* \* \*

ANGUS, F/O William John Anderson (J87104) - **Mention in Despatches** - No.190 Squadron (AFRO says only "Overseas"; unit given by his daughter, Wendy Carnegie, in letter dated 5 April 2002) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 7 June 1917. Home in Toronto; enlisted there 16 September 1941. Granted Leave Without Pay until 5 October 1941 when posted to No.5A Manning Depot. To No.4 WS, 12 April 1942 (not clear why the delay); promoted LAC, 11 May 1942; to No.9 BGS, 9 January 1943; graduated and promoted Sergeant, 2 April 1943. To No.34 OTU, 16 April 1943. To "Y" Depot, 3 June 1943. To RAF overseas, 22 June 1943. Commissioned 21 May 1944. Repatriated 1 June 1945; released 18 September 1945.

\* \* \* \* \*

ANNABLE, FS (now P/O) Harold Cecil (R214012/J89416) - **Distinguished Flying Medal**- No.419 Squadron - Award effective 15 December 1944 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born in Hamilton, Ontario, 5 January 1917; home in Lindsay, Ontario (foundry worker); enlisted Toronto 18 December 1942 and posted to No.1 Manning Depot. To No.4 Manning Depot, 11 February 1943. To No.1 Advanced Ground Gunnery Training School, 28 February 1943; to No.3 9GS, 1 May 1943; to No.1 Manning Depot, 7 May 1943; to No.2 Advanced Ground Gunnery Training School, 11 June 1943; promoted AC1, 7 August 1943; and posted that date to No.3 BGS; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943; taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Commissioned 5 August 1944. Repatriated 5 January 1945; to No.1 Air Command, 26 January 1945; to Mountain View, 26 March 1945; to Release Centre, 9 May 1945; released 11 May 1945. Award presented 18 October 1947. Died 5 June 1983 in Beamsville, Lincoln County, Ontario. DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 8 October 1944 when he had flown 33 sorties (158 hours), 22 May to 25 September 1944. Recommendation has more details; raiding Aachen (24 May) aircraft attacked at intervals by three enemy fighters; his oxygen failed but he stayed at post until overcome by lack of oxygen. Attacking Bourg-Leopold (27 May) aircraft attacked three times by fighters but all were evaded before they could open fire. Photo PL-34876 is a portrait.

As mid-upper gunner this airman has participated in a large number of sorties, including attacks on such targets as Dortmund, Brunswick, Bolmen and Kiel. He has at all times displayed the greatest determination and devotion to duty. On many occasions his aircraft has been attacked by enemy fighters. His timely combat manoeuvres and good shooting on these occasions have played a good part in the safe return of the aircraft.

The original recommendation is also reproduced by Ian Tavender, **The Distinguished Flying Medal Register: Second World War** (London, Savannah, 2000), as found in Public Record Office, Air 2/9646.

Flight Sergeant Annable has taken part in 33 day and night operations against the enemy and has been on several attacks on such heavily defended targets as Dortmund, Brunswick, Bremen and Kiel. On one occasion when attacking Aachen, his aircraft was attacked at intervals by three enemy fighters. During one of the attacks, the oxygen supply to the rear turret failed and Flight Sergeant Annable stuck to his post until he was overcome through lack of oxygen. On another occasion when attacking Bourg Leopold, his aircraft was again attacked three times by enemy fighters but these were again successfully evaded before the enemy could open fire. The cool and efficient watch Flight Sergeant Annable has at all times maintained and the timely combat manoeuvres given to his pilot have, in a large measure, been responsible for the safe return of his aircraft without sustaining damage. Flight Sergeant Annable has at all times displayed great keenness to attack the enemy and his coolness, high courage and the exceptional example he has set in my opinion fully merits the non-immediate award of the Distinguished Flying Medal.

The sortie list itself (all on Lancasters) was as follows:

22 May 1944 - Dortmund (5.05)  
24 May 1944 - Aachen (5.25)  
27 May 1944 - Bourg Leopold (4.40)  
31 May 1944 - Mount Couple (3.35)  
4 June 1944 - Calais (3.30)  
5 June 1944 - Longue (3.00)  
15 June 1944 - Boulogne (4.20, day)  
16 June 1944 - Sterkrade (5.10)  
21 June 1944 - St. Martin l'Hortier (5.20, day)  
23 June 1944 - Bientiques (3.55)  
24 June 1944 - Bamiers (4.05)  
27 June 1944 - Foret d'Eawy (4.35)  
6 July 1944 - Siracourt (4.20, day)  
12 July 1944 - Thiverny (4.45, day)  
15 July 1944 - Bois de Jardin (4.30)  
18 July 1944 - Caen (4.35, day)  
20 July 1944 - Le Hay (4.00, day)  
1 August 1944 - Acquet (4.30, day)  
3 August 1944 - Bois de Casson (5.05)  
4 August 1944 - Bois de Casson (4.55, day)  
5 August 1944 - St. Leu d'Esserent (4.35, day)  
8 August 1944 - Foret de Chantilly (5.25, day)  
9 August 1944 - Acquet (4.10)  
12 August 1944 - Brunswick (6.20)  
14 August 1944 - Pontigny (4.30, day)  
15 August 1944 - Soesterburg (4.10, day)  
18 August 1944 - Bremen (5.00)



6 September 1944 - Emden (3.45, day)  
10 September 1944 - Le Havre (5.00, day)  
12 September 1944 - Dortmund (4.45, day)  
14 September 1944 - Wilhelmshaven (3.05, day, recalled)  
15 September 1944 - Kiel (5.35)  
18 September 1944 - Domburg (5.00)  
25 September 1944 - Calais (5.10, day)

RCAF Press Release No. 8096 dated 5 January, 1945 from S/L Vic. Baker reads:

WITH RCAF IN BRITAIN: - The most hectic moment in the life of P/O Harold C. Annable, DFM, of Lindsay, Ontario (17 St. Paul Street) came one night over Aachen.

The young mid-upper gunner's keen night-vision and evasive action instructions to the pilot saved the lives of the seven-man crew in the Canadian-built Lancaster of the RCAF Bomber Group's Moose Squadron. The rear-gunner in the aircraft fell unconscious when his oxygen equipment became unserviceable at 22,000 feet. The wireless operator assisted the gunner back to the rest position in the bomber leaving Annable to do the work of two gunners in protecting the bomber against fighter attacks.

During three separate attacks by night-fighters, Annable kept up a running commentary on the movements of the Jerry planes and gave the pilot instructions which brought them home safely with little damage. Before enlisting, he worked in the foundry at the Dominion Arsenal in Lindsay. On discharge, he hopes to setup his own hotel business somewhere in Northern Ontario.

\* \* \* \* \*

ANNAN, F/L Douglas Bruce (J4554) - **Commended for Valuable Services** - No.13 EFTS - Award effective 28 May 1943 as per **London Gazette** of that date, **Canada Gazette** dated 2 June 1943, and AFRO 1459/43 dated 30 July 1943. Born 5 May 1917 at Hamilton, Ontario (birth date in published memoirs and obituary notice). Home in Hamilton, Ontario. Attended Queen's University before the war where he was a prominent athlete. Enlisted in Montreal, 14 September 1940. To No.1 Training Command, 7 October 1940. To No.1 ITS about the same time; graduated and promoted LAC, 11 November 1940; to No.1 EFTS, 16 November 1940; graduated 4 January 1941 when posted to No.2 SFTS; graduated and commissioned 17 March 1941 although posting to Trenton dated 16 March 1941. To No.2 SFTS, 30 May 1941. Promoted Flying Officer, 15 December 1941. To Mountain View, 8 March 1942. To No.2 SFTS, 4 May 1942. To No.13 EFTS, 12 December 1942. Promoted Squadron Leader, 1 May 1943. To No.3 Training Command, 23 September 1943. To No.13 SFTS, 29 January 1944. To No.36 OTU, 13 February 1944. To "Y" Depot, 22 April 1944. Taken on strength of No.3 PRC, 29 April 1944. Repatriated 5 August 1945. Retired 2 October 1945. Associated with post-war RCAF Auxiliary (No.424 Squadron and No.16 Wing) from 17 June 1946 onwards (120058). Honourary Aide-de-Camp to Governor General Vincent Massey, 1950-55. Promoted Group Captain, 1 October 1950

when with Headquarters, Hamilton Wing. Awarded Queen's Coronation Medal, 13 October 1953 while a Group Captain, ADC and OC No.16 (Auxiliary) Wing. Joined de Havilland of Canada, April 1959. Died in Oakville, Ontario, 22 July 1990. Photo PL-40809 shows him tracking course with his navigator, F/O Alvin MacIntosh; PL-40799 is a more passive shot of both men; PL-41142 shows W/C Jack Wickett, S/L Annan, S/L Pete Leggat; PL-44232 shows him alone. Governor General's Records (RG.7 Group 26, Volume 57, File 190-I) has citation.

This officer, as Chief Flying Instructor at this school, has fulfilled all his duties in a very satisfactory manner. He can be relied upon to carry through to completion the most difficult tasks. Flight Lieutenant Annan possesses organizing and administrative ability and has, at all times, been an outstanding flying instructor. He has completed 1,400 flying hours, 1,209 of which have been instructional.

ANNAN, S/L Douglas Bruce (J4554) - **Commended for Valuable Services** - No.13 EFTS (now No.3 Training Command) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944.

This officer has completed 1,200 hours of flying of which 870 have been instructional. Employed as Chief Flying Instructor at this school, his ability to organize and lead and his outstanding devotion to duty have been extremely valuable to flying training. His unflinching zeal and efficiency have been an inspiration to all with whom he has come in contact.

ANNAN, W/C Douglas Bruce (J4554) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 3 September 1945 as per **London Gazette**, 14 September 1945 and AFRO 1672/45 dated 2 November 1945.

Wing Commander Annan has completed a successful tour of operations during which he has made many telling attacks on the enemy. He has damaged one enemy aircraft, over fifty motor transport vehicles and eight trains. While in command of his squadron Wing Commander Annan has displayed outstanding eagerness to take part in operations. His untiring efforts have done much to maintain the high level of efficiency prevalent in the squadron.

ANNAN, S/L (now W/C) Douglas Bruce, DFC (J4554) - **Air Force Cross** - No.13 EFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Had been commended 1 June 1943 (which see for biographical details). This may be the citation for his Commendation of 1 January 1944.

This officer has completed 1,200 hours of flying of which 870 have been instructional. Employed as Chief Flying Instructor at this School, his ability to organize and lead and his outstanding devotion to duty have been extremely valuable to flying training. His unflinching zeal and efficiency have been an inspiration to all with whom he has come in contact.

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ANNAND, P/O Favell Clinton (J16435) - **Distinguished Flying Cross** - No.51 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 13 July 1943 and AFRO 1724/43 dated 27 August 1943. Born 4 May 1919 in Milford, New Brunswick, 1919; enlisted in Halifax, 4 June 1940. To No.1 ITS, 24 June 1940; promoted LAC, 19 July 1940 and posted that date to No.1 WS; to No.4 BGS, 22 December 1940; graduated and promoted Sergeant, 20 January 1941; to Embarkation Depot, 30 January 1941; to RAF overseas, 2 March 1941. Promoted Flight Sergeant, 1 December 1941; promoted WO2, 1 November 1942. Commissioned 25 November 1942. Repatriated to Canada, 14 January 1944. Posted to No.5 ITS, date uncertain; to No.20 EFTS, 19 May 1944; to No.4 AOS, 27 July 1944. Posted to No.1 Flying Instructor School, 5 December 1944; to No.1 Central Flying School, 31 January 1945; to No.1 Wireless School, 14 February 1945; to No.14 SFTS, 6 April 1945; to Moncton, 24 April 1945; to Eastern Air Command, 1 May 1945; to Release Centre, 9 October 1945; retired 14 October 1945. Award presented 5 September 1945. Died at Gays River (Halifax County), Nova Scotia, 1997. Photo PL-4349 shows Sergeant A.E. Shaw, Sergeant H.C. Tice, Sergeant T.R. Chattale and Sergeant Annand; PL-10856 shows him alone during Coastal Command tour; PL-23654 shows him on return to Canada.

Since Pilot Officer Annand was posted to this unit he has completed numerous anti-submarine patrols and bombing raids. He is a wireless operator of outstanding ability and exceptional keenness. Throughout a long and arduous tour of operations his fine fighting spirit has never wavered and in addition to his work in the air he has given much assistance in training aircrews. Pilot Officer Annand has participated in attacks on Emden, Berlin, Kiel and Frankfurt and many other heavily defended targets.

NOTE: Public Record Office Air 2/8964 has recommendation drafted 23 May 1943 when he had flown 21 sorties in Bomber Command (137 hours 51 minutes) and 17 sorties in Coastal Command (135 hours six minutes). Sortie list and submission as follows:

23 October 1941	Kiel (7.21)
21 January 1942	Emden (6.12)
26 January 1942	Emden (6.17)
11 February 1942	Le Havre (6.05)
1 April 1942	Paris (6.30)
16 April 1942	Lorient (7.40)
23 April 1942	Rostock (8.30)
25 April 1942	Rostock (8.50)
4 June 1942	Anti-submarine patrol (9.04)
6 June 1942	Anti-submarine patrol (9.54)
18 June 1942	Anti-submarine patrol (5.32)
20 June 1942	Anti-submarine patrol (5.16)
14 July 1942	Anti-submarine patrol (8.15)
20 July 1942	Anti-submarine patrol (6.08)
22 July 1942	Anti-submarine patrol (9.11)
26 July 1942	Anti-submarine patrol (8.46)

30 July 1942	Anti-submarine patrol (9.13)
5 August 1942	Anti-submarine patrol (8.38)
12 August 1942	Anti-submarine patrol (6.13)
21 August 1942	Anti-submarine patrol (8.10)
4 September 1942	Anti-submarine patrol (8.47)
12 September 1942	Anti-submarine patrol (9.08)
14 September 1942	Anti-submarine patrol (8.47)
24 September 1942	Anti-submarine patrol (8.54)
12 October 1942	Anti-submarine patrol (5.10)
15 January 1943	Lorient (3.05; mission abandoned, engine failure)
23 January 1943	Lorient (6.00)
26 February 1943	Cologne (4.55)
28 February 1943	St. Nazaire (6.20)
1 March 1943	Berlin (7.50)
8 March 1943	Nuremburg (8.15)
11 March 1943	Stuttgart (4.35)
22 March 1943	St. Nazaire (5.30)
27 March 1943	Berlin (7.10)
10 April 1943	Frankfurt (6.52)
16 April 1943	Pilsen (9.11)
15 May 1943	Duisburg (6.10)
23 May 1943	Dortmund (4.33)

Pilot Officer Annand was posted to this unit with effect 7 December 1941 and completed eight Bomber Command sorties in Whitley aircraft, before the transfer of this unit to Coastal Command. During the summer of 1942 he took part in 17 daylight anti-submarine patrols in the Bay of Biscay totalling 135.6 hours, and since the return of this unit to Bomber Command he has completed an additional 21 Bomber Command sorties in Halifax aircraft, making a grand total of 38 sorties of 272.57 hours.

He is a wireless operator of outstanding ability and exceptional keenness. Throughout a long and arduous tour of operations his offensive spirit has never wavered. In addition to his work in the air, he has given great assistance in the training of less experienced wireless operators in the squadron.

He has set a fine example of courage and devotion to duty and is strongly recommended for the award of the Distinguished Flying Cross.

\* \* \* \* \*

ANNESLEY, WO (now P/O) George William (R150830/J88535) - **Distinguished Flying Cross** - No.626 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 1 February 1916 in Biggar, Saskatchewan; home in Edmonton. School teacher; enlisted Edmonton 13 February 1942 and

granted Leave Without Pay until 12 March 1942 when posted to No.3 Manning Depot. To No.4 ITS, 26 June 1942; graduated and promoted LAC, 14 August 1942; to No.5 BGS, 29 August 1942; graduated 4 December 1942 and posted next day to No.7 AOS; graduated and promoted Sergeant, 22 January 1943. To "Y" Depot, 5 February 1943; to RAF overseas, 8 March 1943. Commissioned 22 June 1944. Repatriated 8 February 1945. Released 21 March 1945. Award presented 26 February 1949. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office document Air 2/8827 has recommendation dated 9 July 1944 when he had flown 29 sorties (175 hours 40 minutes). The sortie list is badly damaged and many dates cannot be deciphered.

class=WordSection11>

23 November 1943 - Berlin

25 November 1943 - Berlin

2 December 1943 - Hanover (last resort)

20 December 1943 - Mannheim

23 December 1943 - Berlin

29 December 1943 - Berlin

? January 1944 - Berlin

5 January 1944 - Stettin

14 January 1944 - Brunswick

? February 1944 - Berlin

19 February 1944 - Leipzig

20 February 1944 - Stuttgart

24 February 1944 - Schweinfurt

26 February 1944 - Augsburg

24 March 1944 - Berlin

30 March 1944 - Nuremburg

11 April 1944 - Aachen

20 April 1944 - Cologne

22 April 1944 - Dusseldorf

24 April 1944 - Karlsruhe

26 April 1944 - Essen

? May 44 - Bruz

? May 44 - Merville

? May 44 - Hasselt

? May 44 - Orleans

21 May 44 - Duisburg

22 May 44 - Dortmund

? May 44 - Aachen

? May 44 - Tergnier

Warrant Officer Annesley, a Canadian, as Air Bomber, has carried out 29 operational sorties against the enemy. Many of these have been on such important

and heavily defended targets as Frankfurt, Stuttgart, Schweinfurt and Berlin, the latter being the objective on six occasions.

The successful operational career of his crew was to a very great extent the result of the cool and calculating courage of Warrant Officer Annesley in pressing home each attack in the face of the strongest opposition the enemy could muster. His skill as a Bomb Aimer is abundantly evident in the high standard of photographic results he obtained.

I strongly recommend that for his sustained fortitude and wholehearted devotion to duty, Warrant Officer Annesley be awarded the Distinguished Flying Cross.

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ANNIS, W/C Clare Levi (C196) - **Officer, Order of the British Empire** - Eastern Air Command - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Highland Creek, Ontario, 22 January 1912 (see **Who's Who in Canada** 1966). Senior Matriculation in Ontario and six years at University of Toronto (Science, Mechanical). Summer jobs included salesman and inspection of refrigeration equipment. Appointed Pilot Officer on Probation, 9 June 1936, in Toronto. To Camp Borden, 6 July 1936. Qualified for pilots wings, 4 May 1937. Posted Camp Borden to Trenton, 1 June 1937. Promoted Flying Officer, 9 June 1937. To Ottawa, 16 June 1937. Attended Air Armament School, 24 July to 31 October 1937 at Trenton. Posted to Trenton, 2 July 1938. To No.3 (B) Squadron, Calgary (pilot and squadron armament officer), 1 April 1939. Unit redesignated No.10 (BR) Squadron, 14 September 1939. To Eastern Air Command Headquarters, 14 September 1940. Promoted Squadron Leader, 1 November 1940. To No.10 (BR) Squadron, 16 February 1942, to command. Promoted Wing Commander, 1 April 1942. To AFHQ, 31 July 1942 (Director, Anti-Submarine Warfare). To Station Dartmouth, 14 April 1943. To Gander, 8 May 1943, commanding as of 6 August 1943; promoted Group Captain that date. Widely credited with Eastern Air Command's first attack on a U-Boat (25 October 1941), there is some doubt as to whether a U-Boat was in the area at the time). Embarked from Canada, 4 April 1944. Disembarked Prestwick, 5 April 1944. To RCAF Overseas Headquarters, 6 April 1944. To Headquarters, No.6 Group, same date. To No.62 Base, Station Linton-on-Ouse, to command, 7 April 1944. Air Vice-Marshal C.M. McEwen had specifically asked that he be posted to the formation. McEwen also recommended him for RAF Staff College. To RCAF Overseas Headquarters, 7 January 1945. To RAF Staff College, 8 January 1945 for course lasting to 20 June 1945. Repatriated 23 June 1945 and posted to War Staff College, Toronto, that date. To AFHQ, 22 September 1947. Promoted Air Commodore, 1 August 1951. To Canadian Joint Staff, London, 22 December 1952. To Air Defence Command Headquarters, 18 December 1953. To AFHQ, 13 September 1955. Promoted Air Vice-Marshal, 1 October 1957. Appointed Air Officer Commanding, Air Material Command, 5 January 1958. To AFHQ, Vice-Chief of the Air Staff, 12 September 1962. Promoted Air Marshal, 1 August 1964 as Chief of Technical Services in unified forces. Retired 22 January 1967 when he became General Manager of Canada Patents and Development Limited (Crown Corporation). Died at National Defence Medical Centre, Ottawa, 1 January 1994. See Fall 1976 issue, **Journal of the Canadian Aviation Historical Society** for his recollections of Eastern Air Command. Canadian Forces

Photo Unit has many photographs including the following: HC-10812 (portrait, 1940); PL-8932 (in front of Digby aircraft); PL-110227 (portrait, 1951); PL-104008 and PL-104009 are further portraits. RCAF photo PL-29067 (ex UK-10082 dated 26 April 1944) shows him as a Base Commander in Britain. Photo PL-29068 (ex UK-10083 dated 26 April 1944) shows Group Captain C.L. Annis (Base Commander) with Commanding Officer of No.426 Squadron, W/C E.C. Hamber. RCAF photo PL-32636 (ex UK-13758 dated 26 August 1944) taken during Royal visit to Linton-on-Ouse, Annis with King George VI). PL-32642 (ex UK-13764) taken on same occasion - Annis escorts Queen Elizabeth while Air Commodore C.R. Slemon escorts Princess Elizabeth.

Wing Commander Annis has been engaged on Reconnaissance work for a considerable period of time in various operational squadrons and has completed approximately 40 operational flights. He has always set a good example by taking more than his share of the hazardous sorties. He has rendered exceptionally valuable services in connection with important staff duties and other work of a specialized nature. Even while employed on these special duties he successfully accomplished several important and hazardous flight. As a squadron commander his ability to instil confidence, enthusiasm and morale into all personnel of his squadron made it possible for this officer to maintain the efficiency of the squadron at an extremely high level.

The recommendation for this was raised on 28 August 1942 by G/C R.H. Foss who simply wrote:

This officer's exceptional ability as a leader, his devotion to duty and the energy with which he carried out all his duties have been instrumental in bringing the standard and efficiency of 10 BR Squadron to its present high peak. His power of instilling confidence in his juniors is exceptional.

The same day, Air Commode C.M. McEwen (AOC No.1 Group) wrote what became the basis for the final award:

Wing Commander Annis has been engaged on Bomber Reconnaissance work for a considerable period of time in No.11 BR Squadron, and latterly in No.10 BR Squadron. He is exceptionally keen, fearless and a natural leader. While engaged in this work he always set an example by taking more than his share of the hazardous sorties. His ability to instill confidence, enthusiasm and morale in his whole unit has been of an exceptionally high order. Even while employed on staff work he was chosen to and successfully accomplished several important and hazardous flights. He has completed approximately 40 operational sorties on active service flights and approximately 990 hours flying since jointing the service. The award is highly recommend.

ANNIS, G/C Clare Levi, OBE (C196) - **Mention in Despatches** - Station Linton-on-Ouse (No.62 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. No citation in AFRO; DHist file 181.009 D.1719

(PAC RG.24 Volume 20606) has recommendation dated 15 August 1944 which errs by crediting Canadian service to BCATP when, in fact, he was more involved in Home Defence anti-submarine work:

Prior to proceeding overseas, Group Captain Annis rendered valuable service in the British Commonwealth Air Training Plan in Canada. Since his arrival in the United Kingdom he has been in command of RCAF Station Linton-on-Ouse. He is a tireless worker and by his personal example and ability has won the respect and whole hearted co-operation of all personnel on the station, which has reflected creditably in the high standard of operational efficiency.

**Notes:** Report on Air Armament Course, Trenton, 11 July to 18 December 1938. Flew in Wapiti aircraft (12.10 as pilot, 7.35 as passenger), Fleet (50 minutes as pilot), Shark (5.15 as pilot, ten minutes as passenger), Fairchild (8.15 as pilot, 5.15 as passenger) and Atlas (45 minutes as pilot). Courses in Bombing (75 percent), Gunnery (71 percent), Lecture Test (72 percent), and Anti-Gas (92 percent). "This officer is very keen, has reasoning ability and should make a good Squadron Armament Officer." (F/L D.A. Cameron).

An interesting part of his career was his departure from Halifax (20 November 1939) to collect Digby aircraft which were being towed over the border from Sweetgrass (Montana) to Coutts (Alberta). This was first done on 19 December 1939. His detachment headquarters moved to Winnipeg, and on 17 January 1940 to St. Hubert, where it remained until 4 April 1940. He was engaged in instructing pilots on the new type and ferrying Digbys from Western Canada to Montreal and Toronto. He received a Radio Range course from S/L Newcombe (former TCA captain) and a Link course with TCA Winnipeg.

Memo dated 31 January 1942, A/V/M N.R. Anderson (AOC, EAC) to AFHQ (excerpt):

Squadron Leader Annis has established himself as an outstanding Pilot. He has been employed at this Headquarters as Armament advisor since September 1940, and as such has demonstrated outstanding ability both in his professional knowledge and qualities of command and leadership. He is definitely above average in his loyalty and devotion to duty, works long hours and maintains a cheerful attitude. In addition, he takes a keen interest in the welfare of personnel and devotes considerable time to sports and recreation.

A memo dated 22 November 1942 gives flying times as 242.15 for 1940, 78.55 for 1941 and 104.45 for 1942.

Two assessments from his time at Linton-on-Ouse make interesting and amusing reading:

This officer has a fine character, pleasing personality and is popular with the personnel under his Command. He is prolific in ideas, most of which are good but it has been necessary to give direction in a number of instances. If this officer can overcome his habit of "running off in all directions", his undoubted ability,



energy and zeal should qualify him for higher command. (Air Commodore J.L.Hurley, No.62 Base, 9 January 1945).

Concur. This officer has a tendency to lower discipline by circumventing regulations without thought necessary before taking action. He is more than democratic in his ideas of mixing officer, NCOs and airmen (including airwomen). Tolerates suggestions without sufficient thought. Otherwise brilliant and his staff course should do him a world of good in regimenting his mind. (Air Vice Marshal C.M. McEwen, AOC No.6 Group, 20 January 1945)

On form dated 21 January 1945 he stated he had flown 38 sorties in Canada (the last on 29 July 1943. He gave flying times as 275 hours on Digbys, 150 hours on Liberators, 30 on Hudson, Halifax and Lancaster.

An assessment by A/V/M C.R. Slemon (AFHQ/AMOT) dated 30 August 1949 harkens back to the wartime assessments by Hurley and McEwen:

Group Captain Annis has served on my staff as Director of Air Operations for almost two years. He also served under me overseas as commander of a heavy bomber station in wartime. He is an outstandingly capable officer with a fine Service reputation. Possessing a soundly fertile mind, unbounded zeal, a pleasant personality and good judgement, the welfare and advancement of the Service are always before him. Occasionally he requires a bit of restraining influence imposed on his high enthusiasm and he tends to take too much work on himself in order to achieve thoroughness of detail. Nevertheless he makes an outstandingly fine contribution to the Service, in which he should go far.

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ANNIS, F/L Edward Stewart (J12725) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born 25 November 1917 (birth date from newspaper obituary). Home in Owen Sound, Ontario; enlisted in Hamilton 11 July 1941 and posted to No.1 Manning Depot. To No.6 SFTS (guard duty), 8 August 1941. To No.1 ITS, 27 October 1941; graduated and promoted LAC, 19 December 1941 when returned to No.1 Manning Depot; to No.3 AOS, 2 January 1942; may have graduated 9 April 1942 but not posted to To No.2 BGS until 11 April 1942; graduated 23 May 1942 when promoted Sergeant and posted to No.1 ANS; graduated and commissioned 3 July 1942. To No.31 GRS, Charlottetown, 17 July 1942; to No.31 OTU, Debert, 28 August 1942. To "Y" Depot, 7 November 1942; to RAF overseas, 22 November 1942. On strength of No.3 PRC, Bournemouth, 30 November 1942 to 15 March 1943; with No.1 (C) OTU, 15 February to 23 April 1943 (32 hours on Hudsons); with No.224 Squadron, 25 April 1943 to 1 October 1944 (five hours on Blenheims, 700 hours on Liberators); with No.1674 HCU, 1 October 1944 to 24 June 1945 (including detachment to LORAN Training Unit, Northern Ireland - flew 31 hours on Oxfords and 11 hours on Wellingtons with No.1674 HCU); with No.426 Squadron, 24 June 1945 to 6 January 1946 (275 hours on Liberators); with No.437 Squadron, 6 January to 20 April 1946 (165 hours on Dakotas); on special duties with Transport Command Headquarters, 15 June

1946 to 6 June 1947. Remained in postwar RCAF, retiring 22 June 1967 with the rank of Wing Commander. Died at Wasaga Beach, Ontario, 29 January 1999. RCAF photo PL-46301 (ex UK-23785 dated 5 December 1945) shows wedding of F/L E.S. Annis to Sergeant Constance Mary Linnott (WAAF), at All Saints Church, Highgate, London; best man was F/O Ralph Nichol of Windsor, Ontario. PL-48357 shows F/L R. McKee, F/L E.G.F. Vrooman and F/L E.S. Annis while crew on round-the-world North Star flight with Lester Pearson, 1950; PL-133495 is portrait taken 1961.

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ANTHONY, FS Elmer Harold (R76463) - **Distinguished Flying Medal** - No.405 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2322/43 dated 12 November 1943. Born 26 December 1919 in Hants., Nova Scotia, 1919; home in Port William, Nova Scotia. Hatchery assistant; enlisted in Halifax, 13 January 1941 and posted to No.1 Manning Depot. To No.1 SFTS (guard duty), 22 April 1941; to No.1 ITS, 9 June 1941; graduated and promoted LAC, 8 August 1941 and posted that date to No.1 Manning Depot; to No. 5 AOS, 16 August 1941; to No.7 BGS, 8 November 1941; graduated and promoted Sergeant, 20 December 1941; posted that date to No.1 ANS; graduated 18 January 1942. To "Y" Depot, Halifax, 20 January 1942; to RAF overseas, 8 February 1942. Promoted Flight Sergeant, 20 June 1942. Promoted WO2. 20 December 20 1942. Invested at Buckingham Palace 22 September 1944. Repatriated to Canada, 2 June 1946; released 10 July 1946. Photo PL-21736 is formal portrait.

The skill and devotion to duty displayed by Flight Sergeant Anthony and his determination in action have been an inspiration to his crew. During all his sorties against targets in enemy territory he has shown outstanding navigational ability together with coolness and tenacity of a high order.

Ian Tavender, **The Distinguished Flying Medal Register: Second World War** (London, Savannah, 2000) has recommendation drafted 1 July 1943 when he had flown 30 sorties (148 hours 42 minutes operational time) as found in Public Record Office, Air 2/8979.

During his 30 sorties against enemy targets, Flight Sergeant Anthony has displayed exceptional ability as a Navigator. His skill and determination in action have been an inspiration to his crew. In the face of the enemy, he has always shown coolness and courage of a high order and I recommend him for the award of the Distinguished Flying Medal.

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ANTHONY, F/O Roy Frederick (J85881) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 16 March 1920 in Hamilton, Ontario; home there. In Militia before enlisting in Hamilton, 21 February 1942; to No.1 Manning Depot, 6 March 1942; to No.19 SFTS (guard duty), 29 April 1942; to No.5 ITS, 4 July 1942; graduated and promoted LAC, 23 August 1942; to No.20 EFTS, 26 September 1942; to No.16 SFTS, 5 December 1942;

graduated and promoted Sergeant, 2 April 1943. Posted to "Y" Depot, 16 April 1943; to RAF overseas, 26 May 1943; commissioned 14 April 1944. Repatriated to Canada, 26 September 1945; released 6 November 1945. Rejoined RCAF Auxiliary with No.424 Squadron, Hamilton, 3 June 1948 for uncertain period. Photo PL-16340 shows him on left soon after receiving wings; on right is LAC D.A. Burnell of Hamilton; PL-30514 shows debriefing after a raid (Sergeant Bill Dennis, P/O R.F. Anthont, Flight Sergeant W.P. Metcalfe). Award presented Hamilton, 27 July 1949. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 10 July 1944 when he had flown 33 sorties (157 hours ten minutes), 6 March to 9 August 1944.

Flying Officer Anthony has completed a large number of operational sorties. At all times he has proven himself an extremely capable pilot, displaying the utmost keenness and efficiency in his duties which contributed much to the success attained by his crew. Out of thirty-five sorties, only twice has he failed to bomb his target and that was due to engine failure.

For his fine record and determination to carry out his missions successfully, this officer is recommended for the Distinguished Flying Cross.

The sortie list was as follows:

6 March 1944 - Trappes (4.40, second pilot)  
7 March 1944 - Le Mans (5.10., second pilot)  
13 March 1944 - Le Mans (5.10)  
15 March 1944 - Stuttgart (7.30)  
18 March 1944 - Frankfurt (4.45)  
20 April 1944 - Lens (4.25)  
22 April 1944 - Dusseldorf (5.35)  
24 April 1944 - Karlsruhe (6.40)  
26 April 1944 - Essen (4.40)  
30 April 1944 - Somain (4.00)  
8 May 1944 - Haine St. Pierre (4.00)  
11 May 1944 - Boulogne (3.25)  
12 May 1944 - Louvain (4.35)  
19 May 1944 - Le Clipon (3.35)  
22 May 1944 - Le Mans (4.50)  
6 June 1944 - Coutances (4.15)  
7 June 1944 - Ancheres (4.45)  
12 June 1944 - Cambrai (4.10)  
15 June 1944 - Boulogne (3.50)  
16 June 1944 - Sterkrade Holten (4.15)  
21 June 1944 - St.Martin l'Hortier (2.40, duty not carried out)  
23 June 1944 - Bienbougues (3.50)  
27 June 1944 - Foret d'Eany (3.40)  
28 June 1944 - Metz (6.45)

3 July 1944 - Biennais (3.40)  
5 July 1944 - Biennais (4.40)  
7 July 1944 - Caen "B" (4.15)  
8 July 1944 - Mont Condon (3.35)  
24 July 1944 - Ferfay (3.50)  
28 July 1944 - Hamburg (4.55)  
1 August 1944 - Ferme de Forrestel (3.45)  
3 August 1944 - Foret de Nieppe (3.50)  
5 August 1944 - St. Leu d'Esserent (4.30)  
7 August 1944 - La Hogue (4.20)  
9 August 1944 - Chantilly (4.00)

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ANTON, P/O George Joseph (J92443) - **Mention in Despatches** - No.432 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 1 March 1924. Enlisted in Calgary, 18 December 1942. Granted Leave Without Pay until 14 June 1943 when posted to No.3 Manning Depot. To No.2 ITS, 11 July 1943; to No.1 CNS, 26 August 1943; to No.1 Advanced Ground Gunnery Training School, 1 October 1943; promoted LAC, 12 November 1943 and posted that date to No.3 BGS. Graduated and promoted Sergeant, 23 December 1943. To Halifax, 14 January 1944. To No.4 Aircrew Ground Training School, 16 January 1944. To "Y" Depot, 11 February 1944. Taken on strength of No.3 PRC, Bournemouth, 5 March 1944. Commissioned 29 October 1944. Repatriated 9 February 1945. Date of release uncertain. Died at Red Deer, Alberta, 16 September 2007 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2008. Unit identified in AFRO only as "Overseas"; proper unit identified in DHist file 181.009 D.1725 (PAC RG.24 Box 2067). DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945.

During thirty operational sorties this officer has performed his duties both on the ground and in the air in an exemplary manner, the performance of which has been a sterling example to all Air Gunners in this squadron.

The sortie list was as follows:

3 September 1944 - Volkel (3.40)  
6 September 1944 - Emden (4.15, day)  
9 September 1944 - Le Havre (4.35, day)  
10 September 1944 - Le Havre (4.30, day)  
11 September 1944 - Castrop Rauxel (5.25, day)  
12 September 1944 - Bochum (4.55, day)  
13 September 1944 - Osnabruck (4.00, day)  
15 September 1944 - Kiel (6.00)  
25 September 1944 - Calais (4.00, day)  
26 September 1944 - Calais (3.30, day)  
27 September 1944 - Bottrop (5.30, day)  
28 September 1944 - Cap Gris Nez (4.20, day)

30 September 1944 - Sterkrade (4.55, day)  
6 October 1944 - Dortmund (5.55)  
9 October 1944 - Bochum (6.25)  
12 October 1944 - Wanne Eickel (5.00, day)  
23 October 1944 - Essen (6.10)  
25 October 1944 - Hamburg (5.10)  
28 October 1944 - Cologne (5.40, day)  
30 October 1944 - Cologne (6.45)  
1 November 1944 - Oberhausen (5.45)  
2 November 1944 - Dusseldorf (6.00)  
4 November 1944 - Bochum (4.15)  
16 November 1944 - Julich (4.50, day)  
18 November 1944 - Munster (6.05, day)  
21 November 1944 - Castrop Rauxel (5.50)  
27 November 1944 - Neuss (5.20)  
18 December 1944 - Duisburg (6.10)  
24 December 1944 - Dusseldorf (4.50, day)  
30 December 1944 - Cologne (6.20, day)

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APPLEBY, Sergeant Arthur William (R53561) - **British Empire Medal** - Marine Section, Station Dartmouth - Awarded 11 June 1942 as per **London Gazette** of that date and AFRO 1000-1001/42 dated 3 July 1942. Born 11 November 1916, Sand Point, Ontario; home there or Almonte. General worker; enlisted in Ottawa, 2 November 1939 as MR.C (Master Carpenter ?). To Trenton, 25 January 1940. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. To No.1 BGS, 29 July 1940. Promoted Corporal, 1 November 1940. To "K", 4 January 1941. Promoted Sergeant, 1 April 1941. Remustered as a pilot, 14 March 1942 and posted to No.3 ITS; to No.5 Manning Depot, 23 May 1942; to No.21 EFTS, 6 June 1942; to No.8 SFTS, 15 August 1942; graduated and commissioned 4 December 1942. Posted overseas, 13 May 1943. Remained in postwar RCAF (service number 20049) and attained rank of Squadron Leader. Died in Sand Point, Ontario, 11 September 2011. Photographs include PL-36580 (being married); PL-39739 (with wife and mother after investiture); PL-44038 (P/O R.C. Hubbard, P/O R. Boucher, F/L Appleby, F/L A.C. Golab, all former football players in Ottawa); PL-104010 (formal portrait, 1950); PL-137284 (portrait, 1962). Invested by Governor General at Government House, 3 December 1942. Incident killed two - F/L R.E. Shaw (pilot) and Sgt. A.N. Van Allen (navigator). Long account in Mackenzie King Papers - Microfilm C-4872, pp.271500-501.

At about 2225 hours, G.M.T., 9 September 1941, Catalina Z2139 crashed while landing in a heavy sea about two miles off shore at Northwest River, Labrador. Although the sea was so heavy as to discourage the most experienced water men of the settlement from going out in small boats, Sergeant Appleby put out immediately in an RCAF dinghy with an outboard motor and by consummate skill and daring reached the scene of the crash in time to rescue six of the eight occupants of the aircraft. The survivors were clinging to the wing over which the

seas were breaking and, numbed by the cold, could not have lasted much longer. After taking the survivors off the wing and transferring them to a larger boat when it arrived, Sergeant Appleby continued to search the surrounding waters until it was too dark to see. He also stayed with the aircraft until it sank and then circled the spot until a large boat came out with the equipment to buoy the position. All survivors, and witnesses aboard other boats and ashore, were unanimous in the praise of the skilful and daring seamanship displayed by this NCO at great personal risk. But for his coolness and gallantry more lives might easily have been lost before other boats reached the scene of the crash. His courage and devotion to duty have set a fine example to all members of the Service.

APPLEBY, F/L Arthur William, BEM (J21402) - **Distinguished Flying Cross** - No.684 Squadron - Award effective 23 March as per **London Gazette** dated 3 April 1945 and AFRO 765/45 dated 4 May 1945. Award presented 1 April 1949 while serving with No.413 Squadron, Rockcliffe.

This officer has proved himself to be a determined and efficient operational pilot. He has completed many operations flying all over Burma and Thailand on long range reconnaissance duties and has always displayed exceptional boldness in the execution of his duties. In October 1944 he obtained valuable photographs of enemy shipping in Malayan harbours, returning safely to base after a flight of 2,008 miles, most of which had been accomplished in adverse weather. Flight Lieutenant Appleby has always displayed great resolution and courage on operations.

NOTE: Public Records Office Air 2/9062 has recommendation dated 2 January 1945, at which time he had flown fourteen anti-submarine patrols (136 hours ten minutes) and 28 photo reconnaissance sorties (151 hours ten minutes) - total of 287 hours 20 minutes. The original recommendation is more detailed and worthy of quotation:

This officer has carried out 28 operational sorties over Burma and Siam flying long range reconnaissance Mosquitoes and has at all times displayed exceptional boldness in the execution of his duties. This fearlessness and veracity [tenacity ?] has enabled him to reach targets in the extremely bad weather conditions on the monsoon period and on the 30th October 1944 he succeeded in making the 900 mile journey to Victoria Point flying through frontal conditions to obtain photographs of enemy shipping located there which were urgently required by the Staff. Not only did he get there but he pressed on to the port of Khao Huagang covering the 60 miles stretch of railway across the Kra Isthmus to Jumbhorn and visiting Paknam for the first time where six coasters were located, returning to base with much valuable information after a trip of 7.05 hours in a short range aircraft involving a distance of 2,008 air miles.

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APPLETON, F/L Charles Arthur Plewman (J26064) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 3 November 1920, Chesterton, England. Home in Toronto. Served in militia before enlisting in Toronto, 3 June 1941. Granted leave without pay until 23 July 1941 when posted to No.1 Manning Depot. To No.1 ITS, 20 August 1941; graduated and promoted LAC, 9 October 1941; posted that date to No.10 EFTS; to No.6 SFTS, 6 December 1941; graduated and promoted Sergeant, 27 March 1942. To Trenton, 25 April 1942; to No.16 SFTS, 22 June 1942. Commissioned 26 March 1943; to "Y" Depot, 30 June 1943; to United Kingdom, 20 July 1943. Repatriated 26 September 1945. To No.1 Air Command, 8 October 1945. To Air Navigation School, 8 November 1945; to Deseronto, date uncertain; to No.1 Flying Instructor School, 8 April 1946; to No.1 Composite Training School, 12 April 1946; Released 31 October 1946. Award presented 9 October 1947. Rejoined RCAF Auxiliary as a pilot, 15 July 1954 to 30 January 1955. Died in Port Moody, British Columbia, 9 December 1998. Photo PL-29616 shows him with W/C Clive Sinton while with No.433 Squadron; PL-38660 with wife after investiture. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 20 October 1944 when he had flown 35 sorties (156 hours 30 minutes) from 6 May to 15 October 1944.

This officer has now completed a tour of operations comprising thirty-five sorties over enemy territory and involving attacks against a wide variety of well defended targets in France and Germany.

Under a calm and quiet manner he has a fine offensive spirit in action which inspires confidence in not only his crew, but the entire squadron. He has repeatedly displayed ability to make instant decisions in emergency, and his skilful pilotage and good judgement have contributed much to the successful completion of his many operational sorties.

Flight Lieutenant Appleton has been acting in the capacity of Deputy Flight Commander of "A" Flight for a considerable time, where his splendid example and untiring efforts with junior crews has been most praiseworthy.

Sorties as follows:

6 May 1944 - Cherbourg (4.40)  
9 May 1944 - St. Valerie en Caux (3.50)  
10 May 1944 - Ghent (4.15)  
19 May 1944 - Le Callipan (3.00)  
22 May 1944 - Le Mans (4.55)  
24 May 1944 - Aachen (5.00)  
27 May 1944 - Le Callipan (3.10)  
2 June 1944 - Dunkirk (3.15)  
3 June 1944 - Dunkirk (2.35)  
5 June 1944 - Houlgate (4.55)

6 June 1944 - Conde sur Noireau (5.10)  
16 June 1944 - Sautrecourt (3.40)  
17 June 1944 - Oisement au Neville (4.25)  
21 June 1944 - Oisement (4.15)  
24 June 1944 - Bonnetot (4.00)  
25 June 1944 - Gorenflos (3.55)  
27 June 1944 - Wizernes (3.30)  
28 June 1944 - Metz (6.35)  
4 July 1944 - Villeneuve St. Georges (5.40)  
6 July 1944 - Sautrecourt (3.48)  
9 July 1944 - Ardouval (3.25)  
10 July 1944 - Frisians (3.25)  
23 July 1944 - Dagnes (5.55)  
25 July 1944 - Stuttgart (8.00)  
5 August 1944 - Leu d'Esserent (5.05)  
8 August 1944 - Foret de Chantilly (4.10)  
12 August 1944 - Mont Richard (5.10)  
11 September 1944 - Le Havre (3.50)  
23 September 1944 - Donburg (3.35)  
25 September 1944 - Calais (4.25)  
27 September 1944 - Duisburg (4.35)  
5 October 1944 - Heligoland (4.35)  
9 October 1944 - Bochum (5.45)  
14 October 1944 - Duisburg (5.30)  
15 October 1944 - Wilhelmshaven - (4.20)

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APPLETON, F/O Douglas Charles (J18563) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 22 January 1921. Home in Toronto; attended Rosedale Public School and Jarvis Collegiate. Enlisted there 9 October 1940. To No.1 ITS, 22 December 1940; graduated and promoted LAC, 27 January 1941; to No.1 EFTS that date; ceased training and posted elsewhere, 15 February 1941; to No.1 AOS, 23 April 1941; to 1 BGS, 21 July 1941; promoted Sergeant, 30 August 1941 and posted that date to No.2 ANS; to No.31 OTU, 15 October 1941; to embarkation point, 14 November 1941; to RAF overseas, 8 December 1941. Obituary stated he had served in North Africa and Italy as a navigator with No.267 Squadron. Commissioned 30 June 1942. Repatriated 23 December 1944; released 12 February 1945. Postwar he attended University of Toronto. Became a Chartered Accountant. Worked for O'Keefe Breweries and the the Canadian branch of Electronics Corporation of America. In 1975 received an MBA from McMaster University and went on to teach at Humber College. After retirement he finished a BA in History from the University of Toronto. Died in Oakville, 28 January 2011 as per **Legion Magazine**, September/October 2011. No citation in AFRO.

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ARBEAU, Sergeant Cyril Walter (R73477) - **Mention in Despatches** - No.420 Squadron (No.62 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 3 December 1914. Home in Blissfield, New Brunswick; enlisted Moncton, 12 December 1940 for General Duties and posted to No.1 Manning Depot. To No.1A Manning Depot, 31 December 1940. To No.8 SFTS, 20 January 1941. Reclassified as Carpenter, 24 February 1941. Promoted AC1, 12 March 1941. Promoted LAC, 1 October 1941. Reverted to AC1, 15 October 1941. Reclassified as Airframe Mechanic, 16 October 1941. Promoted LAC, 16 January 1942. To "Y" Depot, 21 January 1942. To RAF overseas, 8 February 1942. Promoted Corporal, 1 April 1943. Promoted Sergeant, date uncertain. Repatriated by air, 18 June 1945. To Debert, 19 June 1945. To Halifax, 4 September 1945. Discharged, 9 September 1945. Rejoined RCAF as Airframe Mechanic, 1 October 1946 (service number 26412) and posted to Trenton. Promoted Corporal 1 April 1949. To Centralia, 29 June 1950. Retired 30 September 1951. Died in Mission, British Columbia, 20 January 2004. No citation in AFRO. DHist file 181.009 D.1745 (RG.24 Vol.20608) confirms he was a Fitter IIA who enlisted 12 December 1940, remaining in Canada until 10 February 1942. Arrived overseas 20 February 1942. Recommended for MiD by Commanding Officer, No.420 Squadron, 22 July 1944 who wrote:

Sergeant Arbeau has contributed much to his section through his untiring devotion to duty under very trying circumstances. His cheerful disposition and dependability has always given assurances to others, and for his outstanding loyalty and exceptional ability it is strongly recommended he be awarded a Mention in Despatches.

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ARBOUR, P/O Joseph Edouard Jean Guy (J87413) - **Belgian Croix de Guerre 1940 with Palm** (deceased) - Awarded 17 July 1948 as per **Canada Gazette** of that date and AFRO 455/48 dated 23 July 1948. Born 26 March 1912 in Ste. Therese de Blainville. Educated there, 1917-1924; at St. Jean School (Classical College), 1924-1927, at Mount St. Charles College, Woonsocket, Rhode Island, 1927-1931 (commercial course) and Chevalier de Colombe School, New York, 1931-1932 (science). Home in Montreal (Eaton salesman, 1938-1941 and Noorduyn aircraft worker, 1941). Enlisted in Montreal 9 May 1942. To No.5 Manning Depot, Lachine, 12 August 1942; to No.4 Manning Depot, Quebec, 26 September 1942; to No.3 ITS, Victoriaville, 6 December 1942. To No.9 BGS, Mont Joli, 7 February 1943. Promoted LAC, 26 March 1943. Promoted Sergeant, 26 April 1943. To "Y" Depot, Halifax, 3 May 1943. Disembarked in Britain, 11 May 1943 and posted to No.3 PRC, Bournemouth. To No.23 OTU, 18 May 1943. To No.1659 Conversion Unit, 11 August 1943. Posted as non-effective (sick, tonsillitis), 13 September 1943. Promoted Flight Sergeant, 26 October 1943. To No.1659 Conversion Unit again, 13 November 1943. To No.61 Base, 10 January 1944. Promoted WO2, 26 April 1944. To No.426 Squadron, 9 May 1944. Commissioned 11 May 1944. Air gunner, killed with No.426 Squadron, 12/13 May 1944, Halifax LW682. Buried in Belgium.

\* \* \* \* \*

ARBUCKLE, S/L George Frederick (J23445) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 3 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born in Toronto, 25 May 1921. Home there; enlisted there 26 September 1941. Shoe salesman before enlisting. To No.2 Manning Depot, Brandon, 19 October 1941. To No.12 Equipment Depot, Montreal, 2 January 1942. To No.3 ITS, Victoriaville, 28 February 1942; graduated and promoted LAC, 25 April 1942 but not posted to No.17 EFTS, Stanley, Nova Scotia until 8 May 1942; to No.4 EFTS, Windsor Mills, 4 June 1942; may have graduated 25 September 1942 but not posted to No.8 SFTS, Moncton until 10 October 1942; graduated and commissioned, 5 February 1943. To "Y" Depot, 19 February 1943. To RAF overseas, 8 March 1943. Disembarked in Britain, 17 March 1943. To No.11 (Pilots) AFU, 20 April 1943. Attached to No.1534 Beam Approach Training Flight, 18-24 May 1943. To No.22 OTU, 15 June 1943. Promoted Flying Officer, 5 August 1943. To No.1659 Conversion Unit, 31 August 1943. To No.429 Squadron, 8 October 1943. Attached to No.405 Squadron, 12-16 December 1943 and then back to No.429 Squadron. Promoted Flight Lieutenant, 23 January 1944. To Station Leeming, 3 February 1944. To No.429 Squadron, 15 May 1944. Promoted Acting Squadron Leader, 23 June 1944. To No.424 Squadron, 25 August 1944 and reverting to Flight Lieutenant. Repatriated 23 July 1945. Retired 14 September 1945. Attended Ontario Agricultural College, Guelph, January 1946 to May 1949. Presented with award 24 May 1946. Employed postwar by York Farms (a division of Canada Packers) at Brantford, Toronto and Niagara-on-the-Lake. Active in Brantford society. Died in Lindsay, Ontario, 2 March 1994. Photos PL-31173 (ex UK-12613) and PL-31174 (ex UK-12614), both dated 14 July 1944, taken with No.429 Squadron.

This officer has at all times displayed a high degree of skill and determination. He has completed many sorties including attacks on Berlin, Leipzig, Frankfurt and other heavily defended targets. On one occasion on the bombing run, his aircraft was hit by anti-aircraft fire. One engine was put out of action but Squadron Leader Arbuckle continued the bombing run and successfully attacked the target. This officer is a very capable flight commander whose excellent leadership is largely responsible for the efficiency of the squadron.

The original recommendation was raised 11 August 1944 when he had flown 21 sorties (124 hours ten minutes), found in DHH file 181.009 D.2611 (National Library and Archives RG .24 Volume 20627).

Squadron Leader Arbuckle has completed a large number of sorties including attacks on such heavily defended targets as Berlin, Leipzig, Frankfurt and Kassel. At all times he has displayed a high degree of skill and determination in pressing home his attack. On one occasion on his bombing run, his aircraft was engaged by accurate flak which damaged his port outer engine. Undeterred, Squadron Leader Arbuckle continued his bombing run, even though the damaged engine had to be feathered, The bombs were dropped accurately on the target and the aircraft was brought safely back to base. This officer is a very capable flight

commander whose inspiring leadership is largely responsible for the efficiency of the squadron.

It is considered that his fortitude, tenacity and devotion to duty, displayed at all times, fully merits the award of the Distinguished Flying Cross.

**Notes:** Repatriation form of 4 July 1945 states he had flown 34 sorties (187.25 operational hours) plus 374.05 non-operational hours. Types flown were Oxford (113.55), Wallington (103.00), Halifax I, II, III and V (335.25) and Lancaster I and X (9.10).

**Training:** Interviewed 9 August 1941 by F/O H.G. Raney. "Above average, tall athletic build, alert, intelligent, better than average student. Some leadership supervisor. C.O. High School Cadets, two years. With training, suitable for commissioned rank."

Records of training in Canada not in file.

Course at No.11 AFU was 21 April to 15 June 1943. Oxford aircraft. Day flying as follows - 3.35 dual to first solo, 27.15 total dual, 41.15 solo; 10.30 on instruments. Night flying as follows - 1.45 dual to first solo, 6.40 total dual, 10.20 solo, 7.10 on instruments. Also logged six hours in Link. Flying tests in General Flying (210/400), Applied Flying (110/200), Instrument Flying (125/200), Night Flying (65/100) and Link (30/50).

Course at No.22 OTU was 15 June to 31 August 1943. Wellington III aircraft. Day flying as follows - 5.00 dual to first solo, 11.10 total dual, 5.10 with captain at controls, 34.40 without captain at controls, 6.25 in formation. Night flying as follows - 5.00 dual to first solo, 11.10 total dual, 6.10 with captain at controls, 46.00 without captain at controls. Was 20 hours on instruments and logged 15 hours in Link. Flying tests in General Flying (300/400), Applied Flying (160/200), Instrument Flying (180/250), Night Flying (80/100), Link (37.50). Ground courses marks not recorded. Character and Leadership rated 85/100. "A well above average pilot who has shown great keenness in all phases at this OTU. He is an excellent captain and will be a very useful member of an Operational Squadron. Fighter affiliation at Kirton-in-Lindsay, four cross-counties over 10,000 feet, including two Bullseyes."

Course at No.1659 Conversion Unit was 24 September to 7 October 1943. His crew were F/O G.R. Frost (navigator, later DFC), Sergeant D. MacMillan (RAF, WOP), Sergeant G.M. Preston (RAF, Air Gunner), Sergeant J.G. Morgan (Bomb Aimer), Sergeant Galloway (RAF, Flight Engineer) and Sergeant N.C. Benner (Mid-Upper Gunner). Flew 44 hours 40 minutes. Assessed above average. "This crew has done extremely well on Conversion Unit. P/O Arbuckle has all the qualifications to become a brilliant operational Captain. With more experience should do well."

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ARBUCKLE, F/O William Morton (J17202) - **Commended for Valuable Services** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Montreal, 19 February 1915. Home in Lakeside, Quebec; enlisted Montreal, 6 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940 when posted to No.1 AOS; to No.1 BGS, 13 October 1940; may have graduated 22 November 1940; promoted Sergeant, 25 November 1940; posted to No.1 ANS on 26 November 1940; graduated 23 December 1940. To Embarkation Depot, 4 February 1941. To RAF overseas, 2 March 1941. Commissioned 4 February 1943. Reported interned in Turkey, 31 October 1943 while a member of No.216 Squadron. Reported safe, 29 November 1943. Repatriated 19 September 1944. Promoted Flight Lieutenant, 6 November 1944. To AFHQ, 19 December 1944. Retired 2 May 1945. No citation.

ARBUCKLE, F/O William Morton (J17202) - **Distinguished Flying Cross** - No.216 Squadron - Award effective 19 September 1944 as per **London Gazette** dated 29 September 1944 and AFRO 2373/44 dated 3 November 1944. Presented with award 25 February 1946. Reported in newspapers to have flown a jeep to Yugoslavia for Tito.

Flying Officer Arbuckle has always maintained a consistently high standard of navigation during his service with this squadron. He has participated in operations in India, the Western Desert and over the eastern Mediterranean. In September 1942 he successfully located casualties after a flight of 600 miles over featureless desert and by his excellent navigation made their evacuation possible. He has also taken part in supply dropping sorties on Cos and Saos and in the Imphal campaign has flown as navigator both by day and night over difficult country and in adverse weather. At all times his keenness and devotion to duty have been exemplary.

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ARCHAMBAULT, W/C Leon Gustav Gaspard Jean (C770) - **Air Force Cross** - No.1 Reconnaissance and Navigation School (now ANS) - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 26 July 1913 at Outremont (Montreal), Quebec (birth date from newspaper obituary). Educated at College Mont Ste.Marie and the Ecole Polytechnique, University of Montreal (Engineering). Joined the RCAF, 5 July 1937. Flew Strabraers with No.5 (BR) Squadron. Squadron Leader as of 1 March 1941. To No.8 AOS, 29 August 1941. Promoted Wing Commander, 1 September 1942. To RAF overseas, 21 February 1943. Commanded No.423 Squadron (Sunderlands). Repatriated 23 November 1944. To No.1 GRS, 6 January 1945. Promoted Group Captain, 1 October 1948. Postwar postings included Eastern Air Command Headquarters (Halifax), Station Trenton, Station St.Hubert, Director of Personnel Manning at AFHQ, and Commandant of College Militaire Royale (St.Jean, Quebec, 1957-1960). He then commanding No.5 Air Division (Vancouver) and was on the staff of Flag Officer, Pacific Coast. Retired in 26 July 1964. Became Dean of Student Affairs, University of Ottawa, and still later the Town Manager of Aylmer, Quebec. Died in Ottawa, 19 October 2002. Governor General's Records (RG.7 Group 26 Volume 59, file 190-I, dossier 8) has citation.

When recommended he had flown 2,021 hours, 321 in previous six months. Photo PL-68109 is head and shoulders; PL-135192 shows him at desk; PL-104011 is a postwar portrait.

This officer is most conscientious, efficient and loyal. His two years operational experience with a Coastal Command squadron together with his qualities of leadership have contributed largely to the high efficiency of the Training Wing he commands. By his personal example in flying he has been in no small measure responsible for the excellent record of the Flying Squadron. Throughout his service career this officer's great devotion to duty has made a splendid contribution to the standard of flying efficiency at this unit.

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ARCHAMBAULT, F/L Robert Francis (J11286) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 5 June 1945 per **London Gazette** of that date and AFRO 1147/45 dated 13 July 1945. Born in Ottawa, 5 December 1917; home there; enlisted there 19 June 1941 and posted to No.4A Manning Depot. To No.16 Explosives Depot, 26 July 1941. To No.31 OTU, 2 August 1941. To No.3 ITS, 12 September 1941; graduated and promoted LAC, 19 October 1941 but not posted to No.20 EFTS until 8 November 1941; graduated 2 January 1942 and posted next day to No.16 SFTS; graduated and commissioned 24 April 1942. To Trenton, 25 May 1942. To Mountain View, 28 June 1942. To "Y" Depot, 24 September 1943. Taken on strength of No.3 PRC, 21 October 1943. Promoted Flight Lieutenant, 24 April 1944. Retired 11 September 1945. Repatriated with No.426 Squadron, 14 June 1945. Presented with award 1 December 1948.

Flight Lieutenant Archambault has completed many sorties against such targets as Duisburg, Cologne and Dusseldorf. On one occasion in January 1945 he was detailed to attack Chemnitz. On the outward flight some important equipment became unserviceable. Later trouble was experienced with the port outer engine. Undeterred, this officer proceeded to the target which was successfully bombed despite intense enemy activity. He has at all times displayed the utmost determination and devotion to duty.

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ARCHER, F/L Gordon Walter (J28296) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 30 May 1918, Hamilton, Ontario; home there. Engraver, ex-RCA, enlisted in Hamilton, 2 August 1941. Granted Leave Without Pay until 23 November 1941 when posted to No.5 ITS; graduated and promoted LAC on 17 January 1942; posted that date to No.13 EFTS; may have graduated 27 March 1942 but not posted to No.2 SFTS until 11 April 1942; graduated and promoted Sergeant, 31 July 1942. To No.1 Flying Instructor School, 29 August 1942; instructed in Canada. Commissioned 13 July 1943. To "Y" Depot, 14 July 1943. To United Kingdom, 12 August 1943. Repatriated, 8 June 1945. To No.1 WS, 24 July 1945. To Release Centre, 27 August 1945. Retired 29 August 1945. Presented with

award in Hamilton 27 July 1949. Photo PL-9642 taken just after wings parade (C.W. Archer, W.E. Worthington, W. Wood); PL 9656 after wings parade showing wings to Bernice Archer (sister), Mary Shepherd (fiancee), and Mrs. F. West (sister); PL-33310 (ex UK-15400 dated 29 September 1944) shows Archer at left with Sergeant Gordon Brown of Vancouver, mid-upper gunner, and Sergeant Jack Smith, flight engineer, of Liverpool, England after a raid on Calais; PL-42630 shows him with WO2 G.R. Brown after raid on Dortmund; PL-43736 with P/O H.W. Clapham at conclusion of tour. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1720 (PAC RG.24 Vol.20607) has recommendation dated 19 April 1945, at which time he had flown 33 sorties (184 hours 30 minutes).

This captain has completed thirty-three heavy operational bombing attacks against some of the most heavily defended targets of the enemy. His work in general has been outstanding and he can be relied upon to carry out any mission no matter how hazardous it may be. Flight Lieutenant Archer possesses coolness and displays exceptional fearlessness in the face of danger and his ability to make instant decisions in emergency [sic], skilful pilotage and cool judgement has contributed in a large measure to the success of his operational flights. Through his exceptional ability he has been an inspiration not only to his crew but to the squadron in general.

The sortie list was as follows:

12 July 1944 - Acquet (4.05)  
14 July 1944 - Anderbelck (3.25)  
20 July 1944 - Grande Bois (4.05)  
23 July 1944 - Donges (5.55)  
28 July 1944 - Hamburg (5.40)  
1 August 1944 - L'Hey (3.35)  
5 August 1944 - St. Leu (5.05)  
7 August 1944 - L'Hogue (4.30)  
11 September 1944 - Le Havre (4.05)  
12 September 1944 - Dortmund (5.25)  
20 September 1944 - Calais (3.05)  
24 September 1944 - Calais (4.40)  
28 September 1944 - Cap Gris Nez (4.10)  
14 October 1944 - Duisburg (5.50)  
23 October 1944 - Essen (5.30)  
25 October 1944 - Homberg (5.00)  
28 October 1944 - Cologne (5.50)  
1 November 1944 - Oberhausen (5.40)  
6 November 1944 - Gelsenkirchen (5.00)  
30 November 1944 - Duisburg (3.00, duty not carried out)

16 January 1945 - Magdeburg (6.25)  
28 January 1945 - Stuttgart (7.05)  
13 February 1945 - Bohlen (7.55)  
17 February 1945 - Wesel (5.45)  
20 February 1945 - Monheim (6.45)  
21 February 1945 - Werms (7.05)  
12 March 1945 - Dortmund (6.15)  
14 March 1945 - Zweibrucken (6.55)  
21 March 1945 - Hemmingstedt (5.10)  
22 March 1945 - Hildeshein (6.00)  
23 March 1945 - Bottrop (5.45)  
25 March 1945 - Hanover (6.05)  
8 April 1945 - Hamburg (5.50)  
10 April 1945 - Leipzig (7.55)

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ARCHER, F/L Phillip Leslie Irving (J3508) - **Distinguished Flying Cross** - No.416 Squadron - Award effective 24 August 1942 as per **London Gazette** dated 11 September 1942 and AFRO 1535/42 dated 25 September 1942. Born in Bridgetown, Barbados, 10 February 1917. Educated at Lodge School, Barbados, 1927 to 1935. Served in Cadets, Barbados, 1931-1935 and took COTC training while attending Macdonald College (affiliated with McGill University) taking General Pathology. Joined RCAF in Montreal, 6 June 1940. To No.1 Manning Depot, Toronto, 7 June 1940. To No.1 ITS, Toronto, 24 June 1940. Promoted LAC, 19 July 1940 and posted that date to No.6 EFTS, Prince Albert; to No.1 SFTS, 4 October 1940. Commissioned 17 January 1941. To Manning Depot, Toronto, 30 January 1941. Taken on strength of No.3 PRC, Bournemouth, 5 February 1941. To No.57 OTU, 10 March 1941; to No.92 Squadron, 5 May 1941 where he destroyed three enemy aircraft and damaged one. To No.412 Squadron, 11 November 1941. To Station Digby, 23 January 1942. To No.416 Squadron ("A" Flight Commander), 6 March 1942. To Station Kenley, 2 December 1942 as Gunnery Instructor with Acting rank of Squadron Leader. Presented with award 9 February 1943. Designated CO, No.402 Squadron, 13 June 1943 and attached to No.421 Squadron for a few days to get back to operational standards. On 17 June 1943 he took command of No.421 Squadron on posting of CO; killed in action 17 June 1943 (Spitfire LZ996). Aerial victories as follows: **23 June 1941**, one Bf.109F destroyed southeast of Boulogne; **7 July 1941**, one Bf.109F destroyed and one damaged near Lille; **9 July 1941**, one Bf.109F destroyed near Bethune; **18 July 1942**, one Do.217 destroyed east of Orfordness; **17 June 1943**, one FW.190 destroyed (action in which he was killed). Photo PL-7689 (with P/O Buchan); PL-7690 (in front of Spitfire); PL-11906 (portrait); PL-15375 (F/L E.H. McCaffrey, S/L P.L.I. Archer, F/L D.J. Williams after investiture); PL-15841 (ex UK-3717 dated 20 April 1943, dinner in the airmen's mess, S/L Phil Archer, S/L Lloyd Chadburn, G/C H.A. Fenton, DSO, DFC, and S/L F.H. Boulton).

This officer has completed sorties over enemy territory and has destroyed at least four enemy aircraft. On one occasion, although wounded in the leg, Flight

Lieutenant Archer flew his badly damaged aircraft back to the base where he executed a skilful landing. He is a most efficient leader.

**Training:** Interviewed in Montreal, 15 April 1940 by F/O J.V. Sorsoleil who described him as "Pleasant, courteous, determined, enthusiastic" and added, "Very good type. Excellent around athletic background. Polite, keen, intelligent, observant, steady nerves. Anxious to serve."

Course at No.1 ITS was 24 June to 20 July 1940. Courses and marks as follows: Mathematics (87/100), Armament, practical and oral (68/100), Drill (85/100), Law and Discipline (97/100). Did not take Visual Link. Placed 76<sup>th</sup> in a class of 244. "Good type, should make a good fighter pilot" (W/C G.S. O'Brian).

Course at No.6 EFTS was 22 July to 16 September 1940 with a course extension to 6 October 1940. All flying on Tiger Moth (35.25 day dual, 40.40 day solo, 5.30 in Link). "Needs practice in aerobatics, forced landings and instrument flying." Ground courses were Airmanship (159/200), Airframes (154/200), Aero Engines (155/200), Signals, practical (36/50), Theory of Flight (90/100), Air Navigation (158/200), Armament, oral (185/200). Placed 6<sup>th</sup> in a class of 23. Course at No.1 SFTS was 29 November 1940 to 7 January 1941. All flying on Yales (28.15 day dual, 20.00 day solo, 1.20 night dual, 1.30 night solo, five hours in Link). "Progressed steady. A smooth and quite accurate pupil pilot." (S/L Walter E. Kennedy, Chief Flying Instructor). Ground courses were Airmanship (149/200), Armament, written (71/100), Armament, practical (67/100), Air Navigation (126/200), Signals (28/50). "Above average type of pupil. Discipline and attitude excellent."

**Notes:** Some correspondence on file indicates that as early as 16 October 1942 he was being considered for command of No.421 Squadron, it being deemed that the CO of that unit (one S/L Willis) had somehow failed through lack of experience (although it was admitted that Willis had "performed the duties to the best of his ability." The promotion and command did not go through because Archer was due for a rest tour. Air Marshal Harold Edwards wrote on 23 October 1942 to Air Chief Marshal Sir Sholto Douglas, suggesting that "Flight Lieutenant Archer would attain as much rest at a quiet unit such as No.421 Squadron as he would at an OTU." He then added, "I feel confident that Flight Lieutenant Archer's appointment to command No.421 Squadron would be beneficial both to the Squadron and to the Service as a whole." Nevertheless, he went to Kenley as Sector Gunnery Instructor.

Letter dated 29 June 1943 (W/C J.E. Johnson to his mother) stated he had flown 76 sorties and 182 hours five minutes on operations. On the other hand, a letter dated 19 October 1942 (just as he was being sent to instructional duties) mentioned his having flown 197 operational hours to that date,

**Circumstances of Death:** Report of October 1943 states:

No.421 RCAF Squadron reported that Spitfire aircraft LZ996 failed to return from a Rodeo operation. It left base at 1502 hours on the 17<sup>th</sup> June 1943. Between



1517 and 1549 hours the wing was engaged by the enemy between Ypres and St. Omer.

Another report, this time dated 28 July 1943 (Commanding Officer, No.421 Squadron to Air Ministry Casualties Branch) read:

Squadron Leader Archer took off from Kenley Aerodrome in Spitfire IX, LZ996, at 1502 hours on 17 June 1943 to take part in Rodeo 231. The wing was engaged by the enemy between Ypres and St. Omer between 1517 and 1549 hours. Squadron Leader Archer did not return from this operation and casualty signal T.51 was despatched.

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ARCHER, Sergeant Samuel Sydney (R107529, later C53095) - **Mention in Despatches** - No.10 Squadron (Canada) - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born 24 November 1920. Home in Broadview, Saskatchewan; enlisted in Regina 31 May 1941 as Wireless Operator (Ground) and posted to No.1 Manning Depot. To No.1 WS, 9 June. 1941. To No.3 WS, 12 November 1941. Retained there until posted to No.9 BGS, 21 January 1943; promoted Sergeant, 12 March 1943. To "Y" Depot, 13 March 1943. To No.117 (BR) Squadron, 14 April 1943. To Torbay, date uncertain, as is date of joining No.10 (BR) Squadron. Commissioned 18 January 1945. Promoted Flying Officer, 17 July 1945. Retired 17 September 1945. Photo PL-24227 shows how WO H.W. Kostiuik held onto Archer while photographing attack on submarine, 14 February 1944. Photo PL-24228 shows the whole crew after their attack on a U-Boat: Back Row - WO2 F.J. Patterson; F.O A.P.V. Cheater, F/O P.C.E. Lafond, F/O M.S. Wallace, P/O J.A. Banks. Front Row - Sergeant S.S. Archer, WO2 C.S. Carter. See DFC entry for F/O A.P.V. Cheater for account of attack on **U-845**.

This NCO was acting as camera operator of a VLR Liberator which attacked a strongly resisting enemy submarine recently in the North Atlantic. With complete disregard for personal safety and under very poor conditions he took the maximum possible number of photographs. He has at all times displayed outstanding devotion to duty.

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ARCHIBALD, W/C Donald Frederick Anderson (C2371) - **Member, Order of the British Empire** - RCAF Overseas Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Enlisted in Moncton, 10 July 1940 in Accounts Branch. At No.8 Repair Depot as of 15 October 1940. Promoted Flight Lieutenant, 15 August 1941. Promoted Squadron Leader, 1 December 1942. To "Y" Depot, 11 January 1943. To RAF overseas, 25 January 1943. To RCAF Overseas Headquarters, 15 March 1943. Promoted Wing Commander, 1 February 1944. Repatriated 5 September 1945. Retired 26 October 1945. Presented with award 16 April 1948. Working in Venezuela in 1950 for a Canadian industrial

firm. Photo PL-1735 shows him at No.7 Equipment Depot with P/O C. Cowperthwaite. **Legion Magazine** of July/August 1986 reported the death of one Donald Anderson, ex-RCAF, age 61, at Waverley, Nova Scotia, at an unspecified date in 1985. Possibly this man ?

This Accountant Officer, in addition to performing his regular duties on this unit with great ability, has worked long hours overtime on systems and projects to improve the efficiency of not only the section under his command, but also the unit as a whole. His keen enthusiasm and devotion to duty have been responsible in no small measure for the excellent results achieved by his section.

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ARCHIBALD, S/L John Cameron (J16421) - **Mention in Despatches** - No.76 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 1 July 1913. Home in St.Brieux, Saskatchewan; enlisted in Saskatoon, 10 September 1940. To No.1 Training Command, 4 October 1940. To No.6 SFTS (guard duty), date uncertain. To No.1 ITS, 15 November 1940; graduated and promoted LAC, 21 December 1940 when posted to No.14 EFTS; ceased training and sent to No.2 manning Depot, 1 February 1941; to No.3 AOS, 28 April 1941; graduated 21 July 1941 when posted to No.5 BGS; graduated and promoted Sergeant, 1 September 1941; posted next day to No.1 ANS; graduated 29 September 1941. To Embarkation Depot, 30 September 1941; to RAF overseas, 19 October 1941. Commissioned 3 September 1942. Promoted Flying Officer, 3 March 1943. Promoted Flight Lieutenant, 11 August 1943. Promoted Squadron Leader, 17 January 1944. Repatriated with No.434 Squadron, by air, 15 June 1945. Retired 28 September 1945. Photo PL-7815 taken at time No.419 Squadron was having a Royal visit; W/C Fulton introduces Sergeant W. Moots to the Queen while Sergeant E.G. Peters and Flight Sergeant Jack Archibald wait their turn; PL-36884 has F/L Jack C. Archibald with F/O George C. McCay (Bounty, Saskatchewan).

See DHH file 181.009 D.1941 (Library and Archives Canada RG.24 Volume 20612. Although not awarded, the DFC recommendation dated 20 May 1945 by W/C J.C. Mulvihill (Commanding Officer, No.434 Squadron). He had completed 28 sorties (170 hours 45 minutes) as a navigator. Sortie list and submission as follows:

29 May 1942 - Cherbourg (5.00)  
30 May 1942 - Cologne (5.00)  
1 June 1942 - Essen (2.55, engine trouble, returned)  
2 June 1942 - St, Nazaire (7.00)  
4 June 1942 - Dieppe (3.55)  
5 June 1942 - Essen (4.25)  
8 June 1942 - Essen (3.20)  
16 June 1942 - Essen (4.25)  
19 June 1942 - Emden (4.50)  
22 June 1942 - Emden (4.00)

25 June 1942 - Bremen (2.10, abandoned, no time)  
27 June 1942 - Bremen (5.05)  
29 June 1942 - Bremen (4.20)  
8 July 1942 - Wilhelmshaven (4.15)  
13 July 1942 - Duisburg (4.10)  
25 July 1942 - Duisburg (3.35)  
26 July 1942 - Hamburg (3.35)  
28 July 1942 - Hamburg (4.00, severe icing, returned)  
29 July 1942 - Swarbruck (4.20 - could be Saarbrucken)  
1 September 1942 - Swarbruck (6.10 - could be Saarbrucken)

\* \* \* \* \*

28 February 1945 - Neuss (3.00, recalled)  
1 March 1945 - Mannheim (7.45)  
14 March 1945 - Zweibrucken (7.20)  
20 March 1945 - Hemmingstadt (5.20)  
22 March 1945 - Hildesheim (6.25)  
24 March 1945 - Mataias' stinnen - wherever that is (6.30)  
25 March 1945 - Hanover (6.45)  
4 April 1945 - Merseburg (9.05)  
8 April 1945 - Hamburg (6.20)  
10 April 1945 - Leipzig (8.35)  
13 April 1945 - Kiel (6.15)  
16 April 1945 - Schwandorf (8.55)

This officer has completed many sorties on his tour of operations during which he has continued to set an example of the highest order. His devotion to duty, his courage in face of intense opposition and his skill as a navigator has been an inspiration to other members of his squadron. His work has always been accurate and painstaking, thus contributing greatly to the success of his missions and to the safety of his crew. I recommend the non-immediate award of the Distinguished Flying Cross.

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ARCHIBALD, Corporal Leslie McLean (R178728) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 29 April 1922. Home in Sangudu, Alberta; enlisted Edmonton, 28 July 1942 for General Duties. To No.3 Manning Depot, 28 August 1942. To No.3 Repair Depot, 8 October 1942. To Patricia Bay, 19 October 1942. Promoted AC1, 28 November 1942. To "Y" Depot, 25 January 1943. Promoted LAC, 28 February 1943. To RAF overseas, 8 March 1943. Repatriated 3 December 1945. Retired 15 January 1946. No citation in AFRO.

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ARD, WO William Henry (R52501) - **Mention in Despatches** - Eastmoor - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 13 August 1900. Home in Niagara Falls, Ontario; enlisted there, 10 October 1939 as Airframe Mechanic. Promoted AC1, 29 February 1940. To St. Thomas, 3 May 1940. Reclassified as Disciplinarian, 1 June 1940. Promoted Corporal, 8 July 1940. Promoted Sergeant, 15 September 1940. Promoted Flight Sergeant, 1 April 1941. Promoted WO2, 1 April 1942. To "Y" Depot, 16 September 1942. To RAF overseas, 27 October 1942. Repatriated 17 November 1944. To No.1 BGS, 28 December 1944. To No.10 EFTS, 15 February 1945. Retired 10 September 1945. Re-engaged as an Air Cadet Officer, Niagara Falls, 7 June 1951 to 1 April 1955 (300706), retiring as a Squadron Leader. Unit identified in AFRO only as "Overseas"; No.6 Group Monthly Summary of Operational and Training Activities (January 1944) gives No.62 Base. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 26 August 1943 which originates from Eastmoor. Disciplinarian NCO. Also associated with Linton-on-Ouse.

This Warrant Officer, a veteran of the last war, re-enlisted in October 1939, and has already served nine months overseas. He has at all times carried out his duties in a keen and zealous manner, and has inspired confidence and respect of superiors and subordinates. His ability to impart Service knowledge has been of great value to units as a whole and individuals in particular. His service department is of the highest standard. Warrant Officer Ard has thoroughly demonstrated the qualities required in a Disciplinarian, and has carried out his duties with tact and energy.

\* \* \* \* \*

ARDELINE, F/O Paul (J16569) - **Distinguished Flying Cross** - No.152 Squadron - Award effective 9 October 1945 as per **London Gazette** dated 19 October 1945 and AFRO 1822/45 dated 7 December 1945. Born in Regina, 1 June 1917; home in Hamilton, Ontario. Enlisted in Hamilton 5 May 1941 and posted to No.4A Manning Depot. To No.3 ITS, 8 August 1941; graduated and promoted LAC 25 September 1941 when posted to No.21 EFTS; graduated 21 November 1941 when posted to No.9 SFTS; graduated and promoted Sergeant, 10 April 1942. To "Y" Depot, 11 April 1942; to RAF overseas, 24 April 1942. Commissioned 9 January 1943. Repatriated 3 July 1945. Retired October 1945. Award sent by registered mail 28 June 1947. Group Captain P. Ardeline (RCAF Auxiliary) appointed Aide-de-Camp to Governor General, 24 January 1964. Retired 30 March 1964. Buried in Woodland Cemetery, Hamilton; date of death uncertain.

Flying Officer Ardeline has served with this squadron since January 1944. Prior to this he took part in attacks on the Arakan and Imphal fronts and in the night defence of the Calcutta area. During the whole on his tour he has displayed outstanding keenness and determination to engage the enemy. Recently he pursued a formation of hostile aircraft far into Burma, damaging one and probably destroying another. The example set by Flying Officer Ardeline has been an inspiration to his fellow pilots.

RCAF Press Release dated 27 April 27 by F/L W.B. Spears read as follows:

BURMA: --- Flight Lieutenant Paul Ardeline, 411 Concession Street East, Hamilton, Ontario, has completed his second tour of operations in this theatre, a few days after leading four RAF Spitfires in a dogfight with 15 to 20 Oscars south of Pynmana.

One Oscar was shot down in flames and all the Spitfires returned safely, rounding off for Ardeline more than two years of successful battle with the Japanese, first in defence of India and later in pursuit of the enemy through Burma. He has shot down one Dinah, destroyed an Oscar on the ground, damaged two others in combat and led his squadron in its latest "kill" against heavy odds.

The son of Mr. and Mrs. H. Ardeline, Paul left Hamilton in 1931 to complete his education in the U.S. and to work in a Chicago laboratory. He returned to Canada in 1940 to enlist as an air gunner but was trained finally as a pilot. In December 1942, he joined a tactical reconnaissance Hurricane squadron operating from Imphal.

His first tour was completed in a night fighter squadron of Hurricanes and Beaufighters. Refusing his operational rest, he began his second tour immediately with a Spitfire squadron in the Arakan. Later the squadron took part in the defence of Imphal, and since the Japs were dislodged from there, it has followed them through a vast stretch of re-occupied Burma.

Ardeline has received two "strawberries" from the 14th Army for photographing gun positions which were slowing down Arakan operations, and another for destroying two motor launches filled with troops in the same area. The success of this attack was confirmed by a diary found on the body of a Japanese soldier.

He himself was shot up several times during his photographic operations as a tactical reconnaissance pilot. Once he was hit in the petrol tanks, luckily only a short distance from base, and managed to land safely on his last few drops of petrol.

His first "kill" came in April 1944, when he attacked on Oscar on the ground south of Meiktila and left it in flames. In September, he was leading four Spitfires which were scrambled to intercept a Dinah east of the Chindwin. He was the first to reach it after a long chase, and cut it off as it turned south, shooting it down near Pinlebu. Last February, he was credited with two Oscars damaged in a combat near Thazi, between six Spitfires and six or eight Jap fighters.

\* \* \* \* \*

ARDIS, F/O Beverley Donn (J26495) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 13 June 1944 as per **London Gazette** of that date and AFRO 1660/44 dated 4 August 1944. Born in Ottawa, 23 January 1922; home in Friendship, New York although a British subject; enlisted in Toronto, 20 July 1942 when posted to No.5 Manning Depot. To No.6 BGS (guard duty), 19 September 1942. To Mountain View, date uncertain. To No.9 BGS, 21 February 1943; graduated and commissioned 14 May 1943. To "Y" Depot, 28 May 1943. To RAF overseas, 15 June 1943. Promoted Flying Officer, 14 November 1943. Injured in a Halifax crash, 21 April 1944. Repatriated 25 November 1944. To No.1 Training Command, 21 December 1944. To Moncton, 16 February 1945. To No.168 (Transport) Squadron, 4 April 1945. To No.165 (Transport) Squadron, 1 July 1945. To No.1 Air Command, 25 August 1945. Retired 3 October 1945. Award sent by registered mail 23 November 1949. Died in Richardson (Dallas County), Texas, 6 May 1997. Obituary stated, "As direct result of head injuries suffered during the crash of his Halifax bomber on 21 April 1944, 'B.D.' was a victim of early onset dementia."

As air gunner, this officer has taken part in many attacks on targets in Germany including several on the capital. He is a keen, vigilant and resolute member of aircraft crew and has played a worthy part in the successes obtained.

\* \* \* \* \*

ARDIS, F/O Victor Dempster (J16907) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 23 November 1943 as per **London Gazette** dated 30 November 1943 and AFRO 166/44 dated 28 January 1944. Born in Ottawa, 25 September 1917; home in Belfast, New York or California although still a British subject; enlisted Toronto, 15 January 1941 and posted to No.1 Manning Depot; to No.1A Manning Depot, 29 January 1941. To Trenton, 19 February 1941. To No.1 ITS, 28 April 1942; graduated and promoted LAC, 28 May 1941 when posted to No.3 EFTS; may have graduated 15 July 1941 but not posted to No.1 SFTS until 27 July 1941; graduated and promoted Sergeant, 7 October 1941. To Embarkation Depot, 8 October 1941; to RAF overseas, 2 November 1941. Commissioned 24 November 1942. Promoted Flying Officer, 24 May 1943. , Repatriated 3 December 1943. To Mountain View, 9 January 1944. To No.5 OTU, 17 February 1944. To No.168 (Heavy Transport) Squadron, 5 August 1944. Promoted Flight Lieutenant, 20 November 1944. Retired 30 January 1946. Award sent by registered mail 23 November 1949. Living in Long Beach, California as of August 1950.

This pilot has completed a large number of night bombing sorties. Throughout the Sicilian and Italian campaigns he has pressed home his attacks with the greatest determination and has obtained a photograph of the aiming point on nearly every occasion. His cheerfulness and disregard of any defences have contributed much to the high morale of his crew and squadron.

\* \* \* \* \*

ARGUE, Sergeant Arthur Lyall (R82220) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 11 December 1920. Home in Pakenham, Ontario; enlisted Ottawa, 10 December 1940 as Aero Engine Mechanic and posted to No.1 Manning Depot. To Technical Training School, St. Thomas, 24 January 1941. To No.6 BGS, 18 June 1941. Promoted AC1, 24 June 1941. Promoted LAC, 14 September 1941. To "Y" Depot, 12 March 1942. To RAF overseas, 30 April 1942. Promoted Corporal, 1 October 1942. Repatriated by air, July 1945; to Debert, 23 July 1945; retired 14 September 1945.

\* \* \* \* \*

ARIS, LAC Harry Hayman (R122124) - **Mention in Despatches** - Station Croft - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born 19 February 1914 in Calgary. Educated in Alberta including two years of Commercial College plus night and correspondence courses. Home in Vancouver where he worked as a secretary, stenographer and typist for eleven years. Enlisted in Vancouver, 6 August 1941 in Clerk Stenographer trade. To No.2 Manning Depot, Brandon, 6 August 1941. To Composite Training School, Trenton, 2 October 1941 where he placed 28<sup>th</sup> in a class of 62. . Promoted AC1 and posted to No.3 SFTS, 8 November 1941. To No.15 Explosives Depot, Kamloops, 11 March 1942. While there described as follows: "Has done a good job at this Unit in charge of Orderly Room." (11 May 1942). To No.3 Repair Depot, 14 May 1942. To "Y" Depot, Halifax, 31 May 1942. To RAF overseas, 14 June 1942. Disembarked in Britain, 24 June 1942 and posted to No.3 Personnel Reception Centre. Promoted LAC, 1 July 1942. To RCAF Overseas Headquarters, 2 July 1942. To Middleton St. George, 5 July 1943 but then reassigned to Station Croft that same day. Appointed Acting Corporal, 6 December 1944. Reverted to LAC, 12 June 1945. Repatriated 13 June 1945 and posted to Station Dartmouth. Released 9 November 1945. Died in Burnaby, British Columbia, 14 August 1985. No citation. Newsclipping from Calgary **Herald** (no date) says he was born in Calgary, educated there, and worked for Canadian Natural Gas, Light, Heat and Power Company. Stationed with No.6 Group, he "obtained tools and materials with which to organize a hobby shop" and was "instrumental in establishing a club room for the men." DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation for a BEM dated 20 May 1945 which also identifies unit. Clerk Stenographer, Assistant to Station Administrative Officer. Photo PL-32800 shows him cultivating a station garden.

This airman enlisted 6th August 1941, and has served in the United Kingdom since 23rd June 1942. He has been on the strength of this unit for twenty-two months during which period he has rendered a contribution to the service far beyond that called for from the normal line of his duty. In addition to his normal duties he has acted as chairman of the Service Institute, making it, through his efforts and guidance, a credit to the Station and an institution of worth to the airmen. He has also kept the account for and managed the funds of the Sergeants' Mess and Service Institute. He has taken a leading part in Educational activities at this unit both as organizer and instructor, and has been responsible

for the beautifying of Station grounds and gardens. Despite the disheartening experience of receiving no promotion or commissioning, both of which have been held up by establishment and policy changes, he has nevertheless remained willing, active, co-operative and cheerful. A fine character in all respects, he is because of his qualities of leadership, his outstanding ability, and fine service spirit, strongly recommended for the award of the British Empire Medal.

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ARKLIE, WO (now P/O) Ernest Frank (R76423/J87570) - **Mention in Despatches** - No.24 OTU - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 17 May 1915 in Winnipeg. Home in St.James, Manitoba; enlisted in Halifax, Nova Scotia, 2 January 1941. To No.1 Manning Depot, 3 January 1941. To No.1A Manning Depot, 22 January 1941. To No.6 SFTS (guard), 9 February 1941. To No.1 ITS, 5 May 1941; promoted LAC, 6 June 1941 and posted to No.14 EFTS. Ceased training 3 July 1941; to Trenton, 4 July 1941; to No.7 AOS, 18 August 1941; posted to Trenton, 11 November 1941; to No.3 WS on 18 December 1941; to No.7 BGS, 5 July 1942 (graduated 3 August 1942; promoted Sergeant). To No.5 AOS, 3 August 1942; promoted Flight Sergeant, 3 February 1943; to "Y" Depot, Halifax, 8 April 1943; to RAF overseas, 15 May 1943, embarking from Halifax 16 May 1943. Disembarked in Britain, 24 May 1943. To No.9 (Observer) AFU, 7 June 1943. To No.23 OTU, 6 July 1943. Promoted Warrant Officer, 3 August 1943. To No.61 Base, 13 October 1943. To No.424 Squadron, 24 December 1943. Commissioned 17 May 1944. To No.24 OTU, 31 August 1944. Promoted Flying Officer, 17 November 1944. Repatriated 23 July 1945. Released 17 September 1945. Postwar in lumber business in Nova Scotia. Moved back to Winnipeg, 1969 and was a Weight Inspector with the Canadian Freight Association. Died in Winnipeg, 27 June 1972. No citation. Photo PL-35203 is a portrait.

**Notes:** Undated form on repatriation stated he had flown 37 sorties (182 hours ten minutes, last sortie on 14 August 1944) and non-operational flying of 174 hours 40 minutes. Types experienced were Anson (23.05), Wellington III and X (94.50), Halifax V (37.40) and Halifax III (201.15).

Application for Operational Wing dated 17 September 1944 stated he had flown 37 ½ sorties with No.424 Squadron, 16 August 1943 to 2 September 1944 (183 operational hours). However, another form dated 23 August 1944 gives 36 sorties (173 hours), 16 August 1943 to 15 August 1944.

Assessment of 1 July 1945 by S/L G.S. Hutton indicates he had only flown twelve hours with No.24 OTU. "This officer has worked in Aircrew Assembly while at this unit and has done a very fine job. Is quiet but keen and conscientious and very reliable."

**Training:** Course at No.1 ITS was 3 May to 6 June 1941. Courses in Mathematics (73/100), Armament, practical and oral (52/100), Signals (99/100), Drill (80/100), Law and Discipline



(53/60) and Hygiene and Sanitation (32/40). Placed 149<sup>th</sup> in a class of 177. "Steady, reliable, quiet type of trainee with very good service spirit. Worked full out at this school."

Attended No.14 EFTS, 9 June to 27 July 1941 (Tiger Moths, 13 hours 45 minutes) and was deemed unable to solo.

Course at No.7 AOS was 18 August to 8 November 1941. Flew 27.50 in Anson as First Navigator, 27.50 as Second Navigator (all by day). Courses in DR Plotting (70/150), DR and DF Wireless (110/200), Compasses and Instruments (86/150), Signals (80/100), Maps and Charts (49/100), Meteorology (60/100), Photography (78/100), Reconnaissance (63/100). Placed 33<sup>rd</sup> in a class of 41.

Course at No.3 WS was 19 January to 2 July 1942. Spent one hour in flying classroom at First Operator, three hours in flying classroom on Listening Watch and nine hours 35 minutes in two-seater as sole operator. Courses in Theory (45/50), Radio Equipment (177/250), Morse code, buzzer and lamp (190/200), Procedure (183/200), Signals Organisation (127/150), Armament (82/100) and Drill and PT (34/50). Placed 17<sup>th</sup> in a class of 88 and authorized to wear WOP badge as of 2 July 1942.

Course at No.7 BGS was 6 July to 3 August 1942. Flew 12 hours 30 minutes in Battle aircraft. Fired 810 rounds on ground, 200 rounds air-to-ground and 2,310 rounds air-to-air. Scored ten percent on Beam Test, 7.4 percent on Beam Relative Speed Test, one percent on Under Tail Test. Placed 22<sup>nd</sup> in a class of 39. "Above average student, conscientious, hard working and reliable."

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ARMER, F/O Ross (J23020) - **Air Force Cross** - No.9 SFTS (now No.2 ANS) - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born 1 January 1922. Home in Exeter, Ontario. Enlisted in Hamilton, 5 November 1940. To No.1 ITS, 11 December 1940; graduated and promoted LAC, 15 March 1941 when posted to No.10 EFTS; graduated 28 May 1941 when posted to No.9 SFTS; graduated 10 August 1941 and promoted Sergeant. To Central Flying School, Trenton, 11 August 1941; to No.9 SFTS to instruct, 10 November 1941. Promoted Flight Sergeant, 10 February 1942; promoted Warrant Officer, 10 August 1942; commissioned 25 September 1942; promoted Flying Officer, 7 May 1943; to No.2 ANS, 20 February 1944; to release centre, 2 April 1945; released 10 April 1945. As of award he had flown 1,830 hours 30 minutes, including 1,590 hours 15 minutes as instructor, 324 hours 25 minutes in previous six months.

This officer has displayed outstanding qualities of leadership, organization and devotion to duty as a flying instructor. His keenness, exceptional zeal in his work and rigid adherence to flying discipline has been most instrumental in raising the standards of his fellow instructors.

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ARMITAGE, LAW Doris Edith (W312908) - **British Empire Medal** - MCHQ - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Home in Dunrobin, Ontario; enlisted in Ottawa, 16 April 1943 and posted to No.7 Manning Depot. To No.2 Composite Training School, 13 May 1943. To Technical Training School, St. Thomas, 2 July 1943. Promoted AW1, 16 July 1943. Promoted LAW, 16 October 1943. To Uplands, 24 September 1945. To MCHQ, 1 October 1945. To No.11 Air Inspection Detachment, 9 September 1946. Retired 6 December 1946. Presented with award 14 June 1947.

This airwoman has, since being on strength of this unit, proven herself to be an exceptionally dependable Driver Transport who has at all times given her services to the Royal Canadian Air Force beyond normal demands. In addition, on the night of February 3rd, 1946, her quick thinking and fortitude during a fire in the unit Motor Transport Section was instrumental in preventing possible fatal injuries to a comrade and reducing property loss to a minimum. Her devotion to duty and exceptional judgement merits recognition.

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ARMITAGE, F/O Robert Munday (J35566) - **Distinguished Flying Cross** -No.408 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 19 November 1914 in Timmins, Ontario; educated in Timmons (1921-1930), Midland (1930-1931) and Parry Sound (1931-1932). Home in Parry Sound, Ontario. Clerk and food store manager; enlisted in North Bay, Ontario, 29 June 1942. To No.5 Manning Depot, 13 October 1942. To No.3 ITS, 23 January 1943; graduated and promoted LAC, 2 April 1943; posted next day to No.12 EFTS; graduated 29 May 1943 and posted to No.16 SFTS; graduated and commissioned, 17 September 1943. To "Y" Depot, 1 October 1943. Embarked from Canada, 1 November 1943; disembarked in Britain, 9 November 1943. To No.18 (Pilots) AFU, 21 December 1943. Attached to No.1513 Beam Approach Training Flight, 8-25 February 1944. To No.24 OTU, 18 April 1944. To No.61 Base, 16 July 1944. Attached to No.1659 Conversion Unit, 16 July to 25 August 1944. To No.408 Squadron, 25 August 1944. Repatriated 31 March 1945. To No.1 Air Command Headquarters, 12 April 1944. To No.16 SFTS, 19 May 1945. Retired 2 June 1945. Served again as Education Officer to Air Cadet squadrons in Parry Sound area, 15 January 1957 to 1 September 1964 (C301668). Died 10 June 1997 in Parry Sound, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1997. Award sent by registered mail 28 June 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 16 April 1945 when he had flown 36 sorties (215 hours 55 minutes) between 11 September 1944 and 23 February 1945.

Flying Officer Armitage has completed a tour of operations against the enemy on four-engined bombers. He has operated deep into the heart of Germany on

many occasions and has been over such heavily defended targets as Chemnitz, Hanover, Essen.

At all times he has pressed home his attacks and procured many fine photographs of the various targets. He has been a source of inspiration to his crew members by his capability and guidance and has fostered a good squadron spirit.

Flying Officer Armitage's courage and cheerfulness throughout his tour has been outstanding...

The sortie list was as follows:

11 September 1944 - Castrop Rauxel (5.05)  
12 September 1944 - Wanne Eickel (5.00)  
16 September 1944 - Boulogne (4.10)  
27 September 1944 - Duisburg (4.45)  
28 September 1944 - Cap Gris Nez (3.55)  
29 September 1944 - Sterkrade (4.55)  
15 October 1944 - Wilhelmshaven (5.10)  
23 October 1944 - Essen (6.30)  
25 October 1944 - Homberg (5.10)  
28 October 1944 - Cologne (6.45)  
30 October 1944 - Cologne (6.10)  
1 November 1944 - Oberhausen (6.20)  
2 November 1944 - Dusseldorf (6.10)  
6 November 1944 - Gelsenkirchen (5.00)  
16 November 1944 - Julich (5.05)  
18 November 1944 - Munster (5.45)  
21 November 1944 - Castrop Rauxel (6.05)  
18 December 1944 - Duisburg (6.15)  
24 December 1944 - Dusseldorf (4.35)  
28 December 1944 - Opladen (6.20)  
29 December 1944 - Trois Dorf (6.40)  
30 December 1944 - Cologne (6.40)  
5 January 1945 - Hanover (6.00)  
6 January 1945 - Hanau (7.05)  
13 January 1945 - Saarbrucken (7.10)  
14 January 1945 - Grevenbroich (6.40)  
16 January 1945 - Magdeburg (6.40)  
2 February 1945 - Wanne Eickel (6.00)  
4 February 1945 - Bonn (6.20)  
7 February 1945 - Goch (6.25)  
9 February 1945 - Wanne Eickel (6.25)

13 February 1945 - Bohlen (7.55)  
14 February 1945 - Chemnitz (7.50)  
17 February 1945 - Wesel (6.30)  
20 February 1945 - Monheim (6.40)  
23 February 1945 - Essen (5.25)

**Notes:** Accident, 1530 hours, 27 December 1944, Linton-on-Ouse. Daylight operation, Halifax VII, serial NP751. Bounced twice on landing, tail wheel broke off. Blamed on defective tail wheel assembly. At the time he had flown 410 hours 35 minutes on all types, 188.55 on Halifax. No injuries.

Application for Operational Wing dated 15 March 1945 state he had flown 36 sorties (223 hours 30 minutes), 11 September 1943 to 23 February 1944.

Repatriation form dated 16 March 1945 stated he had flown 36 sorties (223 hours 30 minutes), the last on 23 February 1945. Also flew 282.35 non-operational. Types flown overseas were Oxford (112 hours ten minutes), Wellington III and X (86.35) and Halifax II, III, V and VII (307.20).

**Training:** Attended No.3 ITS, 25 January to 2 April 1943. Courses in Mathematics, Law and Discipline, Navigation, Anti-Gas, Armament (written and practical), Aircraft Recognition, Drill, Signals and Meteorology. Scored 804 points of a possible 1,000. Placed 25<sup>th</sup> in a class of 116. "Impressive lad who is keen and intelligent. Good personality and service spirit. Serious, mature, reliable and dependable. Unassuming and calm."

Attended No.12 EFTS, 5 April to 28 May 1943. Tiger Moth aircraft - 9.10 dual to first solo, 33.55 total dual, 32.45 day solo, 5.00 night dual. Was 9.35 on instruments and logged twelve hours in Link (69 percent in Link). Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition and Signals (buzzer). Scored 538 points of a possible 700. Placed 11<sup>th</sup> in a class of 27. "Average in general flying. Turns were weak but improving steadily. Weak on forced landings and instrument flying. Needs to be checked frequently. Not over ambitious." (S/L H.E. King, Chief Flying Instructor).

Attended No.16 SFTS, 31 May to 17 September 1943. Anson aircraft - 9.55 day dual to first day solo, 83.20 total day dual, 56.10 day solo, 2.50 night dual to first night solo, 10.45 total night dual, 7.35 night solo. Was 13.45 in formation and 28.10 on instruments. Logged 26.45 in Link. Flying tests in General Flying (211/300), Instrument Flying (144/200), Navigation (102/150), Armament (108/150), Night Flying (72/100), Formation (33/50) and Link (34/50). Ground examinations in Airmanship (148/200), Armament (121/200), Navigation (153/200), Signals (173/200), Aircraft Recognition (88/100) and Meteorology (66/100). "Hard worker and is a high average pilot."

Attended No.18 (Pilots) AFU, 14 December 1943 to 18 April 1944. Oxford aircraft - 5.35 day dual to first day solo, 14.30 total day dual, 39.25 day solo, 1.25 night dual to first night solo, 6.00

total night dual, 10.35 night solo. Was 1.35 in formation, 4.00 on instruments, logged 11.05 in Link. Flying tests in General Flying (230/400), Applied Flying (135/200), Instrument Flying (135/250), Night Flying (59/100) and Link (30/50). "Has just managed to reach an average standard. His instrument flying requires constant practice. He has a quiet manner and is unsuitable for further training as an instructor."

Attended No.24 OTU, 18 April to 9 July 1944. Wellington aircraft - 4.20 day dual to first day solo, 5.00 total day dual, 6.55 day with a captain, 35.55 day as captain, 4.45 night dual to first night solo, 5.15 total night dual, 5.25 night at controls with a captain, 27.45 as captain. Logged 15.20 in Link. Did five day and five night cross-country flights, four day and one night fighter affiliations,, twelve dry dinghy drills with crew, one night dinghy drill with crew, nine parachute drills with crew. Flying tests in General Flying (220/400), Applied Flying (125/200), Instrument Flying (135/250), Night Flying (58/100) and Link (28/50). Ground examinations in Airmanship (240/300), Navigation (120/200) and Signals (66/100). "An ex AFU pupil who is an average pilot. He experienced no difficulty converting to Wellington. A keen captain who has controlled his crew well. (W/C C.S. Russell).

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ARMSTRONG, FS (now P/O) Arley Walter (R187588/J88782) - **Distinguished Flying Medal** - No.15 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 14 March 1922. Home in Petrolia, Ontario; enlisted Windsor, 26 August 1942. To No.5 Manning Depot, 30 August 1942. To No.16 SFTS, 6 November 1942. To No.18 Pre-Aircrew Education Unit, 28 March 1943; to No.1 Air Gunner Ground Training School, 14 May 1943; promoted LAC, 21 June 1943; to No.9 BGS, 26 June 1943; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 20 August 1943; to United Kingdom, 25 August 1943. Commissioned 25 July 1944. Repatriated 23 November 1944. Retired 8 March 1945. Presented with award 28 May 1947..

As rear gunner Flight Sergeant Armstrong has completed a tour of operational sorties, including among his targets Stuttgart and Dortmund. In April 1944, shortly after leaving Cologne, one engine of his aircraft caught fire and after some difficulty was feathered, thus rendering his turret unserviceable. Shortly after they were attacked four times by enemy aircraft. In all these attacks Flight Sergeant Armstrong was handicapped by an unserviceable turret but by his correct procedure, which he adopted to inform his captain, of the direction of the enemy attacks, he rendered invaluable assistance and ensured that no damage was inflicted on his aircraft. Flight Sergeant Anderson is a most keen and efficient air gunner who has at all times shown the greatest courage and devotion to duty both in the air and on the ground.

Ian Tavender, **The Distinguished Flying Medal Register: Second World War** (London, Savannah, 2000) has recommendation drafted 21 August 1944 when he had flown 31 sorties (138 hours operational time) as found in Public Record Office, Air 2/8828.

As rear gunner of a Lancaster aircraft, Flight Sergeant Armstrong has completed a tour of 31 operational sorties, totalling 138 hours, and included amongst his targets Stuttgart, Aachen, Dortmund and Cologne. On the night of the 20<sup>th</sup> April 1944, shortly after leaving Cologne, the port outer engine of the aircraft caught fire and, after some difficulty, was feathered, thus leaving Flight Sergeant Armstrong's turret unserviceable. After this incident and before reaching the coast, they had four encounters with enemy aircraft. In all these attacks Flight Sergeant Armstrong was handicapped by an unserviceable turret but by the correct procedure he adopted to inform his captain of the direction of the enemy attacks, he rendered invaluable assistance in enabling his captain to take the necessary precautions to ensure that no damage was inflicted on his aircraft. Flight Sergeant Anderson is a most keen and efficient air gunner who has at all times shown the greatest courage and devotion to duty both in the air and on the ground. He is strongly recommended for the award of the Distinguished Flying Medal.

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ARMSTRONG, F/L Donald Hadley (J2969) - **Air Force Cross** - No.2 SFTS - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born at Lethbridge, Alberta, 25 November 1918 (RCAF press release reporting award). Enlisted in Trenton, 6 November 1939 according to awards card but pay card says he enlisted at Kingston, 15 April 1940. To No.1 ITS, 25 April 1940; graduated and promoted LAC, 24 May 1940 although he had been posted on 23 May 1940 to the Edmonton Aero Club; graduated 20 July 1940 when posted to No.1 SFTS; graduated from one phase of training, 18 September 1940 but not graded as pilot until 6 November 1940 when he was commissioned. Posted to Trenton on 4 November 1940 (before formal commissioning); to No.18 EFTS, 16 February 1942; to No.2 SFTS, 8 May 1942. To No.164 (transport) Squadron, 5 February 1944.. Presented with award 10 April 1945. Retired 29 August 1945. Appointed Air Cadet Officer with No.398 Squadron, 1 February 1948 (300233). Appears to have died in Port Hope, Ontario in 1993.

This officer as a flying instructor and presently as Examining Officer has been outstanding in the execution of his duties. By his quiet determination, cheerfulness and efficiency he has been a continuous source of inspiration to junior instructors and trainees. Flight Lieutenant Armstrong has devoted every effort in obtaining the best results from the pupils under his charge which has been exemplified in the many excellent pilots trained by him.

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ARMSTRONG, F/L Frederick Finlay (J87608) - **Distinguished Flying Cross** - No.76 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born in Collingwood, Ontario, 3 November 1918; home and education in Owen Sound. Labourer, clerk, and member of the Grey and Simcoe Foresters (militia), 29 June

1936 to 13 February 1941. Enlisted in RCAF, Galt, 14 February 1941 as Airframe Mechanic. To Technical Training School, 21 March 1941. Promoted AC1, 9 August 1941; to No.14 SFTS, 13 August 1941. Promoted LAC, 1 January 1942. Remustered to aircrew and posted to No.1 ITS, 6 June 1942; may have graduated 31 July 1942 but not posted to No.7 EFTS until 12 September 1942; may have graduated 6 November 1942 but not posted to No.9 SFTS until 20 November 1942; graduated and promoted Sergeant, 6 April 1943. To "Y" Depot, 24 April 1943; to RAF overseas, 26 May 1943. Disembarked in Britain, 4 June 1943. To No.15 (Pilots) AFU, 29 June 1943. Attached to No.2 Aircraft Depot, 24 September to 20 November 1943 while undergoing treatment for injuries sustained playing baseball. Promoted Flight Sergeant, 6 October 1943. Various attachments to No.51 Group Pool and Castle Coombes until 18 January 1944 when returned to No.15 (Pilots) AFU. To No.20 OTU, 15 February 1944., Promoted WO2, 6 April 1944. To No.41 Base, 18 May 1944. Attached to No.4 Group Battle School, 18 May 1944. Commissioned 23 June 1944. To No.1658 Conversion Unit, 10 July 1944. To No.76 Squadron, 18 July 1944. Promoted Flying Officer, 23 December 1944. To No.22 OTU, 28 March 1945. Repatriated via Scoudouc, 2 August 1945. Retired 25 September 1945. Presented with award 22 June 1949. Subsequently with Canadian Army (Reserve), Medical List, 2 April 1952 to 1 December 1967 (TB.16925). Qualified for Canadian Forces Decoration, December 1959. Photo PL-42062 shows him having a snowball fight with F/L K.B. Inglis; PL-44281 with F/O "Bus" Corbett, recently released from a POW camp. RCAF photo PL-45204 (ex UK-22804 dated 20 July 1945) taken as Repatriation Depot, Torquay, showing three men from Owen Sound turning in kit before taking ship for Canada - left to right they are WO Allan McDougall (bomb aimer, home now in Toronto, flew a Stirling which towed a glider with airborne troops at Rhine crossing; "also a member of a crew which dropped supplies of ammunition to underground fighters in Norway and Holland"), Corporal Reg McKennitt (radar mechanic, "spent his overseas time pampering airborne radar gear") and F/O F.F. Armstrong (pilot, "completed a tour of operations with an RAF Halifax squadron.") Seated and receiving the kit ("ready to charge the boys for parts of the kit they are unable to produce") is Flight Sergeant H.A. Farmer (Dartmouth, Nova Scotia). Died in Owen Sound, Ontario, 4 November 1997 as per **Legion Magazine** of September 1998. No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". Public Records Office Air 2/9081 has recommendation dated 18 March 1945 when he had flown 39 sorties (196 operational hours), 25 July 1944 to 23 February 1945.

25 July 1944 - Foret du Croc (3.45)  
28 July 1944 - Foret de Nieppe (3.50)  
3 August 1944 - Bois de Casson (4.25)  
5 August 1944 - Foret de Nieppe (3.05)  
7 August 1944 - TOTALIZE III (4.05)  
17 August 1944 - Brest (4.55)  
18 August 1944 - Sterkrade (4.45)  
25 August 1944 - Pons Corff (5.20)  
27 August 1944 - Hamburg (4.05)  
1 September 1944 - La Pourchante (4.00)

3 September 1944 - Soesterburh (3.40)  
12 September 1944 - Gelsenkirchen (4.30)  
15 September 1944 - Kiel (5.55)  
25 September 1944 - Calais (3.45)  
26 September 1944 - Calais (3.35)  
27 September 1944 - Calais (3.30)  
6 October 1944 - Scholven (4.35)  
14 October 1944 - Duisburg (4.50)  
15 October 1944 - Wilhelmshaven (4.35)  
23 October 1944 - Essen (5.25)  
28 October 1944 - Westkapelle (3.25)  
30 October 1944 - Cologen (6.00)  
31 October 1944 - Cologne (5.15)  
16 November 1944 - Julich (4.45)  
21 November 1944 - Sterkrade (6.05)  
2 December 1944 - Hagen (6.35)  
6 December 1944 - Osnabruck (5.45)  
18 December 1944 - Duisburg (6.30)  
2 January 1945 - Ludwigshaven (6.50)  
5 January 1945 - Hanover (5.20)  
6 January 1945 - Hannau (6.30)  
16 January 1945 - Magdeburg (6.05)  
1 February 1945 - Mainz (6.10)  
2 February 1945 - Wanne Eickel (5.00)  
4 February 1945 - Bonn (5.55)  
7 February 1945 - Goch (5.50)  
9 February 1945 - Wanne Eickel (5.45)  
20 February 1945 - Reizholz (7.00)  
23 February 1945 - Essen (5.00)

Flight Lieutenant Armstrong as captain of a heavy bomber has completed 39 operations against Germany and enemy occupied territory. He has attacked such heavily defended targets as Magdeburg, Essen, Duisburg and Hanover, and has at all times shown determination and resource. His skill and courage has won great praise and his example has greatly inspired his crew.

**Notes:** Incident on 24 October 1944, Halifax LK831, "H", returned to base on three engines when engines developed oil pressure problems. The report serves to identify the rest of his crew - 145268 F/O J.B.C. Cowd (air bomber), R168581 Flight Sergeant D.C. Patching (navigator), R82481 Warrant Officer J.R. Tourangeau (WOP/AG), R193768 Flight Sergeant D.E. Heaps (mid-upper gunner), 1593583 Sergeant F.M. Oglesby (flight engineer) and R201690 Flight Sergeant L. Leighton (rear gunner).



Incident on 5 January 1945, Halifax LK831, "A", same crew except that air bomber was 154809 F/O D.R. Behenne. Return from operations. Brake pressure line was fractured. On touch-down the brakes were applied with no result. Engines were cut and aircraft rolled on past the end of the runway and into a ditch, damaging starboard undercarriage and propellers.

Assessed 28 March 1945 by W/C L.G.A. Whyte, No.76 Squadron - "This officer proved himself to be a steady and capable member of this squadron both as a Captain of aircraft and as a leader." Application for Operational Wing dated 14 April 1945 stated he had flown 39 sorties (220 hours), 18 July 1944 to 27 March 1945.

Assessed 7 July 1945 by W/C J.K.M. Cooker, No.22 OTU - "A very average type of instructor. Does what he is told. Not very interested. Average officer. Discipline average."

On repatriation form dated 8 July 1945 he stated he had flown 39 sorties (201 hours 40 minutes), the last on 23 February 1944. Also 301 hours 25 minutes non-operational. Types flown overseas were Oxford (97 hours 40 minutes), Wellington (147.35), Halifax II (37.50) and Halifax III (220.00).

**Training:** Attended No.1 ITS, 8 June to 31 July 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas Armament (written), Aircraft Recognition, Drill, Signals (written) and Meteorology. Scored 814 points of a possible 1,000. Placed 33<sup>rd</sup> in a class of 85. "Steady, confident, aggressive airman. Very keen and reliable. Deportment and conduct good. Second aircrew recommendation - Air Navigator." (W/C E.W. Kenrick)

Attended No.7 EFTS, 14 September to 6 November 1942. Tiger Moth aircraft - 10.30 dual to first solo, 35.35 day dual, 38.55 day solo, 4.00 night dual, 45 minutes night solo. Was 10.05 on instruments and logged 10.15 in Link. Courses in Navigation, Airmanship, Armament (written), Aircraft Recognition and Signals (practical). Scored 486 points of a possible 700. Placed 20<sup>th</sup> in a class of 30.. "Good average pilot, lacks self-control, good attitude. Deportment and conduct average. Link - 61 percent." (Robert G. Edwards, Chief Supervisor Officer).

Attended No.9 SFTS, 23 November 1943 to 6 April 1943. Anson aircraft - 5.40 dual to first solo, 68.15 day dual, 53.55 day solo, 11.40 night dual, 10.00 night solo. Was 12.30 in formation and 26.55 on instruments. Logged 25 hours in Link. Ground examinations in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition, Signals (written and practical), and Meteorology. Scored 520 points of a possible 750. Placed 36<sup>th</sup> in a class of 56. "Average pipal who needs more practice on precautionary landings, needs to look around more."

Attended No.15 (Pilots) AFU, 20 July 1943 to 15 February 1944 (training interrupted four months due to injuries). Oxford aircraft - 4.35 day dual to first day solo, 26.35 total day dual, 25.55 day solo, 3.15 dual to first night solo, 11.35 total night dual, 12.15 night solo. Was two hours in formation and 20 hours 20 minutes on instruments (includes time at No.1 Beam Approach Training Flight, 5-18 January 1944). Logged 15 hours 25 minutes in Link. Flying tests

in General Flying (240/400), Applied Flying (125/200), Instrument Flying (145/250), Night Flying (70/100) and Link (30/50). "Average pilot. No outstanding faults and further experience should give him more polish to his flying. Made excellent progress on Night Flying, above average standard."

Attended No.20 OTU, 15 February to 15 May 1944. Wellington aircraft - 6.20 day dual to first day solo, 6.20 total day dual, 7.50 at controls with a captain, 29.55 as sole captain, 4.55 night dual to first night solo, 6.05 total night dual, 6.15 at controls with a captain, 32.10 as sole captain. Was 44.15 on instruments. Logged 15 hours in Link. Did five day and five night cross-country flights, three day and one night fighter affiliation exercises, Flying tests in General Flying (220/400), Applied Flying (115/200), Instrument Flying (130/250), Night Flying (65/100) and Link (30/50). Ground examinations in Airmanship (223/300), Meteorology (68/100), Navigation (160/200) and Signals (83/100). "An ex-AFU pupil, Flight Sergeant Armstrong has proved a good average pilot on Wellington Mark III aircraft. He is very sound and steady and is most dependable. He has shown himself to be a capable captain and has led his crew well. They in return have complete confidence in him.

\* \* \* \* \*

ARMSTRONG, Sergeant Grace Louise (W316648) - **British Empire Medal** - RCAF Overseas Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Home in Ottawa; enlisted there 7 January 1944 as Clerk/Stenographer and immediately granted rank of Corporal (paid). To AFHQ, 9 February 1944. To "Y" Depot, Lachine, 18 May 1944. Taken on strength of No.3 PRC, 25 May 1944. To RCAF Overseas Headquarters, 5 June 1944. Repatriated 17 June 1946. Retired 18 July 1946. Presented with award 9 December 1947. Photo PL-38678 showed her after investiture with her mother and Mrs. J.K. Hardy (friend); caption said she was now studying voice at Royal Conservatory of Music.

This non-commissioned officer is presently employed as a non-commissioned officer in charge of the Orderly Room at the Air Officer Commanding-in-Chief, Royal Canadian Air Force Overseas Headquarters. She enlisted in the Women's Division of the Royal Canadian Air Force on the 7th January 1944, with the rank of Acting Corporal, having been employed as a civilian in the office of the Chief of the Air Staff at Air Force Headquarters, Ottawa. Sergeant Armstrong has been admirably equipped for her service with the Royal Canadian Air Force and has brought to her job an infinite capacity for hard work, which together with her outstanding initiative and well above average intelligence, has made her work exceptionally commendable.

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ARMSTRONG, FS (now P/O) Herbert Tuxis Berry (R95996/J18212) - **Distinguished Flying Medal** - No.138 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 15 October

1943 and AFRO 2610/43 dated 17 December 1943. Born at Lake Canoe, Ontario, 26 May 1920; home in Ottawa; clerk, enlisted in Ottawa 26 April 1941 and posted to No.1 Manning Depot. To No.31 BGS, 15 May 1941 (guard duty); to No.3 ITS, 20 June 1941; graduated and promoted LAC, 26 July 1941 when posted to No.11 EFTS; graduated 12 September 1941 and posted next day to No.8 SFTS; graduated and promoted Sergeant, 5 December 1941. To "Y" Depot, 6 December 1941; to RAF overseas, 31 December 1941. Commissioned 23 June 1943. Promoted Flying Officer, 23 December 1943. Repatriated 1 January 1945. To No.1 Flying Instructor School, 11 February 1945. To No.9 SFTS, 30 May 1945. To No.1 Air Command, 26 June 1945. To Release Centre, 2 August 1945; retired 11 August 1945. News story of 6 February 1943 says his Halifax crew were all BCATP graduates - F/O Phil Atkinson, Newcastle, England (pilot), Sergeant Ken Collopy, Frobisher, Saskatchewan (flight engineer), P/O "Andy" Hardy, Windsor, Ontario (navigator), Sergeant R.M. Reilly, Montreal (bomb aimer and front gunner), Sergeant Norman Weiller, Seward, Nebraska (mid-upper gunner), Sergeant George McCallum, Holden, Nova Scotia (wireless operator), and Armstrong (described as rear gunner; this is obviously wrong as his training and photo all point to being a pilot). Engaged then on convoy patrols. News stories from Ottawa papers, May 1944 and January 1945 indicate later flying on bomber operations and delivering supplies to Resistance; came home once with bits of trees in wing tips. Ended overseas service by instructing at a Canadian Heavy Conversion Unit.

This airman has completed many operational sorties. The high degree of success attained has been largely due to his untiring efforts while cheerfulness and devotion to duty have been reflected in the keenness displayed by his crew. On one occasion he was detailed on a search in the North Sea and located a dinghy containing nine men. Although only fifty miles from the enemy coast and exposed to attacks by enemy fighters he remained with the dinghy for five hours. The crew was subsequently rescued.

Ian Tavender, **The Distinguished Flying Medal Register: Second World War** (London, Savannah, 2000) has recommendation drafted 20 August 1943 when he had flown 30 sorties (190 hours 25 minutes operational time) as found in Public Record Office, Air 2/8983.

Flight Sergeant Armstrong has now completed 30 sorties, most of them being of a special nature demanding great skill and accuracy in flying. A high degree of success attained in these operations has largely been due to the unfailing efforts of Flight Sergeant Armstrong; his cheerfulness and devotion to duty are reflected in the keenness of his entire crew. On 28<sup>th</sup> July 1943, Flight Sergeant Armstrong carried out a search of the North Sea and located a dinghy containing nine men. Although only fifty miles from the enemy coast and exposed to enemy fighter attack, Flight Sergeant Armstrong remained with the dinghy for five hours for five hours until forced to leave owing to shortage of fuel. Through his efforts during this time, Flight Sergeant Armstrong ensured the safety of the "ship-wrecked" crew who were later rescued by the Air Sea Rescue organization.

The Station Commander added a comment which was remarkable:

This Non-Commissioned Officer arrived at this station with a very moderate report. His performances here have been entirely to the contrary. He is extremely keen and has done very good work. I have no hesitation in fully endorsing his Squadron Commander's remarks.

RCAF Press Release No. 8006 dated 28 December, 1944 from F/O George Sinclair read:

WITH RCAF IN BRITAIN: -- An ordinary .303 rifle bullet brought F/O H.T.B. Armstrong, DFM, Ottawa, Ontario (201 Powell Avenue) his worst experience during a hazardous tour as pilot of a Halifax on special missions against Germany and occupied countries.

Now passing through an RCAF Repatriation Depot on his way home to Canada, F/O Armstrong revealed that he had helped to deliver guns to the French Forces of the Interior before the Allied Invasion. It was on one of these missions, when he was flying his Halifax alone and at very low level, that one of the petrol tanks was holed by rifle bullet.

"We didn't even know we'd been fired at until suddenly both our port engines cut," he said. "We were down at 500 feet. By the time the engineer switched over to reserve tanks, we were almost into the deck."

On another occasion, Armstrong's Halifax was caught in an almost helpless position. "Flying at only 125 m.p.h. with its flaps down and bomb doors open, the aircraft had just dropped its load," Armstrong said, "when eight light flak guns opened up on us together. The streams of tracer were closing in on us and I put the aircraft into a dive for a few seconds. We got too low for the guns but as I pulled out, we struck a tree top. In the darkness, we were afraid of hills but more afraid of the flak we'd get if we climbed. When we landed at base our air intakes were filled with twigs but the kite was alright."

F/O Armstrong has been instructing at a Heavy Conversion Unit since completing his operational tour. With over 1000 hours in his flying log book, the 24-year old pilot hopes to fly with a civil airline when he leaves the RCAF.

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ARMSTRONG, WO1 Ivan Stewart (R114144) - **Mention in Despatches** - No.190 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born at Simcoe, Ontario, 2 March 1920. Home in Niagara Falls, Ontario where he attended the Niagra Falls Vocational Institute; enlisted Hamilton, 30 June 1941 for General Duties and posted to No.4A Manning Depot. To Station Sydney, 18 July 1941. Promoted AC1, 30 September 1941. Promoted LAC, 30 December 1941.

Remustered for aircrew, 5 December 1942 and posted to No.9 BGS; graduated and promoted Sergeant, 5 March 1943; to No.34 OTU, 19 March 1943. To "Y" Depot, 15 May 1943; to RAF overseas, 4 June 1943; to No.13 OTU, 17 August 1943; to Stoney Cross, 21 October 1943; to No.299 Squadron, 4 November 1943; to No.190 Squadron, 22 February 1944; repatriated 6 June 1945; released 2 August 1945. Died 26 September 1987 in Sault Ste Marie as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of June 1988. On 9 May 1945 he filled a form describing his overseas service as follows: one tour (27 sorties, 145 hours 25 minutes operational time, last sortie on 10 April 1945) plus 268 hours 30 minutes non-operational time. He reported 17 hours 20 minutes on Mitchells, 42 hours 35 minutes on Venturas and 354 hours on Stirlings (glider towing).

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ARMSTRONG, FS John Gordon (R98558) - **British Empire Medal** - AFHQ, Directorate of Financial Services (and now No.4 SFTS). - Award effective 8 June 1944 as per **London Gazette** of that date and RCAF Routine Order 1380/44 dated 30 June 1944. See **Field of Honour**, (Bank of Montreal, c.1950). Born 1 December 1912 in Scott, Saskatchewan; educated in Saskatoon and Alliston, Ontario; enlisted in RCAF in Saskatoon, 17 March 1941 as Clerk/Accounts and posted to No.2 Manning Depot. To No.1 Manning Depot, 28 March 1941. To No.4 BGS, 4 April 1941. To Technical Training School, 26 April 1941. To AFHQ, 6 June 1941. Promoted AC1, 17 June 1941. Promoted LAC, 1 October 1941. Promoted Corporal, 1 February 1942. Promoted Sergeant, 18 March 1942. To No.4 SFTS, 27 March 1944. Promoted Flight Sergeant, 1 September 1944. To No.7 Equipment Depot, 18 June 1945. To No.2 Reserve Equipment and Maintenance Unit, 1 September 1945. To No.6 Release Centre, 20 September 1945. Retired 6 November 1945. Presented with award 16 February 1945.

This NCO's duties in charge of the Estimates Staff in the Accounts Section, have been most complex and voluminous. He has been required to work at very considerable pressure over long periods of time, and has given of himself unstintingly in the execution of the work set before him. He has set an excellent example of industry and devotion to duty.

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ARMSTRONG, F/L Leslie Irvin (J6646) - **Commended for Valuable Services** - No.5 SFTS - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944 - Born 9 February 1914 in Blaine Lake, Saskatchewan; educated there, Prince Albert, and Ridley College, St.Catharines. Office clerk for an insurance company. Enlisted in Toronto, 17 December 1940. To Technical Training School, St. Thomas, 7 January 1941. To No.1 ITS, 6 March 1941; graduated and promoted LAC, 10 April 1941; to No.1 EFTS, 11 April 1941; to No.5 SFTS, 29 May 1941; graduated and received wings 8 August 1941; commissioned next day. To Station Trenton, 10 August 1941. To No.5 SFTS, 28 October 1941. Initial assessments were lukewarm. On 13 August 1942, F/L J.H.L. Lecompte wrote of him, "Does only what is required of him. Occasionally takes the lead." However, by April 1943 he was more impressive, and on

13 August 1943, S/L A.T. Wilson described him as "A very hard working and capable flight commander." On 15 November 1943, S/L R.H. Hyndman wrote, "This officer is a keen, conscientious flight commander. He is a reliable, steady type and has been doing very good work in his present capacity." Continued serving at No.5 SFTS until 9 March 1944 when posted to No.1 GRS, Summerside. To "Y" Depot, Lachine, 28 May 1944. Embarked from Canada, 16 June 1944. Disembarked in Britain, 24 June 1944. To No.3 PRC, Bournemouth, 25 June 1944. To No.11 (P) AFU, 5 September 1944. Killed in flying accident, 6 October 1944 (Oxford DF330) with 169021 F/O A.G. Jones (instructor) and 1685909 Sergeant R. Benyon (fellow pupil). Aircraft was making low approach when it struck tree and house. When recommended for award he was described as having flown 1,622.30 hours to date, 1,400.40 as instructor, 221.40 hours in previous six months.

This flying instructor has served as a flight commander for the past year, during which time he has maintained a high standard of training and has operated his flight in a thoroughly efficient and exemplary manner. His continued efforts and success in his work have been outstanding.

NOTE: He was recommended for Commendation by the Commanding Officer of No.5 SFTS, 15 January 1944 as follows:

This flying instructor has served as a Flight Commander for twelve months. During this time he has maintained a high standard of training, and has operated his flight in a thoroughly efficient and outstanding manner. It is considered that his continual effort and success over a long period, in turning out a high standard of pupils, warrants commendation.

At various unknown times "Commendation" was struck out and "AFC" substituted, but eventually the Commendation was approved.

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ARMSTRONG, P/O Lloyd George (J92448) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born in Oxford County, Ontario, 27 December 1917; home in Ingersoll where he was a grocery clerk. Served with Royal Canadian Artillery before joining RCAF in London, 9 March 1942. To No.4A Manning Depot, 10 March 1942. To No.1 Manning Depot, 10 June 1942. To No.13 Explosives Depot, 1 August 1942. To No.6 ITS, 26 September 1942; graduated and promoted LAC, 4 December 1942 but not posted to No.20 EFTS until 27 December 1941. Ceased training and posted elsewhere, 29 January 1942; to No.5 BGS, 14 May 1943; graduated 6 August 1943 and posted next day to No.1 CNS; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943; taken on strength of No.3 PRC, 8 October 1943.. Commissioned 8 November 1944. Repatriated 14 April 1945. To No.16 SFTS, 29 May 1945. To Release Centre, 1 August 1945; retired 2 August 1945. Presented with award 14 June 1949. No citation other than "completed... numerous operations against the enemy in the

course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9083 has recommendation dated 18 March 1945 when he had flown 35 sorties (185 hours 23 minutes), 26 August 1944 to 5 March 1945.

26 August 1944 - Homburg (4.23)  
1 September 1944 - Lumbres (3.30)  
3 September 1944 - Soesterburg (3.44)  
10 September 1944 - Le Havre (3.57)  
11 September 1944 - GARDENING (5.20)  
12 September 1944 - Munster (4.09)  
15 September 1944 - Kiel (5.23)  
20 September 1944 - Calais (3.36)  
25 September 1944 - Calais (3.54)  
14 October 1944 - Duisburg (4.24)  
15 October 1944 - Duisburg (5.25)  
23 October 1944 - Essen (5.38)  
25 October 1944 - Essen (4.36)  
29 October 1944 - Westkapelle (3.03)  
2 November 1944 - Dusseldorf (5.18)  
6 November 1944 - Gelsenkirchen (4.35)  
21 November 1944 - Sterkrade (6.52)  
29 November 1944 - Essen (5.51)  
5 December 1944 - Soest (5.43)  
6 December 1944 - Osnabruck (5.58)  
14 December 1944 - GARDENING (5.41)  
18 December 1944 - Duisburg (6.09)  
26 December 1944 - St.Vith (6.09)  
6 January 1945 - Hanau (6.16)  
12 January 1945 - GARDENING (5.50)  
14 January 1945 - Dulmen (6.06)  
16 January 1945 - Magdeburg (6.05)  
14 February 1945 - GARDENING (6.23)  
17 February 1945 - Wesel (5.07)  
20 February 1945 - Reisholz (6.16)  
23 February 1945 - Essen (4.54)  
27 February 1945 - Mainz (5.51)  
2 March 1945 - Cologne (5.14)  
3 March 1945 - Kamen (5.58)  
5 March 1945 - Chemnitz (8.14)

This officer has now completed his first operational tour consisting of 35 sorties (134 points) involving a total of 185 hours.

He has always shown great keenness for operations and much of the success attained by the very good crew of which he is a member is due to his efficiency as an Air Bomber. He has always shown a high degree of courage, skill and initiative.

For his good operational record whilst on this squadron and his devotion to duty he is strongly recommended for the award of the Distinguished Flying Cross.

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ARMSTRONG, Flying Officer Myrtle Eileen (C14619) - **Associate, Royal Red Cross** - RCAF Station Torbay - awarded 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Braeside, Ontario, 5 March 1915 (RCAF Press Release 4907 reporting award). Educated there and Arnprior plus a nursing course at Ottawa Civic Hospital, where she then worked. Enlisted at Ottawa, 17 June 1942 as Nursing Sister. Posted on enlistment to No.34 OTU with rank of Section Officer. Promoted Flight Officer, 17 December 1942. To Torbay, 15 October 1943. To "K", 30 November 1944. To Eastern Air Command Headquarters, 13 January 1945. To Release Centre, 8 September 1945. Retired 14 September 1945. Married while in the service to one "McCracken". Presented with award 17 May 1945. Died 1989.

This Nursing Sister has carried out her duties with the utmost skill and unflagging perseverance, setting an example for hard work and diligence to all those working with her. Her leadership has played a large part in the efficient functioning of all hospital assistants at this station. She has been responsible for the organization of a reception crash ward and emergency routine, which she has directed with outstanding ability when accident cases have been received. On one occasion, during a blizzard, she proceeded into the bush country to render assistance to civilians who were unable to obtain medical attention. In emergencies, she performs her duties with calmness and efficiency and at all times exemplifies the noblest qualities of her profession.

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ARMSTRONG, F/L Norman Henry (J22801) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born in Vancouver, 30 January 1921, home there. Attended Vancouver Technical High School and was provincial Senior Boys high jump champion. Educated UBC (COTC) for two years, truck driver; enlisted Vancouver 27 August 1941. Granted Leave Without Pay until posted to No.3 Manning Depot, date uncertain. To No.36 SFTS (guard duty), 10 October 1941. To No.4 ITS, date uncertain; graduated and promoted LAC, 24 January 1942 when posted to No.5 EFTS; may have graduated 27 March 1942 but not posted to No.12 SFTS until 11 April 1942; graduated and commissioned on 31 July 1942. To No.2 Flying Instructor School, 28 August 1942; to No.7 SFTS, 25 October 1942. Promoted Flying Officer, 31



January 1943. To "Y" Depot, 30 November 1943; taken on strength of No.3 PRC, 20 January 1944. Promoted Flight Lieutenant, 31 July 1944. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood for Tiger Force, 31 July 1945. To Release Centre, 6 September 1945. Retired 10 September 1945. Following the war he became a TCA pilot, retiring from Air Canada in 1980. Died July 2006 in Vancouver. Medal sent by registered mail 16 May 1950. No citation other than "completed...numerous operations against the enemy in the course of which [he has] displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9131 has recommendation dated 24 April 1945 when he had flown 30 sorties (197 hours 30 minutes), 21 November 1944 to 13 April 1945.

21 November 1944 - Aschaffenburg  
17 December 1944 - Ulm  
22 December 1944 - Koblenz  
28 December 1944 - Munchen Gladbach  
29 December 1944 - Scholven Buer  
31 December 1944 - Osterfeld  
2 January 1945 - Nuremburg  
5 January 1945 - Hanover  
7 January 1945 - Munich  
28 January 1945 - Zussenhausen  
1 February 1945 - Ludwigshaven  
2 February 1945 - Wiesbaden  
4 February 1945 - GARDENING  
7 February 1945 - Cleve  
8 February 1945 - Politz  
13 February 1945 - Dresden  
14 February 1945 - GARDENING  
18 February 1945 - GARDENING  
1 March 1945 - Mannheim  
11 March 1945 - Essen  
12 March 1945 - Dortmund  
13 March 1945 - Herne  
15 March 1945 - Misburg  
16 March 1945 - Nuremburg  
19 March 1945 - Hanau  
21 March 1945 - Bremen  
24 March 1945 - Dortmund  
27 March 1945 - Paderborn  
4 April 1945 - GARDENING  
13 April 1945 - GARDENING

Flight Lieutenant Armstrong was posted to No.103 Squadron on 18th November, 1944. Since then he has completed 30 sorties on Lancaster aircraft with a total of 197.30 hours operational flying.

In the course of these numerous sorties extending over a period of six months, this Canadian officer has taken part in attacks on a wide variety of targets including oil plants such as Misburg, Politz and Ludwigshaven, important industrial centres, e.g. Nuremburg, Essen, Dortmund, Bremen. The majority of these raids have taken place at night and on most of them strong enemy opposition was encountered.

In addition to the bomber raids referred to, Flight Lieutenant Armstrong has proved himself to be an outstanding minelayer in a squadron very experienced in this sphere of operations.

Throughout his tour Flight Lieutenant Armstrong has displayed notable skill and determination in attacking his targets. He is an excellent pilot who has shown himself to be a fine leader of his crews, the accuracy and precision of whose work has been revealed in the many excellent bombing photographs they have obtained. He has never allowed enemy opposition, no matter how strong, to deter him from pressing home his attack and his devotion to duty and fine offensive spirit have been an inspiration to his crew.

I strongly recommend that his excellent work as captain of aircraft in this squadron be recognized by the award of the Distinguished Flying Cross.

RCAF Photo PL-43900 (ex UK-21312, circa 11 May 1945) has the following caption: "Look at those grins. These Canadians, members of an RAF Lancaster crew, wound up their tour of operations and the pair on the right, FS W.N. Elliott (centre) and FS D.J. Jaffary, air gunners, are headed for their homes in Leask, Saskatchewan and Schreiber, Ontario, respectively. The pilot, F/L N.H. Armstrong, left, Vancouver, remains in Britain to instruct at an OTU."

\* \* \* \* \*

ARMSTRONG, F/L Robert Ludlam (J14829) - **Commended for Valuable Services** - No. 9 Bombing and Gunnery School - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Lower St. Mary's, New Brunswick 10 July 1914 (RCAF press release 4907 announcing award). Attended University of New Brunswick and Dalhousie, University. Enlisted at Moncton, 17 October 1941. To No.1 Manning Depot, 3 November 1941; to No.6 SFTS (guard duty), 13 November 1941; to No.1 ITS, 31 January 1942. Graduated and promoted LAC, 27 March 1942 and posted next day to No.1 EFTS; to No.1 SFTS, 20 June 1942; graduated and commissioned, 9 October 1942. To No.1 Flying Instructor School, 6 November 1942. To No.13 SFTS, 25 December 1942. Promoted Flying Officer, 9 April 1943. To No.9 BGS, 11 December 1943. Promoted Flight Lieutenant, 1 June 1944. To No.10 BGS,

2 April 1945. To Mountain View, 6 June 1945. To Release Centre, 17 October 1945. Retired 23 October 1945.

This flying instructor has displayed exceptional qualities of skill and devotion to duty, particularly when conditions have been most trying. At all times his cheerfulness, initiative and good leadership have been an inspiration to the personnel serving under him. These outstanding qualities have made a marked contribution to the efficiency of this station.

\* \* \* \* \*

ARMSTRONG, F/O Stanley William (J13824) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 24 May 1944 as per **London Gazette** of that date and AFRO 1444/44 dated 7 July 1944. Born 4 February 1923; home in Winnipeg where he was a brilliant student; high school principal offered to pay for his university education. Enlisted in Winnipeg, 22 July 1941. To No.2 Manning Depot, 31 August 1941. To No.5 Personnel Holding Unit, 24 October 1941. To No.38 SFTS, 23 November 1941. To No.4 ITS, 17 January 1942; graduated and promoted LAC, 13 March 1942; to No.16 EFTS, 14 March 1942; ceased training and posted elsewhere, 8 April 1942; to No.7 AOS, 25 April 1942. Graduated and commissioned, 28 August 1942. To "Y" Depot, 30 September 1942; to RAF overseas, 8 October 1942. Completed first tour and volunteered for a second (obituary credits him with 66 sorties, of which 33 were on Pathfinders). Repatriated 6 February 1945. To No.5 OTU, 20 March 1945. Retired 28 August 1945. Obtained a Bachelor of Commerce degree from University of Manitoba. Became a Chartered Accountant in Calgary. Retired to Oak Bay, 1884. Died in Surrey, British Columbia, 31 October 2014. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty". Public Records Office Air 2/9149 has recommendation dated 23 February 1944 when he had completed 42 sorties (361 hours 25 minutes), 24 February 1943 to 19 February 1944 as follows:

24 February 1943 - Wilhelmshaven (6.15)  
26 February 1943 - Cologne (5.10)  
27 February 1943 - Frisians (4.55)  
28 February 1943 - St.Nazaire (4.45)  
5 March 1943 - Essen (5.20)  
12 March 1943 - Essen (1.20, aborted)  
26 March 1943 - Duisburg (5.45)  
10 April 1943 - Frankfurt (7.40)  
14 April 1943 - Stuttgart (7.20)  
16 April 1943 - Mannheim (6.30)  
1 June 1943 - Ras Elmar (8.40)  
12 July 1943 - Enna, Sicily (5.30)  
15 July 1943 - San Giovanni (5.50)  
16 July 1943 - Capodichino a/f (6.20)

20 July 1943 - Naples (6.00)  
21 July 1943 - Capodichino a/f (6.40)  
3 August 1943 - Paola (6.20)  
4 August 1943 - Messina (6.05)  
6 August 1943 - Naples (6.15)  
9 August 1943 - Beach straf (5.50)  
11 August 1943 - Beach straf (5.20)  
14 August 1943 - Beach straf (5.40)  
15 August 1943 - Viterbo (6.20)  
17 August 1943 - Cap Sulvero (5.45)  
19 August 1943 - Foggia (7.00)  
24 August 1943 - Bagnoli (5.30)  
26 August 1943 - Taranto (6.45)  
31 August 1943 - Salerno (6.15)  
3 September 1943 - Capodichino (5.40)  
6 September 1943 - Battipaglia (5.55)  
8 September 1943 - Battipaglia (6.35)  
11 September 1943 - Fresinone airfield (5.30)  
13 September 1943 - Pompeii Roads (6.05)  
14 September 1943 - Eboli (6.30)  
16 September 1943 - Cisterna airfield (6.10)  
18 September 1943 - Viterbo a/f (6.25)  
20 September 1943 - Benevento (6.05)  
6 January 1944 - Stettin (8.05)  
14 January 1944 - Brunswick (5.00)  
20 January 1944 - Berlin (7.10)  
21 January 1944 - Magdeburg (6.30)  
15 February 1944 - Berlin (7.00)  
19 February 1944 - Leipzig (6.25)

This officer is an excellent navigator who has completed almost two tours of operations. Many of his operational sorties were carried out against heavily defended enemy targets such as Berlin, Hamburg and Mannheim. This officer, on many occasions, came under heavy fire, but in spite of personal danger, carried out his missions in a most commendable manner, which has acted as an incentive to those less experienced than himself. Strongly recommended for the award of the Distinguished Flying Cross.

\* \* \* \* \*

ARMSTRONG, F/L William Albert (J8128) - **Distinguished Flying Cross** - No.407 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2138/43 dated 22 October 1943. Born at Kinburn, Ontario, 16 September 1916. Educated at

Queens University (BA, 1937); taught school at Carp, Ontario; enlisted Ottawa 16 December 1940 when posted to No.1 Manning Depot. To No.1A Manning Depot, 8 January 1941. To Trenton, 27 January 1941. To No.1 ITS, 10 April 1941; graduated and promoted LAC, 12 May 1941 when posted to No.4 AOS; to No.4 BGS, 4 August 1941; graduated 13 September 1941 when posted to No.2 ANS; promoted Sergeant, 15 September 1941; graduated and commissioned 13 October 1941. To No.31 OTU, 2 November 1941; to RAF overseas, 12 November 1941. Repatriated 14 November 1943. To No.3 Operational Training Unit, 29 December 1943. Retired 2 May 1945. DHist file 181.009 D.1636 (RG.24 Vol.20604) has application for Operational Wings submitted about February 1944. Claimed 500 hours total flying, 205 hours operational hours, 25 sorties on Hudsons (anti-shipping), 20 sorties on Wellingtons (anti-submarine). Instructing at No.6 OTU, Silloth, 21 August to November 1943 when repatriated to Canada. Joined No.3 OTU, Patricia Bay, 5 January 1944; invested there with DFC by A/V/M Heakes, 19 January 1945. Attended Queens University in postwar (B.Sc., Mechanical Engineering, 1948) and then became an industrial engineer. Died 25 December 1992 at Beloit, West Indies.

This officer has been engaged almost continuously on operations since January 1942. He has participated in many low level attacks against enemy shipping and his crew has been responsible for sinking two merchant ships. Flight Lieutenant Armstrong has also been employed as navigator on anti-submarine patrols. As squadron bombing leader, his work has been largely responsible for the high efficiency of his own and other crews in the squadron.

\* \* \* \* \*

ARMSTRONG, P/O William Norman (J18086) - **Distinguished Flying Cross** - No.172 Squadron - Award effective 17 January 1944 as per **London Gazette** dated 8 February 1944 and AFRO 644/44 dated 24 March 1944. Born in Summerland, B.C., 12 August 1920; home in West Summerland. Enlisted in Vancouver, 21 May 1941 and posted to No.2 Manning Depot. To No.7 Equipment Depot, 20 June 1941. To No.4 ITS, 13 July 1941[ graduated and promoted LAC, 19 August 1941 when posted to No.18 EFTS; graduated 10 October 1941 when posted to No.15 SFTS; graduated and promoted Sergeant, 27 February 1942. To "Y" Depot, 28 February 1942; to RAF overseas, 19 March 1942, arriving in Britain, 29 March 1942. Further trained at No.12 (P) AFU (18 May to 13 July 1942), No.7 PRC (13 July to 1 September 1942), No.7 (C) OTU (1 September 1942 to 21 January 1943) and No.172 Squadron (21 January 1943 to 22 January 1944). Returned to UK, 22 January 1944; to No.6 OTU, Chivenor, 1 August 1944; to Canada, 30 April 1945; released 23 August 1945. Medal presented 18 October 1947.

One night this officer was pilot of an aircraft which sighted a fully surfaced U-Boat. Pilot Officer Armstrong immediately went into the attack and straddled the vessel with depth charges. Despite heavy fire from the submarine's guns Pilot Officer Armstrong made two more runs over the vessel and released more depth charges from a very low level. This officer displayed great skill, courage and determination.

Excerpt from Coastal Command Intelligence Summary dated 13 January 1944 describing attack on and sinking of **U-231**, 2325 hours, 44° 15' N 2038' W, northeast of the Azores. Crew consisted of J18086 P/O W.N. Armstrong (pilot), J21872 F/O R.D. Haryett (second pilot), J19243 P/O N. Ellis (navigator), R106961 Warrant Officer E.G. Corbett (ASV and first WOP), 128964 F/O B.W. Heard (second WOP) and NZ413760 FS R.B. Kersey.

Aircraft on anti-submarine patrol sighted a fully surfaced U-Boat and made two attacks, each with three 250-lb depth charges. In both attacks depth charge plumes were seen on each side of the conning tower. After the first attack U-Boat remained on surface and turned through 180°; the decks were seen to be awash as if attempting to submerge. As "L" went in for the second depth charge attack the U-Boat was fully surfaced again and apparently damaged. During the attack the aircraft fired a number of rounds at the U-Boat which replied, causing damage to "L" and wounding the rear gunner.

\* \* \* \* \*

ARNE, F/O Ira Clifford (J38580) - **Distinguished Flying Cross** - No.11 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 28 July 1919. Home in Saskatoon, Saskatchewan; enlisted there 6 June 1941. To No.2 ITS, 8 August 1941; graduated and promoted LAC, 24 August 1941 when posted to No.2 EFTS; ceased training and posted elsewhere, 15 October 1941; to No.7 AOS, 21 November 1941; graduated 28 February 1942 when posted to No.3 BGS; graduated 11 April 1942 when posted to No.1 ANS; graduated and promoted Sergeant, 11 May 1942. To "Y" Depot, 12 May 1942; to No.113 (BR) Squadron, 20 May 1942. Commissioned 16 October 1943. To Summerside and Yarmouth, dates unclear. To No.11 (BR) Squadron, 24 November 1943. To Summerside, 15 March 1944 but returned soon after to No.11 BR) Squadron. To No.6 Release Centre, 23 August 1945. Retired 31 August 1945. Died in Oakville, Ontario, 23 February 2008. As of recommendation he had flown 1,410 hours, 992 of them operational (120 sorties). Award presented 9 July 1949. No citation in AFRO other than "in recognition of valuable services in the air." Following from DHist files:

Flying Officer Arne has completed two tours of operations over the North Atlantic during which time he has always shown the greatest keenness to seek out the enemy no matter how trying or hazardous the task. His precise navigation has always been held in high regard and on one occasion was directly responsible for an attack on an enemy submarine. His great enthusiasm and devotion to duty at all times have been most praiseworthy.

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ARNETT, FS (now P/O) James Lawrence (R190749/J95337) - **Air Force Medal** - No.436 Squadron - Award effective 7 September 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 24 April 1922. Home in Priceville, Ontario; enlisted Toronto 8

September 1942 through Air Cadets. To No.1 Manning Depot, 24 September 1942. To No.23 Pre-Aircrew Education Detachment, 29 January 1943. To No.6 SFTS, 20 March 1943. To No.4 ITS, 17 April 1943; graduated and promoted LAC, 25 June 1943; posted next day to No.5 EFTS; graduated 20 August 1943 and posted next day to No.3 SFTS; graduated and promoted Sergeant, 10 December 1943. To No.32 OTU, 31 December 1943. To "Y" Depot, 8 April 1944; taken on strength of No.3 PRC, 29 April 1944. Posted from No.177 Wing to No.62 Squadron, 20 June 1944. Commissioned 20 December 1944. Promoted Flying Officer, 20 June 1945. Repatriated 10 January 1945. To No.4 Release Centre, 17 January 1946. Retired 5 March 1946. Medal presented 18 October 1947.

This airman is a keen pilot and captain of aircraft. His enthusiasm, keenness and devotion to duty have been an inspiration to all aircrew. The manner in which he has carried out his flying duties are most praiseworthy. He is undoubtedly one of the most efficient pilots in his squadron.

NOTE: Public Record Office Air 2/9117, courtesy of Steve Brew, has a slightly different citation drafted when he had flown 839 hours, 260 on current duties and 124 in previous six months.

This airman is a pilot and captain of aircraft. His enthusiasm and devotion to duty have been an inspiration to all aircrew. The manner in which he has carried out his flying duties is most praiseworthy. He is undoubtedly one of the most efficient pilots in his squadron.

**Note:** He was engaged on No.436 Squadron's first missions, 15 January 1945 when he was second pilot to F/O O.B. Philp (which see). Next day, 16 January 1945, he was captain of Dakota KK845 on two sorties which are described here in detail for illustrative purposes. The first involved takeoff at 0745 hours, arriving at Yeu at 0905 hours. "Moving 6,646 pounds of food to 33 Corps at Yeu, 2250N 9515E at 0900 hours, Para-dropped 1,200 pounds AT 250 feet. Landed 5,446 pounds at 0905 hours. Weather clear. Fighter escort three Thunderbolts over DZ. . DK Mk.IV KK845 went unserviceable." He took off again at 0935 hours, returning to base at 1045 hours. The second sortie had him take off at 1145 hours, again to Yeu, where he arrived at 1300 hours and landed 1305 hours. "Moving 7,200 pounds of food to 33 Corps at Yeu at 2250N 9525E at 1300 hours. Para-dropped 1,800 pounds at 350 feet. Landed 5,400 pounds at 1305 hours. Weather CAVU. Fighter escort four Thunderbolts over DZ." He remained on the ground 20 minutes, took off at 1325 hours and returned to base at 1435 hours.

On 18 January 1945 he again flew three sorties (Dakota KJ851). On the first he was airborne at 0745 to 0845; "Moving 6,000 pounds of petrol to 33 Corps at Yeu, 2250N 9525E at 0835 hours. Landed 6,000 pounds of petrol at 0845. Weather ground fog. Fighter escort nil." He was on the ground 15 minutes and returned to base, 0900-1015 hours. Airborne for second sortie, 1045 hours-1155 hours; "Moving 6,000 pounds of perol to 33 Corps at Yeu, 2250N 9525E at 1150 hours. Landed 6,000 pounds at 1155 hours. Weather reasonably cloudy over DZ,. Fighter escort nil." On ground 35 minutes, returned to base 1230-1345. On both of these trips he had no return cardo. On third sortie, 1415 hours to 1525 hours. "Moving 6,000 pounds of petrol to

33 Corps at Yeu, 2250N 9525E at 1515 hours. Landed 6,000 pounds of petrol at 1525 hours. Weather clear. Fighter escort nil." On ground 35 minutes, returned 1600-1710 hours and "brought back 19 men."

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ARNILL, P/O William Robert (J90157) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born in Fredericton, New Brunswick, 4 April 1915; home in Dundalk, Ontario. Garage man, enlisted in Toronto, 6 July 1942 and posted to No.1 Manning Depot. To No.6 ITS, 26 September 1942; graduated and promoted LAC, 4 December 1942 but not posted to No.1 AOS until 6 February 1943; graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, 9 July 1943; to RAF overseas. 15 July 1943. Commissioned 13 September 1944. Repatriated 9 February 1945. To No.1 Air Command, 28 February 1945. Promoted Flying Officer, 12 March 1945. Retired 12 April 1945. Medal presented 22 October 1948. Photo PL-19391 shows him with Sergeant Aubrey Miller at embarkation. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 22 March 1945 when flown 31 sorties (159 hours 20 minutes), 12 August 1944 to 14 January 1945.

Pilot Officer Arnill has now completed a tour of operations against the enemy on heavy bombers as navigator. He has penetrated deep into the heart of Germany on many occasions, and as been over such heavily defended targets as Saarbrucken, Kiel, Duisburg, Dortmund and Dusseldorf. On many occasions Pilot Officer Arnill displayed great courage and by his very efficient navigation was responsible for the safe return of his crew and aircraft. He has at all times proven himself to be a superior navigator and with his cheerful disregard for any difficulties was an inspiration to all his crew members. His splendid record fully warrants the award of the Non-Immediate Distinguished Flying Cross.

The sortie list was as follows:

12 August 1944 - Falaise (4.25)  
14 August 1944 - Bons Tassily (4.55)  
15 August 1944 - Brussels (3.25)  
16 August 1944 - Kiel (5.20)  
18 August 1944 - Connatre (6.15)  
25 August 1944 - Brest (4.25)  
27 August 1944 - Mimoyecques (3.20)  
28 August 1944 - Ferfay (3.20)  
9 September 1944 - Le Havre (4.25)  
11 September 1944 - Castrop Rauxel (5.05)  
13 September 1944 - Osnabruck (4.35)



15 September 1944 - Kiel (6.30)  
16 September 1944 - Boulogne (4.10)  
25 September 1944 - Calais (4.15)  
26 September 1944 - Calais (4.15)  
28 September 1944 - Cap Gris Nez (3.20)  
6 October 1944 - Dortmund (6.10)  
9 October 1944 - Bochum (6.05)  
12 October 1944 - Wanne Eickel (5.20)  
14 October 1944 - Duisburg (5.35)  
14 October 1944 - Duisburg (5.35)  
4 November 1944 - Bochum (5.40)  
16 November 1944 - Julich (4.50)  
26 November 1944 - Neuss (5.30)  
30 November 1944 - Duisburg (6.30)  
6 December 1944 - Osnabruck (6.05)  
18 December 1944 - Duisburg (5.35)  
24 December 1944 - Dusseldorf (4.35)  
6 January 1945 - Hanau (6.50)  
13 January 1945 - Saarbrucken (6.40)  
14 January 1945 - Gravenbroich (6.20)

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ARNOLD, F/O Alfred Joseph (J21168) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 9 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born in Hamilton, Ontario, 12 February 1921. Home there; enlisted there 11 March 1942 and posted to No.1 Manning Depot. To No.16 SFTS (guard duty), 7 May 1942. To No.6 ITS, 20 June 1942; graduated and promoted LAC, 14 August 1942; posted next day to No.4 BGS; graduated 9 October 1942 and posted on 11 October 1942 to No.10 AOS; graduated and commissioned 20 November 1942. To Mountain View, 28 November 1942. To No.5 BGS, 14 December 1942. Promoted Flying Officer, 28 May 1943. To "Y" Depot, 19 July 1943. To United Kingdom, 18 August 1943. Promoted Flight Lieutenant, 28 November 1944. Repatriated 27 September 1945. Retired 8 November 1945. Medal sent by registered mail 30 March 1949.

As air bomber, this officer has participated in a large number of bombing missions, many of them against strongly defended targets in Germany. Throughout he has displayed the highest standard of determination and devotion to duty and his excellent work has contributed materially to the successes obtained. On a recent occasion a short circuit in the bombing gear caused a fire to start in the bomb aimer's compartment. Despite this, Flying Officer Arnold coolly directed the bombing run and not until the bombs had been released did he turn his attention towards extinguishing the fire.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has original recommendation by W/C D.C. Hagerman drafted 30 October 1944 when he had flown 32 sorties (188 hours five minutes) as an Air Bomber:

This officer has completed 32 operations including ten attacks on major German targets and, throughout his tour, has shown great courage and determination.

On the night of 12<sup>th</sup> August 1944, when attacking Brunswick, the oxygen system was leaking to such an extent that it could only be turned on for three minutes in each fifteen. In spite of the extreme discomfort caused by the lack of oxygen, a successful H2S bombing run was made.

On 28<sup>th</sup> September 1944, when attacking Stettin, his aircraft was coned by searchlights and hit by predicted flak when in the target area. In spite of this, the bombing run was carried out into wind in order to give a slow and accurate run-up and an excellent photograph of the aiming point was obtained.

On 12<sup>th</sup> September 1944, when attacking Dortmund in daylight, his crew was selected to go over the target early to escort the Master Bomber. On the run-up to the target, his aircraft was hit by heavy predicated flak but his corrections to the Pilot never faltered and he continued to give his directions in a cool and calm voice. An excellent line overlap photograph was taken right over the aiming point.

On September 17<sup>th</sup>, when attacking Boulogne in daylight, a short circuit in the bombing gear caused a fire in the Air Bomber's compartment. Undeterred, F/O Arnold carried on his run until the picture was taken and then proceeded to put out the fire, afterwards reporting to the Pilot that the fire had been extinguished.

During the latter part of his tour, F/O Arnold has filled the post of Deputy Bombing Leader and his excellent instruction and willing cooperation have done much to help his fellow Air Bombers, and the high standard of efficiency in his Section is, in no small measure, due to his efforts.

I consider the selfless devotion to duty, high courage and the great efficiency shown by this officer fully merits the immediate award of the DFC.

The sortie list was as follows:

- 27 May 1944 - Bourg Leopold (5.05)
- 31 May 1944 - Mont Couple (5.35)
- 4 June 1944 - Calais (3.50)
- 5 June 1944 - Merville (5.20)

7 June 1944 - Acheres (5.00)  
9 June 1944 - Le Mans (6.00)  
21 June 1944 - St. Martin l'Hortier (4.10, day)  
23 June 1944 - Bientiques (4.35)  
24 June 1944 - Bamieres (3.55)  
27 June 1944 - Ardoval (4.55)  
4 July 1944 - Villeneuve St. George (6.30)  
9 July 1944 - Mount Candon (5.30, day)  
18 July 1944 - Caen (4.30)  
23 July 1944 - Kiel (6.10)  
24 July 1944 - Stuttgart (9.20)  
28 July 1944 - Hamburg (6.10)  
8 August 1944 - Foret de Chantilly (5.45, day)  
9 August 1944 - Acquet (4.10)  
10 August 1944 - La Pallice (7.25)  
12 August 1944 - Brunswick (6.10)  
14 August 1944 - Pontigny (5.10, day)  
16 August 1944 - Stettin (8.45)  
18 August 1944 - Bremen (7.20)  
25 August 1944 - Russelheim (10.05)  
29 August 1944 - Stettin (9.40)  
12 September 1944 - Dortmund (6.05, day)  
15 September 1944 - Kiel (6.05)  
17 September 1944 - Boulogne (4.00, day)  
18 September 1944 - Domburg (4.55)  
26 September 1944 - Calais (4.35, day)  
27 September 1944 - Bottrop (5.55)  
6 October 1944 - Dortmund (7.25)

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ARNOLD, F/L Charles Keever (J21404) - **Distinguished Flying Cross** - No.541 Squadron - Award effective 27 April 1945 as per **London Gazette** dated 8 May 1945 and AFRO 966/45 dated 8 June 1945. American in the RCAF. Born 2 November 1913 in Parkerburg, West Virginia; home there. Photographer in civil life; enlisted in Hamilton, 12 August 1941 as a Photographer and posted to No.1 Manning Depot. To No.9 AOS, 12 November 1941. To No.3 ITS, 14 March 1942. Remustered to aircrew and posted to No.5 Manning Depot, 23 May 1942. To No.21 EFTS, 24 June 1942; graduated 14 August 1942 and posted next day to No.8 SFTS; graduated and commissioned, 4 December 1942. To No.1 GRS, 11 December 1942. To "Y" Depot, 6 March 1943. Embarked for RAF overseas, 19 March 1943; disembarked in Britain, 2 April 1943. To No.17 (Pilots) AFU. 27 April 1943. To No.8 OTU, 25 May 1943. Promoted Flying Officer, 4 June 1943. To Benson, 28 July 1943. Attached to No.681 Squadron, 8 September 1943 to 27 October 1943 but also recorded as having left by air for India, 18 September 1943. Attached again to No.681 Squadron, 28 December 1943 to 18 February 1944. To No.541 Squadron, 8 March 1944.

Promoted Flight Lieutenant, 4 December 1944. Attached from No.541 Squadron to "Secret Desrination", 18 December 1944 to 5 January 1945. To Brize Newton, 25 June 1945. Repatriated 21 August 1945. Retired 21 September 1945. Medal presented 30 April 1948. Died 6 December 1961 in Washington County, Pennsylvania.

This officer is an able and successful pilot. His record in photographic reconnaissance has been consistently excellent. In December 1944 he completed a survey of an area involving a long period of flying in the face of great danger. Flight Lieutenant Arnold has always been keen to evolve new methods and to improve efficiency as a photographic pilot. Throughout his operational career this officer has inspired his fellow pilots by his keenness and courage and has been a great asset to the squadron.

Public Record Office Air 2/9078 has recommendation drafted 21 March 1945 when he had flown 74 sorties (202 hours 15 minutes). Described as "Commander, 'A' Flight".

Flight Lieutenant Arnold's record in photographic reconnaissance has been consistently excellent. He has always been keen to evolve new methods to improve his efficiency as a photographer. In December 1944 he was a member of a detachment at Brussels, whose primary job was to cover an area. Flight Lieutenant Arnold's sorties were remarkable for the large part of the area which he was able to cover in one sortie; this involved flying around for a long time in the same area, thus exposing himself to considerably increased danger. Throughout his 74 sorties Flight Lieutenant Arnold has inspired his fellow pilots by his keenness and courage, and is a great asset to the squadron.

**Notes:** On 13 October 1942 he was one of three passengers aboard Anson 8396 piloted by P/O S.G.R. Thorvaldson; aircraft suffered starboard engine failure and force landed in a field five miles west of Chipman, New Brunswick. No injuries.

Accident, 21 September 1943, Castel Beniti, Spitfire IV, BR659. It was his first trip outside the UK. He landed behind a Liberator and three other Spitfires. Dispersal trucks engaged with other aircraft and with his engine over-heating he tried to taxi to dispersal, but ran into sandy soil; aircraft went up on its nose.. There was some structural damage, apparently due to the heavy camera in rear. He was criticised for impatience - should have switched off and waiting for a truck to guide him in.

Assessed 3 August 1945 when he had flown 782 hours (182.35 in previous six months). "An outstanding operational pilot and Flight Commander. This officer is capable of carrying higher rank on both flying and ground duties." (S/L E.A. Fairhurst, No.541 Squadron)

Application for Operational Wing dated 2 August 1945 stated he had flown 92 sorties (274 hours 15 minutes), March 1944 to May 1945.

Repatriation form dated 16 August 1945 stated he had flown 94 sorties, the last on 29 April 1945. These amounted to 282 operational hours; also flew 267.40 non-operational hours. Flew Masters (34.10) and Spitfires (515.30).

**Training:** Attended No.3 ITS, 16 March to 8 May 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas Armament (written), Aircraft Recognition, Drill, and Signals (written). Scored 710 points of a possible 1,000. Placed 128<sup>th</sup> in a class of 185. "Neat, good humoured, conscientious, energetic."

Attended No.21 EFTS, 22 June to 14 August 1942. Finch II aircraft - 11.40 dual to first solo, 33.20 total day dual, 29.45 total solo, 4.00 night dual. Was 7.25 on instruments. Logged ten hours in Link. "This student will develop into a good pilot with more experience. Is intelligent and eager to learn. Below average on instruments but should improve. This student enjoys his work and is very cooperative in Ground School."

Attended No.8 SFTS, 16 August to 4 December 1942. Harvard aircraft - 5.00 dual to first solo, 59.35 total day dual, 89.25 total day solo, 9.00 night dual, 7.10 night solo. Was 18.30 in formation, 27.15 on instruments; logged 23 hours in Link. "Flying ability average - recommend immediate commission."

Attended No.1 GRS, 14 December 1942 to 20 February 1943. Anson aircraft - 31.55 by day. Graded DR Navigation Intermediate (75/100), DR Navigation Final (177/300), DR Navigation Air Work (198/300), Reconnaissance (131/200), Reconnaissance Air Work (74/100), Astro Navigation (52/100), Compasses and Instruments (114/200), Meteorology (114/200), Signals (75/100), Coding (74/100), Ship Recognition (175/200), Photography (97/100), Visual Signals (Pass). Placed 14<sup>th</sup> in a class of 22. "Did average work. Keen on photography which was his civil profession for 14 years. Recommend for PRU. Very keen on all branches of photography."

Attended No.8 OTU, 26 May to 20 July 1943. Master aircraft (2.10 dual, 3.45 solo) and Spitfire (52.15). Flying tests in General Flying (300/400), Applied Flying (147/200), Instrument Flying (188/250) and Link (33/50). Ground examinations in Airmanship (220/300), Armament (255/300), Meteorology (75/100), Navigation (134/200) and Signals (65/100). "A steady reliable type of officer who should do well on PR work,"

\* \* \* \* \*

ARNOLD, F/O Harold Frederick (J25304) - **Distinguished Flying Cross** - No.49 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 7 November 1920 in Vancouver. Educated there and was a sign and showcard writer. Enlisted in Vancouver, 8 April 1942 and posted to No.3 Manning Depot. To No.8 BGS, Lethbridge (guard), 25 May 1942. To No.2 ITS, Regina, 4 July 1942; graduated and promoted LAC, 29 August 1942 but not posted to No.2 EFTS, Fort William until 10 October 1942; may have graduated 4 December 1942 but not posted to No.12 SFTS, Brandon until 27 December 1942; graduated and commissioned, 16 April 1943. To "Y" Depot, Halifax, 30 April

1943; embarked 9 May 1943; disembarked in Britain 23 May 1943. To No.18 (Pilots) AFU, 22 June 1943 (Oxford aircraft, 69 hours ten minutes). To No.16 OTU, 24 August 1943 (Wellington aircraft, 79.25). Promoted Flying Officer, 16 October 1943. To No.51 Base, 5 January 1944. To No.1654 Conversion Unit, 15 February 1944 (Stirling aircraft, 41.35). To Lancaster Finishing School, 15 April 1944 (Lancasters, 13.45). To No.49 Squadron, 6 May 1944 (Lancasters, 222 hours). To No.82 OTU, 15 September 1944 (Wellingtons, 21 hours). To No.86 OTU, 15 October 1944. Repatriated 15 January 1945. To Western Air Command, 26 January 1945. To No.8 Release Centre, 2 April 1945. Released 3 April 1945. Moved to San Francisco after the war; medal presented via Department of External Affairs, 5 August 1955. Died at Hornby Island, British Columbia, 12 July 1996. Photo PL-34798 is formal portrait. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Public Records Office Air 2/8881 has recommendation dated 19 September 1944 when he had flown 32 sorties (176 hours 55 minutes), 9 May to 29 August 1944.

\* denotes daylight sortie

9 May 1944 - Gennevilliers (4.20)  
19 May 1944 - Amiens (3.55)  
21 May 1944 - Duisburg (4.55)  
22 May 1944 - Brunswick (6.20)  
27 May 1944 - Morsalines (3.35)  
2 June 1944 - Wimereux (3.45)  
5 June 1944 - La Pernelle (4.35)  
6 June 1944 - Caen (4.30)  
21 June 1944 - Wesseling (4.35)  
24 June 1944 - Pommerval (3.50)  
27 June 1944 - Marguise (3.15)  
4 July 44 - Creil (3.55)  
7 July 44 - Creil (4.25)  
12 July 1944 - Culmont Chalindrey (8.00)  
15 July 1944 - Nevers (7.30)  
17 July 1944 - Caen (3.50)\*  
18 July 1944 - Revigny (5.05)  
20 July 1944 - Courtrai (3.15)  
23 July 1944 - Kiel (4.50)  
24 July 1944 - Donges (5.35)  
26 July 1944 - Givors (9.05)  
7 August 1944 - Sequeville (3.50)  
9 August 1944 - Chatellerault (6.30)  
10 August 1944 - Bordeaux (7.10)  
11 August 1944 - Givors (8.40)  
14 August 1944 - Quesnay (3.40)\*  
15 August 1944 - Deelan (4.00)\*

16 August 1944 - Stettin (7.40)  
18 August 1944 - L'Isle Adam (4.25)\*  
25 August 1944 - Darmstadt (8.35)  
26 August 1944 - Konigsburg (9.40)  
29 August 1944 - Konigsburg (9.40)

This officer has completed 32 operational sorties as captain of Lancaster aircraft, taking part in operations which included attacks on such heavily defended German targets as Brunswick, Kiel, Stettin, Duisburg and Konigsburg (twice) and in precision attacks on French targets by day and night. On one occasion his aircraft was attacked and damaged by an enemy fighter which was driven away by accurate machine gun fire and the damaged aircraft skilfully flown back to Base.

In spite of the heaviest opposition, Flight Lieutenant Arnold has at all times pressed home his attacks and shown a very high standard of courage and devotion to duty.

For the skill and thoroughness with which he has carried out any duty allocated to him and for his courage and devotion to duty I strongly recommend that he be awarded the Distinguished Flying Cross.

RCAF Press Release No. 8104 dated 5 January 1945 from F/O George Sinclair reads:

WITH RCAF IN BRITAIN: -- Flying Officer H.F. Arnold, DFC, of Vancouver, B.C., now on his way home after a tour of operations as a pilot of a Lancaster, admits that for a few minutes one night last July he didn't expect to be coming home. A Junkers 88 streaked in to rake Arnold's Lancaster with cannon shell just after it had bombed a French target. The first burst set the Lancaster on fire to make it a perfect target in the darkness and a shell shattered the hydraulic system powering the turrets making the machine defenceless. But Arnold's gunners had winged the fighter so that it either could not or would not chance another attack on the burning bomber. None of the crew was injured and the fire was put out after some minutes. F/O Arnold's navigator, P/O J.C. Fleming, DFC, is another British Columbian, from New Westminster, who returned home last fall.

In spite of his large number of operational flights, Arnold found time on his squadron to carry on with his art studies. He did a large watercolour of one of the squadron's Lancasters which he gave to the unit. He hopes to enter the commercial art field upon leaving the service.

**Notes:** Application for Operational Wing dated 14 September 1944 claimed 32 sorties (174 hours 30 minutes), 9 May to 29 August 1944.

Repatriation form dated 2 January 1945 stated he had flown 32 sorties (175 operational hours), the last on 29 August 1944; also 260 training and non-operational hours.

**Training:** Attended No.2 ITS, 6 July to 29 August 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas Armament (written), Aircraft Recognition, Drill, and Signals (written). Scored 875 points of a possible 1,000. Placed 21<sup>st</sup> in a class of 101. "He is a dependable, hard working and resourceful airman. Does not impress one at first, but in time proves that he is conscientious and hard working. He is a bit too serious minded and trifle individualistic. He is quite capable in all his undertakings."

Attended No.2 EFTS, 12 October to 4 December 1942. Tiger Moth aircraft - 10.25 dual to first solo, 30.45 total day dual, 31.50 day solo, 4.30 night dual, 1.05 night solo. Was 7.00 on instruments and logged ten hours in Link. Scored 86 percent in Link. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition and Signals (practical). Scored 614 of a possible 700 points. Placed first in a class of 16. "Average student. Rather slow to learn but careful. A hard worker."

Attended No.12 SFTS, 29 December 1942 to 16 April 1943. Crane aircraft; flew 6.50 dual to first solo. Flew 77.00 day dual, 55.35 day solo, 9.30 night dual, 8.30 night solo. Was 13.05 in formation; 26.45 on instruments. Logged 22 hours in Link. Ground examinations in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition, Signals (written and practical), and Meteorology. Scored 646 of a possible 750 points. Placed fifth in a class of 49. "Average pilot. Inclined to be slow and plodding but steady worker."

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ARNOT, F/L Donald MacKenzie (J13470) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 10 January 1944 as per **London Gazette** dated 18 January 1944 and AFRO 410/44 dated 25 February 1944. Born in Toronto, 11 September 1918; home there. Educated at Kimberley School, Malvern Collegiate and Central Technical School. Employed by Browns Bread (part-time), 1937, Boyce Motors as filling station attendant, 1937 and Lever brothers as chemist and glycerine analyst. Enlisted Toronto, 13 August 1940. To No.2 ITS, 30 September 1940. Promoted LAC, 26 October 1940; to No.14 EFTS, 27 October 1940; to No.1 SFTS, 22 December 1940; graduated and promoted Sergeant, 17 March 1941. Posted to No.11 SFTS, 29 May 1941 as instructor. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 1 June 1942. Commissioned 15 August 1942. To "Y" Depot, Halifax, 15 November 1942. Posted to Britain, 10 December 1942; disembarked there on 18 December 1942. Promoted Flying Officer, 1 January 1943. To No.14 (P) AFU, 19 January 1943. To No.22 OTU, 9 March 1943. To No.427 Squadron, 4 May 1943. Attached to No.1659 Conversion Unit, 18 May to 8 June 1943. Attached to No.1 ECDU (Engine Control Demonstration Unit), 25-27 July 1943. Promoted Flight Lieutenant, 1 August 1943. Promoted Squadron Leader, 6 December 1943. Killed in action 21 January 1944 (Halifax LL139). Medal presented 28 February 1946. Photo PL-22550 showed him at post-raid interrogation with F/L Elleker (Arnot wears hat and faces camera); PL-22648 shows W/C R.S. Turnbull, S/L Arnot and FS A.J. King; PL-26013 seated at desk; PL-37588 shows



his next of kin after receiving medal. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9153 has recommendation dated 19 November 1943 when he had flown 20 sorties (136 hours 48 minutes) and was a Flight Commander in his unit.

11 June 1943 - Dusseldorf (4.50)  
12 June 1943 - Bochum (5.28)  
19 June 1943 - Le Creusot (7.30)  
28 June 1943 - Cologne (4.05)  
2 July 43 - GARDENING (4.30)  
9 July 43 - Gelsenkirchen (7.10)  
13 July 43 - Aachen (5.30)  
24 July 43 - Hamburg (5.45)  
29 July 43 - Hamburg (6.35)  
30 July 43 - Remscheid (5.30)  
9 August 1943 - Mannheim (3.45, DNCO)  
12 August 1943 - Milan (9.50)  
17 August 1943 - Peenemunde (7.30)  
22 August 1943 - Leverkusen (5.10)  
23 August 1943 - Berlin (7.15)  
27 August 1943 - Nuremburg (8.20)  
31 August 1943 - Berlin (7.35)  
6 September 1943 - Munich (8.30)  
15 September 1943 - Montlucon (6.55)  
8 October 1943 - Hanover (5.10)  
11 November 1943 - Cannes (9.55)

Flight Lieutenant Arnot has successfully completed a large number of bombing sorties against some of the strongest defended targets in Germany. This officer has always shown great keenness and determination on all of these attacks and his devotion to duty has been an inspiration and an example to his crew and squadron.

NOTE: His family has supplied the following list of sorties subsequent to the above recommendation, from his logbook:

22 November 1943 Berlin (6.55)  
26 November 1943 Stuttgart (8.25)  
29 December 1943 Berlin (7.50)  
21 January 1944 Magdeburg (final trip, signed by W/C R.S. Turnbull, Commanding Officer)

**Circumstances of death:** On 9 March 1944 his surviving bomb aimer, F/O W.V. Thom, wrote from captivity as follows:

Aircraft attacked by fighter when leaving Magdeburg at a height of 19,500 feet. The aircraft was damaged and, after losing height to 14,000 feet the order to bale out was given. Just then an explosion occurred and F/O Thom was blown clear and descended safely by parachute. The Germans stated that seven bodies of officers were found in the wreckage; it is probable that the rear gunner, P/O Nickerson, was killed during the action with the fighter.

The website "Lost Bombers" offers the following on this last flight. Halifax LL139 of No.427 Squadron (ZL-D), target Magdeburg, 21/22 January 1944. This aircraft was one of four No.427 Squadron Halifaxes lost on this operation (the others were LK923, LL169 and LL176). Airborne at 2005 hours, 21 January 1944 from Leeming. Attacked at 19,500 feet by a night-fighter while clearing the target area. The order to abandon was given, but before the crew could react, the Halifax exploded, throwing clear F/O W.V. Thom, RCAF. The others were W/C A.N. Martin, RCAF (Commanding Officer of No.424 Squadron; second pilot; attached to No.427 for operational experience; killed); P/O R.A.N. Rondelet, (Belgian, born 1915 at Seraing in the SE suburbs of Liege; killed); S/L D.M.Arnott, DFC, RCAF (killed); P/O L.W.W. Jones, RCAF (killed); P/O R.Dawson (killed); P/O L.S.Gray, RCAF (killed); P/O R.O. Nickerson, RCAF (killed).

**Notes:** On 31 July 1942, instructing at No.11 SFTS, Yorkton, damaged Crane 7941 while taxiing; hit glidepath indicator when preparing to take off. Pupil was 1005411 LAC O.G. Evensen, RAF. No injuries. "Pilot error."

RCAF Press Release No. 1500 dated 20 January 1944 via F/O Eggleston read as follows:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- Non-immediate award of the Distinguished Flying Cross to S/L D.M. "Don" Arnot, 19 Benlamond Avenue, Toronto Ontario, a flight commander with the Lion squadron of the RCAF Bomber Group in England, was announced recently by the Air Ministry.

Veteran of 23 trips over enemy territory on such targets as Berlin, Dusseldorf, Mannheim, Kassel, Ludwigshaven, Cologne, etc., the tall, wiry flight commander, who now boasts a moustache, had little to say in a previous interview when he was promoted to his present rank, but according to other members of his crew, he has had a few "shaky does", which are worth mentioning.

Several times while flying over enemy targets, his kite has been shot up by flak, and on one occasion, the Halifax he was flying was attacked by an unidentified night fighter about 20 minutes before he reached the target. The night fighter raked the "kite" from stem to stern with cannon shell, setting fire to some of the incendiaries, shooting away the hydraulics, and blasting holes in the flaps. Good work by his flight engineer, who managed to jettison the incendiaries, got Arnot's crew out of a bad spot on this occasion. Unable to jettison their bomb load on the target due to the hydraulics being useless, Arnot was forced to

return to an English aerodrome with both his big "cookies" which were intended for the German city of Cologne. It was a terrific battle to get the wheels down to make a landing, but they locked just before the aircraft touched down.

While the aircraft was badly damaged the only injury to the crew was a piece of cannon splinter in the foot of the mid-upper gunner.

S/L Arnot worked his way up through the ranks to his present position. After enlisting in Toronto in August, 1940, he won his wings at Camp Borden in 1941, and was promoted to the rank of sergeant. He spent a year and a half as an instructor at Yorkton, Saskatchewan, where he was commissioned as a pilot officer and came overseas with the rank of flying officer in November, 1942. He joined his present squadron in August 1943.

Twenty five years of age and single, S/L Arnot was a chemist with Lever Brothers before the outbreak of war.

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ARNOTT, WO Morley Albert (R137690) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 10 May 1944 as per **London Gazette** of that date and AFRO 1296/44 dated 16 June 1944. Born in Barrie, Ontario, 20 December 1922; home in Barrie or Toronto. Student before enlisting in Halifax, 13 November 1941 and posted to No.1 Manning Depot. To No.2 BGS, 15 January 1942; graduated and promoted Sergeant, 20 February 1942. To "Y" Depot, 26 February 1942. To RAF overseas, 12 March 1942. Commissioned 8 August 1944 (J88750). Repatriated 28 October 1944. Released 6 June 1945. Died in Barrie, Ontario, 31 December 2006 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2007. Medal presented 22 November 1948. No citation other than "...completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Photo PL-34008 shows him with F/L D.L.G. Turvey.

\* \* \* \* \*

ARROWSMITH, FS Joseph Camp (R84654) - **British Empire Medal** - RCAF Overseas Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 21 April 1908. Home in Saint John, New Brunswick; enlisted in Moncton, 21 January 1941 (card - but see citation, which is wrong). To No.1 Equipment Depot, 14 February 1941. To School of Technical Training, 1 March 1941. To No.119 (BR) Squadron, 24 April 1941; to Halifax, 23 June 1941; to No.6 CAG, 15 January 1942 (the meaning of "CAG" not clear). To "Y" Depot, 16 September 1942; to RAF overseas, 27 October 1942; repatriated 6 October 1946; released 20 November 1946. Medal presented 20 April 1948.

Flight Sergeant Arrowsmith enlisted 1st January 1941 and proceeded overseas in October 1942. He was store keeper at No.426 Squadron, where his excellent

work as an Equipment Assistant obtained for him a Senior non-commissioned officer position in the Royal Canadian Air Force Auxiliary Services Warehouse. He has been largely responsible for the excellent system of recording undeliverable parcels and disposing of their contents to Royal Canadian Air Force units throughout the United Kingdom and further afield. In January 1944, he became the Senior non-commissioned officer in charge of the Warehouse where his handling of the staff and maintenance of records has been noteworthy.

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ARTHUR, F/O Robert John (J19798) - **Mention in Despatches** - No.145 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born in Welland, Ontario, 22 April 1919. Mill hand, tractor operator, and machinist in Welland. Applied to join in September 1939 but not interviewed until 1940. Enlisted in Niagara Falls, Ontario, 22 July 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 12 October 1940 when posted to No.2 WS; graduated 14 February 1941 when posted to No.4 BGS; graduated and promoted Sergeant, 16 March 1941. Posted that date to Embarkation Depot. To RAF overseas, 5 April 1941. Disembarked in Britain, 19 April 1941. To No.2 Radio School, Yatesbury, 28 April 1941. To No.3 (Coastal) OTU, 12 July 1941. To No.1 (Coastal) OTU, 6 August 1941. To No.221 Squadron, 23 September 1941, being based at Limavady, Northern Ireland, 28 September to 10 October 1941 and in Iceland, 10 October to 13 December 1941. Promoted Flight Sergeant, 1 December 1941. To Middle East, 8 January 1942. Promoted WO2 on 1 November 1942. Embarked from Middle East for Britain, 27 March 1943; arrived in Britain 9 April 1943. To No.2 Torpedo Training Unit, 26 April 1943. Promoted WO1, 1 May 1943. Subsequently commissioned with effect from 9 January 1943; promoted Flying Officer, 9 July 1943. To Catfoss, 22 July 1943 for instructor course. Repatriated to Canada, 29 September 1943; to No.31 OTU, 12 November 1943; to No.113 (BR) Squadron, 31 May 1944; to No.145 Squadron, 10 August 1944. Promoted Flight Lieutenant, 9 January 1945. released 4 August 1945. Died in Welland, Ontario, 1 September 1993 as per **Legion Magazine** of December 1993.

This officer has carried out extensive operations both at home and abroad and has taken part in anti-shipping strikes where intense enemy opposition has been encountered. Both in this work and in his anti-submarine operations off the Canadian East Coast his enthusiasm and devotion to duty have been exemplary.

The recommendation was raised by Commanding Officer, No.145 (BR) Squadron, 10 April 1945 when he had flown 700 hours (140 in previous six months) - 440 operational hours (70 sorties). Wording as above.

**Application for Operational Wing:** This document was dated 31 January 1944 and listed the following sorties with No.221 Squadron, all on Wellingtons:

- 3 October 1941 - Anti-submarine sweep, Northwest Approaches (5.25)
- 7 November 1941 - Anti-submarine sweep, Iceland (7.05)

13 November 1941 - Anti-submarine sweep, Iceland (7.25)  
16 November 1941 - Anti-submarine sweep, Iceland (7.20 - sighted and attacked U-Boat)  
23 November 1941 - Anti-submarine sweep, Iceland (5.30)  
7 December 1941 - Anti-submarine sweep, Iceland (5.30)  
10 April 1942 - Search for convoy, Middle East (7.40 - three enemy motor vessels)  
18 May 1942 - Convoy sweep, Middle East (3.40)  
18 May 1942 - Search for enemy convoy, Middle East (8.40)  
20 May 1942 - Coastal sweep, Middle East (1.50)  
28 May 1942 - Homing strike force,, Middle East (10.20, enemy convoy)  
28 May 1942 - Coastal sweep, Middle East (2.25)  
4 June 1942 - ASV sweep, Middle East (8.20, Gulf of Sirte)  
16 June 1942 - Coastal sweep, Middle East (2.15)  
26 June 1942 - ASV sweep, Middle East (8.30, between Crete and Derna)  
3 July 1942 - ASV sweep, Middle East (10.30, NW of Crete)  
4 July 1942 - Anti-Submarine sweep, Middle East (5.00)  
9 July 1942 - Shipping strike, Middle East (9.00, attack on convoy north of Tobruk)  
13 July 1942 - Anti-Submarine sweep, Middle East (6.10)  
17 July 1942 - ASV Sweep, Middle East (9.05, south and west of Crete)  
20 July 1942 - Anti-suvmarine coastal sweep, Middle East (2.40)  
21 July 1942 - Convoy cover, Middle East (10.10)  
27 July 1942 - Convoy cover, Middle East (10.30)  
29 July 1942 - Anti-Submarine Sweep, Middle East (9.45, navy coperation)  
2 August 1942 - ASV Sweep, Middle East (10.50 off Benghazi)  
4 August 1942 - Ship strike, Middle East (9.45, low level, off Derna)  
11 August 1942 - ASV sweep for "F" boats, Middle East (7.30, Bay of Sollum)  
14 August 1942 - ASV sweep for "F" boats, Middle East (8.05, Bay of Sollum)  
14 August 1942 - ASV sweep, Middle East (11.05, off Benghazi)  
17 August 1942 - ASV sweep for "F" Boats, Middle East (7.30 or 8.00, Bay of Soollum)  
20 August 1942 - Anti-Submarine patrol, Middle East (8.45)  
22 August 1942 - ASV sweep, Middle East (9.05)  
31 August 1942 - ASV sweep, Middle East (11.15, enemy convoy west of Crete)  
15 September 1942 - ASV sweep, Middle East (9.30, search for enemy convoy off Cap el Tin)  
17 September 1942 - ASV sweep, Middle East (9.15, enemy convoy, three MV and two desrroyers)  
25 September 1942 - ASV sweep, Middle East (10.15, one MV, five destroyers)  
30 September 1942 - ASV sweep, Middle East (9.00, one MV, two destroyers, off Gavdos)  
15 October 1942 - ASV sweep, Middle East (10.10)  
18 October 1942 - ASV sweep, Middle East (11.00, one MV three destroyers, NW of Derna)  
29 October 1942 - ASV sweep, Middle East (9.40, SE of Gavdos)  
7 November 1942 - ASV sweep, Middle East (9.15 one MV, two destroyers, east of Crete)  
10 November 1942 - ASV sweep, Middle East (12.55, one MV two destroyers, NW of Begnghazi)

TOTAL - 340 hours 20 minutes.

Incredibly, a letter dated 16 November 1944 (G.C T.K. McDougall, RCAF Records Officer to Commanding Officer, Station Dartmouth) stated that the application had been reviewed by the Operational Wings Reviewing Committee "and it has been decided that he is not considered eligible for the award of the Operational Wings). He applied again, 23 May 1945 and succeeded. At that time he added some details to sorties which are included above. He also added sorties flown in Canada on PV-1 Venturas, viz:

10 August 1944 (6.15)  
3 September 1944 (3.10 Convoy Patrol)  
9 September 1944 (6.10 Convoy Patrol)  
10 November 1944 (5.30, Harbour Entrance Patrol)  
20 November 1944 (6.20, Harbour Entrance Patrol)  
23 November 1944 (3.45 Convoy Patrol)  
5 January 1945 (35 minutes Convoy Patrol)  
6 January 1945 (5.40, Harbour Entrance Patrol)  
7 January 1945 (4.50)  
2 February 1945 (3.20, Harbour Entrance Patrol)  
2 February 1945 (3.40, Harbour Entrance Patrol)  
8 February 1945 (7.15 Convoy Patrol)  
16 March 1945 (6.10 Convoy Patrol)  
20 March 1945 (4.25 Convoy Patrol)  
24 March 1945 (3.40, Harbour Entrance Patrol)  
26 March 1945 (7.55)  
28 March 1945 (7.00 Convoy Patrol)  
30 March 1945 (5.20 Convoy Patrol)  
7 April 1945 (7.15 Convoy Patrol)  
12 April 1945 (6.45 Convoy Patrol)  
16 April 1945 (7.50, Harbour Entrance Patrol)  
23 April 1945 (4.00 Convoy Patrol)  
30 April 1945 (2.30 Convoy Patrol)  
2 May 1945 (6.30, Harbour Entrance Patrol)

TOTAL - 25 home-based sorties (132 hours)

On Repatriation Form (no date) he stated he had flown 342 operational hours (43 sorties including one ASR search. Elsewhere on the form he stated he had flown 228 hours 35 minutes by day and 276 hours 40 minutes by night (total - 505.15).

**Training:** Course at No.2 ITS was 1-30 September 1940. Course and marks in Mathematics (60/100), Armament, practical and oral (71/100), Drill (67/100), Law and Discipline (75/100). Placed 24<sup>th</sup> in a class of 535.

Course at No.2 WS was 14 October 1940 to 17 February 1941. Flew 20 minutes in flying classroom as first operator, two hours 55 minutes in flying classroom as second operator, four

hours 15 minutes in two-seater aircraft as sole operator. Courses in Theory (78/100), Practical Application (106/150), Morse, buzzer and lamp (175/200), Procedure (146/200), Signals Office Routine (70/100), Signals Organization (108/150), Drill and PT (78/100). Graded as average, placed 40<sup>th</sup> in a class of 138.

Course at No.4 BGS was 17 February 1941 to 16 March 1941. Flew in Battle aircraft (nine hours 45 minutes by day plus one hour 45 minutes as passenger). Air gunnery tests (hits) as follows: Beam Test (five percent), Beam Relative Speed Test (five percent), Under Tail Test (six percent). Marked 75 percent on written examination, 67 percent in oral and practical examination, assessed 179/250 on ability as firer, 116/150 on qualities as NCO. Placed 41<sup>st</sup> in a class of 72. "A keen airman, worked hard" but not deemed suitable for commission.

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ARTZ, LAC Edward David Gerald (R176503) - **Mention in Despatches** - Linton-on-Ouse - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 30 August 1913. Home in Middleton, Nova Scotia; enlisted in Digby, Nova Scotia, 23 June 1942. To McGill to learn radar, 18 October 1942; to No.1 Manning Depot on promotion to LAC, 23 January 1943; to No.31 RDF, 17 March 1943; to "Y" Depot, Halifax n overseas posting, 9 May 1943; repatriated 7 December 1945; released 16 January 1946. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol 20607) has list of MiDs this date with unit. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 3 February 1945 when he had served one year in Canada, 18 months overseas.

This Radar Mechanic has proven himself to be an outstanding technician and performs his duties with exemplary diligence. By virtue of these qualities this airman contributes in no small manner to the efficiency of his section and commands the respect of his officer, NCOs and comrades.

\* \* \* \* \*

ARVANETES, P/O George (J93515) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 18 April 1925 in Montreal, Quebec; home there (bench fitter, office boy and ex-Royal Canadian Artillery). Enlisted in Montreal, 4 August 1943 and posted to No.5 Manning Depot. To No.9 BGS, 12 November 1943. Promoted LAC, 2 January 1944. Graduated and promoted Sergeant, 11 February 1944.. To No.4 Aircrew Graduate Training School, 15 February 1944. To "Y" Depot, 22 March 1944. Taken on strength of No.3 PRC, 30 March 1944. Commissioned 10 January 1945. Repatriated 14 May 1945. To No.1 Air Command, 27 May 1945. To No.3 EFTS, 27 June 1945. To No.1 SFTS, 15 September 1945. Retired 20 December 1945. Photo PL-48253 taken after investiture in Montreal.

Pilot Officer Arvanetes has completed numerous operational sorties. In October 1944 he was detailed for an attack against Dortmund. While over the target his

aircraft was attacked by an enemy fighter. Pilot Officer Arvanetes manipulated his guns with great skill and drove the enemy off. His cool courage and devotion to duty have always been worthy of the highest praise.

DHH file 181.009 D2618 (Library and Archives Canada RG.24 Volume 20627) has recommendation raised 18 April 1945 by W/C H.C. Ledoux when he had flown 32 sorties (198 hours 55 minutes) as Air Gunner; submission as follows:

30 September 1944 - Sterkrade (5.10)  
4 October 1944 - Bergen (7.05)  
6 October 1944 - Dortmund (5.55)  
9 October 1944 - Bochum (6.35)  
12 October 1944 - Wanne Eickel (5.35, duty not carried out)  
14 October 1944 -Duisburg (5.15)  
14/15 October 1944 - Duisburg (3.45)  
15 October 1944 - Wilhelmshaven (5.20)  
1 November 1944 - Oberhausen (3.10, duty not carried out)  
4 November 1944 - Bochum (5.25)  
6 November 1944 - Gelsenkirchen (5.20)  
18 November 1944 - Munster (5.55)  
21 November 1944 - Castrop Rauxel (6.55)  
27 November 1944 - Neuss (5.30)  
29 November 1944 - Duisburg (6.25)  
2 December 1944 - Hagen (7.15)  
18 December 1944 - Duisburg (5.30)  
6 January 1945 - Ludwigshaven (7.20)  
13 January 1945 - Saarbrucken (7.30)  
14 January 1945 - Grevenbroich (6.35)  
16 January 1945 - Magdeburg (6.35)  
28 January 1945 - Stuttgart (6.30)  
21 February 1945 - Monheim (7.00)  
21 February 1945 - Worms (7.35)  
23 February 1945 - Essen (6.15)  
24 February 1945 - Kamen (6.05)  
27 February 1945 - Mainz (6.30)  
1 March 1944 - Mannheim (7.10)  
8 March 1944 - Hamburg (6.10)  
14 March 1944 - Zweibrucken (7.05)

On October 6<sup>th</sup>, 1944, the crew of which Pilot Officer Arvanetes is Air Gunner were detailed to bomb Dortmund, Germany. The trip to the target was carried out without incident. In the run-in on the target, Pilot Officer Arvanetes sighted



an enemy aircraft out on the port broad quarters slightly above and recognized it to be a Me.110. He immediately gave evasive action. The aircraft was on the bombing run and already had its bomb doors open. The Rear Gunner, recognizing of the imminent danger to the aircraft, opened fire on the enemy. After having fired about 150 rounds, the aircraft was seen to break away and go below. The enemy aircraft did not renew the attack.

Pilot Officer Arvanetes, displaying great coolness together with outstanding decisiveness, was largely responsible for the safety of the aircraft and the safe return of the crew. His outstanding devotion to duty marks Pilot Officer Arvanetes' actions as distinguished service. It is for this reason that I recommend him for the award of the Non-Immediate Distinguished Flying Cross.

\* \* \* \* \*

ASH, WO2 Ernest James (R222529) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 2 March 1925; home in Montreal; enlisted in Edmonton, 24 February 1943 and posted to No.3 Manning Depot. Posted to No.4 WS, 27 June 1943; to No.9 BGS, 17 September 1943; promoted LAC, 30 October 1943; to No.3 Personnel Reception, Bournemouth, 5 March 1944; promoted Sergeant 10 December 1944 (only then was he classified as an Air Gunner; it would appear he completed his training overseas); repatriated 30 December 1945; released 7 January 1946. Medal presented in Montreal 25 November 1949. See also WO2 Victor M. Ruthig.

The courage and skill displayed by this air gunner on all operations have been worthy of the highest praise. During a daylight attack on Hamburg his aircraft was subjected to five consecutive attacks by enemy fighters. With the help of the upper gunner, Warrant Officer Ash managed to fight off the attackers and one enemy aircraft was seen diving towards the earth. Throughout, this Warrant Officer has shown a fine fighting spirit and keen devotion to duty.

\* \* \* \* \*

ASH, Sergeant Robert Joseph (R94216) - **Mention in Despatches** - No.50 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in Montreal, 10 October 1917; home there; enlisted there 10 April 1941. Trained as a Radar Mechanic, McGill University, 1 June to 22 September 1941 and No.31 Radio School, Clinton, 23 September to 26 October 1941. Arrived overseas 23 November 1941. To No.2 Signals School, Yatesbury, 12 December 1941; to No.57 Squadron, 23 December 1941; to No.50 Squadron, 11 December 1942, attained rank of Corporal, 1 July 1942, Sergeant 18 January 1943; Flight Sergeant 18 February 1944. To No.53 Base, 9 September 1944. Repatriated 21 August 1945. Released 5 October 1945.

\* \* \* \* \*

ASH, F/L William Franklin (J4737) - **Member, Order of the British Empire** - No.411 Squadron - Award as per 4 May 1946 as per **London Gazette** dated 17 May 1946 and AFRO 602/46 dated 14 June 1946. American in the RCAF. Born Dallas, Texas, 30 November 1917 (birth date on MI.9 form); home there; educated at University of Texas (BA, 1939) and was a bank clerk and journalist. He aspired to fight on the Loyalist side during the Spanish Civil War. Enlisted in Windsor, Ontario, 22 June 1940. To No.1 ITS, 20 July 1940; graduated and promoted LAC, 14 October 1940 when posted to No.12 EFTS; graduated 30 November 1940 when posted to No.31 SFTS; graduated and commissioned, 25 March 1941. To Embarkation Depot, 3 April 1941; to RAF overseas, date not stated. To No.411 Squadron, date uncertain. Reported missing, 24 March 1942. Repatriated 7 July 1945. Released in October 1945. When demobilized he discovered he had lost his American citizenship. Became a British subject; attended Balliol College, Oxford. He became a BBC correspondent in India for four years. Returning to England, he joined the staff of BBC External Services, but was let go when his radical left-wing politics became embarrassing. Later became a script editor for the BBC. Author of at least six novels and five works of non-fiction including **A Red Square: the Autobiography of an Unconventional Revolutionary** (London, Howard Baker, 1978). See also Mention in Despatches material for F/L J.E.T. Asselin. Insignia may not have reached him; reported returned to Government House, 6 October 1948. Died in London, England, 26 April 2014. Photo PL-2746 shows Sergeant E.F. Lanagan, P/O Ash and Sergeant J.J. Kelly on ship for overseas; PL-4605 shows him talking to Prime Minister Mackenzie King in England. PL-7163 with P/O J.A. Frith playing darts; PL-7313 in front of Spitfire; PL-4987 with P/O W.R. McNair.

Flight Lieutenant Ash crash-landed near Calais on 24 March 1942 and made his way to Lille where arrangements were made for him to reach Paris. He was arrested in Paris at the end of May 1942 and imprisoned at Chubin. In September 1942, he exchanged identities with an Army private and joined a fatigue party. He escaped from this party but was recaptured the same night. In the spring of 1943, Flight Lieutenant Ash and thirty-two others escaped from Chubin through a tunnel. With a companion he tried to reach Warsaw, but was recaptured four days later. Shortly afterwards he was transferred to Stalag Luft III, Sagan, where he was an active member of the escape committee. For the next twenty-one months, when other ranks were being transferred from Sagan to Stalag Luft VI, Heydekrug, Flight Lieutenant Ash changed his identity and accompanied them. Under his direction a tunnel was later made for a mass escape, but the tunnel was discovered when ten prisoners had got away. Flight Lieutenant Ash, nevertheless, continued the attempt and eventually gained his freedom. He boarded a goods train for Kovno, but was discovered by station guards and returned to Sagan. He was liberated by allied forces at the end of April, 1945.

NOTE: Public Record Office WO 208/3338 has his MI.9 interrogation report based on an interview of 20 August 1945.

## CAPTURE

I took off from Hornchurch in a Spitfire aircraft on 24 March 1942, as part of an escort for six Boston aircraft which were to bomb Comines Power Station. I crash-landed at Vieille Eglise about 15 miles from Calais, after being attacked by a Focke Wulfe 190. The aircraft was too badly damaged to require further destruction, so I left my parachute and Mae West with it and started walking south, lying up in a wood that night. The next day I received food from a French farm (location unknown) at Tournehem (Northwest Europe 1:250,000, Shet 1, H.07) and was told that I might receive help in Lille, and I travelled there by train.

I managed to make contact with an Organization in Lille and was kept in a house for three weeks after which I was escorted by a Frenchman to Paris by train and was left at a flat while my helper tried to obtain papers for me.

A Frenchman living in the same block of flats informed the Germans of my presence and my host and I were arrested by the Gestapo at the end of May, and taken to Gestapo Headquarters at the Place de l'Opera, where we were sentenced to death. About a week later I was taken to Dulag Luft I (Oberusel). Here I was interrogated and gave only my number, rank and name. I was also given one of the false Red Cross forms, but only filled in the above information. After a day I was put in the camp and sent to Stalag Luft III (Sagan) about three days later.

## CAMPS IN WHICH IMPRISONED

Dulag Luft (Oberusel) - about three days in June 1942

Stalag Luft II (Sagen) - June to September 1942

Oflag XXIB (Schubin) - September 1942 to April 1943

Stalag Luft III (Sagan) - April-May 1943

Stalag Luft VI (Heydekrug) - May to August 1943

Stalag Luft III (Sagan) - August 1943 to January 1945

Marlag Milag Nord (Westertimke) - January to April 1945

## ATTEMPTED ESCAPES

(a) **First attempt** - While at Oflag XXIB (Schubin) Flight Lieutenant Asselin and I changed places with two army privates (names not known) and got into a working party unloading trains. One afternoon during September 1942 we managed to get away from the station at Schubin and started walking east across country.

We had camp-made civilian clothes under our uniforms which we had taken off and left by the train. Also, we had food, maps and compasses. We had no identity papers. We were picked up that night by the civil police, who had seen

us get away and had been on the lookout for us. We were beaten up on capture and put in the cells for about a fortnight.

(b) **Second attempt** - While still at Oflag XXIB (Schubin) about 29 of us started a tunnel in January 1943. This tunnel started in one of the wash-houses, was 120 feet long and came out in a ploughed field just outside the camp. There were about five others employed in making clothes and collecting the necessary equipment and the whole 33 (names not remembered) got through the tunnel on the night of 7 March 1943. I was one of this number.

After leaving the exit of the tunnel we split up into pairs. I was accompanied by Flight Lieutenant Asselin. We intended to go to Warsaw.

We wore civilian clothes made out of blankets and uniforms, and were equipped with maps, compasses and food. We walked by night and hid up by day and received food from Polish farmers. After four or five days we were apprehended by German "Home Guards" at a railway crossing and were arrested. We were taken back to Schubin and put into cells for about a fortnight.

(c) **Third attempt** - When the Non-Commissioned Officers from Stalag Luft III (Sagan) were being sent to Stalag Luft VI (Heydekrug), I changed places with Sergeant D.E. Fair, Royal New Zealand Air Force. After a short time at Heydekrug, I organised a tunnelling scheme on which about 50 people were employed with others making clothes and collecting the necessary equipment. We started in June 1943 from a wash-house and broke cover in a small wood just outside the wire. About 10 August, ten of us, including Sergeants Dermot, Flynn, William Garrich, Callender and I got out at night, but the tunnel was discovered before the others could follow.

I was dressed in civilian clothes, carried food, compass and maps and had an identity card as a Polish worker.

When outside I started walking towards Libau (Lithuania) and received a few lifts, but when I got there, could find no ship, so started back towards Kovno (Lithuania) on a goods train and was picked up on the way by station guards, as the alarm had been raised.

I was taken back to Heydekrug and was given five weeks solitary confinement. My true identity having been discovered I was sent back to Stalag Luft III (Sagan).

LIBERATION

I was liberated at Marlag Milag Nord at the end of April 1945 by the Guards Armoured Division and was flown on 5 May from Diepholz to Brussels and from there to the United Kingdom on 6 May.

The following article appeared in **The Telegraph** of 30 April 2014:

### **WILLIAM ASH - OBITUARY**

#### **William Ash was a Texan 'hobo' turned Spitfire pilot who became celebrated for his numerous attempts to escape from Stalag Luft III**

William Ash, who has died aged 96, was the real-life “cooler king” of Stalag Luft III, said to be one of several sources for the character Virgil Hilts, played by Steve McQueen in the film *The Great Escape*; his escape attempts became celebrated – over the wire, through it with cutters, through the gates in disguise as a Russian slave-labourer, and, especially, via tunnels. If he never succeeded, it was not for want of trying.

Ash crammed several lifetimes of adventure into his 96 years. Even in Stalag Luft III he stood out. While most of his fellow-officer inmates in 1942 were from well-to-do British backgrounds, Ash was a former Texan hobo who had swapped his place in a Depression-era cattle car for the cockpit of a Spitfire.

William Franklin Ash was born on November 30 1917 in pre-oil-boom Dallas, Texas, where he remembered, as a boy, the townsfolk gathering in wonder to stare at the city's first traffic light. His father, a spectacularly unsuccessful salesman of ladies' hats, was, as Ash recalled, “forever having his automobile, on which his livelihood depended, carted off by the repo-men, like a cavalryman having his horse shot from under him during a rout”.

Almost from when he could walk, Bill contributed to the family finances by doing odd jobs or selling magazine subscriptions door-to-door. Later his work ranged from shelf-stacker to cub reporter for the *Dallas Morning News*, where he remembered staring at the bodies of Bonnie and Clyde in their bullet-riddled getaway car.

Gradually he managed to save enough money to put himself through school and through college at the University of Texas (Austin). An exceptional student, he graduated with top marks in Liberal Arts, despite doing multiple jobs.

But as he emerged from university into the Depression, jobs were scarce. He found employment as a lift operator at a bank, where he bumped into a former professor who, horrified, asked if the bank realised he was an honours graduate. “Yes,” Ash replied, “but they've agreed to overlook it.”

Ash soon took to the road, joining hundreds of thousands of other men riding the rails from town to town looking for work. The experience of sharing what little he had with others in hobo shanties on the edge of nondescript towns all over the Midwest was one that sharpened his sympathy for the underdog as well as making him handy with his fists.

By the outbreak of the Second World War in 1939 Ash's travels had taken him to Detroit, where he became involved in a punch-up with some early supporters of the American Nazi movement. As the United States was still neutral, he walked over the bridge to Canada and enlisted in the Royal Canadian Air Force — a move which would cost him his US citizenship. "I tried to explain that I was not so much for King George as against Hitler," he recalled, "but they didn't seem to care much at the time."

After training as a pilot in Canada, Ash arrived in Britain in a troopship in 1941 and saw action in No 411 Squadron, flying Spitfires over occupied France as well as defending shipping over the Channel. He also flew escort on the ill-fated bombing attack on Scharnhorst as she sailed up the English Channel in broad daylight.

During his time as a Spitfire pilot, Ash, who gained the uninspired but persistent wartime nickname of "Tex", featured in publicity drives aimed at encouraging the United States to enter the war and more Americans to go to Canada as volunteers in the meantime. Once, returning from a sortie, he found a portly gentleman in a suit being helped on to the wing of his Spitfire. Flashbulbs popped, and he later discovered his visitor was McKenzie King, Canada's wartime Prime Minister.

Ash's luck ran out while he was returning from bomber escort duty over the Pas de Calais in the spring of 1942. With his plane shot full of holes and his gun button jammed, he could do nothing but turn into his attackers to minimise his profile as half a dozen Focke Wulf 190s took it in leisurely turns to try blowing him out of the sky. He recalled continuing to press his gun button and shouting "Bang! Bang!" — to no avail. Forced to crash-land near the small village of Vielle Eglise, he was helped to escape by a Frenchwoman who had been widowed earlier in the war.

With the help of the Resistance he made his way to Paris, where he was holed up for several months. But, instead of hiding, he sauntered out into the streets as an American tourist, visiting art galleries and even the local swimming baths. The Gestapo soon arrested him and took him to the notorious Fresnes Prison, where he was beaten and tortured. Shortly before he was due to be executed, however, he was "rescued" by a Luftwaffe officer who was fearful of reprisals against downed German pilots in Britain if Ash were shot as a spy.

Arriving in Stalag Luft III, Ash became firm friends with the Battle of Britain veteran Paddy Barthropp, with whom he made several escape attempts. During the first of these, they hid in a shower drain in the hope that they could escape after lying low for a few days under the shower huts, fortified with a supply of "The Mixture" – a high-energy mix of chocolate, dried fruit and oats donated by the prisoners from their Red Cross parcels. When they were discovered they decided the best they could do was to stop The Mixture falling into enemy hands. They were eventually hauled out with chocolate-covered faces and given two weeks to digest, locked up in solitary confinement in "the cooler".

Though Ash was usually swiftly recaptured, his numerous escape attempts won him the admiration of his fellow prisoners, and it was as a tunneller that he found his true vocation. On one occasion, after he had been sent to a camp for recidivist escapees in Poland, he and a Canadian pilot led an escape bid involving the digging of a tunnel extending several hundred yards from under a stinking latrine to beyond the camp perimeter. They managed to break out, leading the way for 30 other prisoners, but all were eventually recaptured and Ash was returned to Stalag Luft III.

On another occasion Ash staged a daring climb in broad daylight over two barbed-wire fences between machine-gun towers to reach a neighbouring compound where a group of prisoners were being shipped off to a new camp in Lithuania, which Ash thought might offer better prospects for escape.

When he got there, he helped to dig another long tunnel and this time made it all the way to the Baltic coast. There he found a boat, but was too weak from hunger and exhaustion to drag it down the beach alone. He spotted some civilians digging a cabbage patch nearby and tried to enlist their help – only to discover that they were off-duty German soldiers. He swiftly found himself back in Stalag Luft III.

Ash was still in the cooler when his comrades made the great tunnel bid that became known as "The Great Escape", but he was released in time to hear that many of his closest fellow would-be escapees had been shot on capture on the direct orders of Hitler.

He finally escaped in the dying days of the war in Europe in 1945 when, after a long forced march in the snow, he walked through a battlefield to freedom.

Back in Britain Ash was appointed MBE, awarded British citizenship and went up to Balliol College, Oxford, on a veteran's scholarship, to read PPE. He then joined the BBC, working alongside a young Tony Benn, who became a lifelong friend. Sent to India as the Corporation's main representative on the subcontinent, he was influenced by Nehru's brand of socialism, and by the time he returned to Britain in the late 1950s his politics had solidified into a hard-boiled Marxism. He became

involved in Left-wing “street politics”, including the post-war anti-fascist movement, but his late-blooming revolutionary tendencies eventually proved too much for the BBC, which fired him — though he managed to cling on to freelance employment in the Radio drama department as a script reader .

Beginning in the 1960s, Ash wrote a series of novels, including *Choice of Arms* and *Ride a Paper Tiger*. Politics, however, remained his chief interest. Finding him too quirky and individualistic, the Communist Party rejected his application for membership, and he co-founded the Communist Party of Britain (Marxist-Leninist). He also brought his academic background to bear on the subject, publishing a study entitled *Marxist Morality* .

In later life Ash served for several years as chairman of the Writers’ Guild of Great Britain and helped to encourage young writers through his work as a script reader for BBC Radio and later as literary manager at the Soho Poly theatre. His book *How to Write Radio Drama* remained the best on the subject for more than 20 years.

In 2005 Ash’s wartime memoir *Under the Wire* (written with Brendan Foley) became a bestseller and enabled him to enjoy, at the age of nearly 90, some late-found celebrity.

Bill Ash’s first marriage, to Patricia Rambault, was dissolved. He is survived by his second wife, Ranjana, and by the son and daughter of his first marriage.

**William Ash, born November 30 1917, died April 26 2014**

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ASHBAUGH, F/L Frederick Alexander (J15538) - **Distinguished Flying Cross** - No.104 Squadron - Award effective 31 August 1944 as per **London Gazette** dated 8 September 1944 and AFRO 2231/44 dated 13 October 1944. Born 7 May 1919 in Busby, Alberta. Home in Vancouver. Enlisted in Edmonton, 23 August 1940. To No.118 (Coastal Artillery Cooperation) Squadron, 18 September 1940. To No.1 Coastal Artillery Cooperation Detachment, 27 September 1940. To No.1 ITS, 10 October 1940; graduated and promoted LAC, 16 November 1940 when posted to No.11 EFTS; graduated 5 January 1941 when posted to No.9 SFTS; graduated and promoted Sergeant, 26 April 1941. To Embarkation Depot, 14 May 1941. To RAF overseas, 29 May 1941. Commissioned 13 May 1942. Promoted Flying Officer, 13 November 1942. Promoted Flight Lieutenant, 13 May 1944. Repatriated 25 September 1944. To No.5 OTU, 1 November 1944. To No.9 (Transport) Group, 10 December 1944. To No.164 (Transport) Squadron, 1 April 1945; to No.168 (Heavy Transport) Squadron, 24 May 1945 and was involved in that unit’s 500th Atlantic crossing. To No.8 Release Centre, 21 March 1946. Retired 18 April 1946. Medal presented 24 May 1947.

This officer has taken part in a large number of operational sorties, many of them in bad weather. His targets have included many important centres in the



Balkans. In February 1944, Flight Lieutenant Ashbaugh successfully located the Daimlerpuch aircraft factory at Setyr. This important factory was heavily defended by searchlights and anti-aircraft guns, but despite this, this pilot made two successful attacks, obtaining an excellent photograph. In an attack on Viterbo in May 1944, despite the fact that his airspeed indicator was unserviceable, Flight Lieutenant Ashbaugh completed a successful attack and returned safely in adverse weather. He has always set a fine example of gallantry and devotion to duty.

A draft RCAF press release, circa 18 April 1944, describes a portion of his work; Easter that year was 9 April:

Allied Airbase in Italy - Canadian aircrew in Italy-based RAF Wellington night bombers have been providing aerial support for Allied armies on three fronts - the rapidly advancing Russians, the Yugoslav Partisans under Marshal Tito and, of course, the Dominion, British and American forces in Italy.

An audacious and highly successful daylight raid on a German garrison at Niksic, 40 miles inland from Dubrovnik in Yugoslavia, by a small force of Wellingtons with Spitfire escort at Easter time underlined the extreme versatility of the twin-engined bombers, which normally strike at night.

Two RCAF pilots who participated in the attack, made at the special request of Marshal Tito, reported on the devastating results obtained with the 4,000-pound bombs carried by the Wimps. The two Canadians were Flying Officer Fred Ashbaugh of 3330 West 20<sup>th</sup> Avenue, Vancouver, and Pilot Officer Thomas McAneney of Toronto. At least 50 percent of the buildings in the town, where German forces were concentrated, were either damaged or destroyed.

Only a few nights earlier, the famous RAF Wellington group threw its weight of bombs in support of the Russians by plastering the giant Manfred Weiss armament factory at Budapest, Hungary. Prior to that full effort attacks had been made on Sofia and other important targets in the Balkans, with a view to aiding the Russians in their pressure on Hitler's satellites. There have been raids on Zara and other points in Yugoslavia as well.

In support of the Allied armies in Italy, the Wimps - plus some RAF Liberators which also carry a good proportion of Canadian aircrew - have struck repeatedly at enemy airfields, railway marshalling yards, roads, bridges and manufacturing establishments at many points in the Mediterranean area. During critical days at the Anzio beach-head, the Wellingtons ranged in relays through the night over enemy arteries of transport, bombing and strafing whatever they discovered.

\* \* \* \* \*

ASHCROFT, FS (now P/O) John Albert Harold (R82435/J92439) - **Distinguished Flying Medal** - No.425 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 625/45 dated 13 April 1945. Born 4 November 1920; home in Lanark, Ontario (truck driver); enlisted in Ottawa, 3 January 1941 as General Duties and posted to No.1 Manning Depot. To No.6 SFTS, 15 January 1941. Promoted AC1, 3 April 1941. Promoted LAC, 3 July 1941. To No.1 BGS, 23 May 1942. To No.1 OTU, 20 July 1942. Remustered to aircrew, 20 November 1942 and posted to No.4 WS; graduated 8 July 1943 when posted to No.2 BGS; graduated and promoted Sergeant, 23 August 1943. To "Y" Depot, 25 August 1943; to United Kingdom, 12 September 1943. Commissioned 12 September 1944. Promoted Flying Officer, 12 March 1945. Repatriated April 1945; to No.1 Air Command, 16 May 1945; to No.10 EFTS, 15 June 1945; to No.3 Release Centre, 17 August 1945; retired 24 August 1945. Unable to attend investiture due to illness. Medal sent by registered mail 20 January 1956. NOTE: name might be **Joseph** Albert Harold. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1730 (PAC RG.24 Vol.20607) has recommendation dated 16 October 1944 when he had flown 33 sorties (151 hours):

Flight Sergeant Ashcroft, a Wireless Operator of outstanding ability, has invariably completed his duties as Wireless Operator with efficiency, reliability and fine fighting spirit.

He has recently completed a tour of operations over enemy territory and has made very successful sorties over heavily defended targets such as Hamburg, Kiel and Osnabruck.

Flight Sergeant Ashcroft's enthusiasm for operational flying has been outstanding. His dependability coupled with his superior knowledge have, in no small measure, been responsible for the enviable record set up by his crew.

The sortie list was as follows:

31 May 1944 - Au Fevre (4.55)  
2 June 1944 - Neufchatel (3.40)  
5 June 1944 - Houlgate (4.45)  
6 June 1944 - Coutances (4.00)  
7 June 1944 - Acheres (4.55)  
9 June 1944 - Le Mans (5.45)  
12 June 1944 - Cambrai (5.35)  
14 June 1944 - St. Pol (3.30)  
16 June 1944 - Sautrecourt (4.05)  
21 June 1944 - St. Martin (3.55)  
23 June 1944 - Bientques (1.55, duty not carried out)  
24 June 1944 - Bomieres (3.40)  
1 July 1944 - Biennais (4.10)

5 July 1944 - Biennais (4.10)  
12 July 1944 - Thiverny (4.40)  
28 July 1944 - Hamburg (5.45)  
30 July 1944 - Amaye-sur-Seulles (4.20)  
31 July 1944 - Oeuf-en-Ternois (5.10)  
3 August 1944 - Foret de Nieppe (4.55)  
4 August 1944 - Bois de Cassan (4.45)  
5 August 1944 - St. Leu d' Esserent (5.30)  
7 August 1944 - La Hogue (4.45)  
8 August 1944 - Foret de Chantilly (5.10)  
9 August 1944 - Foret de Nieppe (2.06)  
12 August 1944 - Foret de Montrichard (5.15)  
14 August 1944 - Bons Tassily (4.10)  
16 August 1944 - Kiel (5.40)  
25 August 1944 - Brest-Cornouailles (4.25)  
27 August 1944 - Marquis Mimoyecques (3.35)  
28 August 1944 - Ile de Cezembre (3.20)  
31 August 1944 - Ile de Cezembre (5.00)  
13 September 1944 - Osnabruck (4.00)  
15 September 1944 - Kiel (6.00)  
17 September 1944 - Boulogne (3.30)

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ASHDOWN, W/C Harry Clive (C1847) - **Member, Order of the British Empire** - RCAF Overseas Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946 . Born 30 April 1905. Secretary of Montreal Amateur Radio Club before the war; member of staff, Sun Life Assurance. Enlisted in Montreal, 1 April 1940 in Signals Branch. Appointed Signals Officer, Patricia Bay, 28 November 1940; promoted Flight Lieutenant, 15 July 1941; to Western Air Command Headquarters, 15 August 1942 when he became command signals officer based at Victoria. Promoted Squadron Leader, 10 September 1942. Promoted Wing Commander, 1 September 1943. Posted overseas, March 1944; to RCAF Overseas Headquarters, 15 July 1944; repatriated 4 August 1945 but returned to RCAF Overseas Headquarters, September 1945 where he was Chief Signals Officer until 15 January 1947. Reverted to Squadron Leader, 1 October 1946. Remained in postwar RCAF (26015) with No.11 Group, Winnipeg, AFHQ and as Commanding Officer, Base Clinton from April 1953 onwards). Promoted Wing Commander, 1 June 1948. Promoted Group Captain, 1 April 1953. Awarded Queen's Coronation Medal, October 1953 while commanding Clinton. Photo PL-67173 is a portrait taken in June 1953. Medal presented 10 December 1947.

This officer has been employed as Signals Officer since early in 1940. His work, enterprise and initiative have always been of the highest calibre. Whilst employed as Chief Signals Officer of Western Air Command he was instrumental in initiating and directing a new and more efficient signals system. He correlated

radio and land line communication into a unit system which resulted in an improvement to air operations. Working with insufficient staff he imbued his personnel with his own zeal and energy to such an extent that they were able to maintain a service throughout this difficult period. This officer was also directly responsible for the organization of all Radar systems on the West Coast of Canada. Its operating efficiency was due in large measure to his personal supervision. He has served with distinction overseas with Coastal and Transport Commands. The excellent results this officer achieved in these appointments led to his selection as Chief Signals Officer, Royal Canadian Air Force Overseas Headquarters.

\* \* \* \* \*

ASHER, F/O John James (J27656) - **Air Force Cross** - No.4 Squadron (Canada) - Award effective 23 February 1946 as per **London Gazette** dated 5 March 1946 and AFRO 280/46 dated 15 March 1946. Born 9 August 1915. Home in Olivas, Argentina; enlisted in Toronto, 6 August 1942 and posted to No.1 Manning Depot. To No.6 ITS, 26 September 1942; graduated and promoted LAC, 4 December 1942 but not posted to No.20 EFTS until 27 December 1942; may have graduated 19 February 1943 but not posted to No.4 SFTS until 6 March 1943; graduated and commissioned 25 June 1943. To No.1 GRS, 9 July 1943. To Western Air Command, 25 September 1943. To No.120 (BR) Squadron, 28 September 1943. Promoted Flying Officer, 25 December 1943. To No.3 OTU, 31 December 1943; to No.4 (BR) Squadron, 10 April 1944. To No.3 Repair Depot, 8 August 1945. Retired 12 October 1945. Medal presented in Buenos Aires, Argentina, 13 July 1949. As of award had flown 1,448 hours, 306 hours in past six months, 615 operational hours (75 sorties).

This officer, subsequent to graduation as a pilot, has been steadily employed on operational flying duties in Western Air Command. In each successive set of Air Crew Assessment Board, air and ground tests, he has proved to be the most outstanding bomber reconnaissance pilot of those assessed in this command, excelling in flying ability and crew leadership. He has been employed in this squadron as a Flight Commander and Crew Captain, where he has at all times displayed outstanding leadership and consistent performance of his duties to a degree of efficiency superior to that required by the normal call of duty.

\* \* \* \* \*

ASHFORD, S/L Herbert Elymor Dickson (C3658) - **Member, Order of the British Empire** - Station Leeming [(AFRO gives unit only as "Overseas (on special leave to Canada)] - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 809/44 dated 14 April 1944. Born in Newcastle, New Brunswick, 17 September 1899. Missionary to India, 1926-1939. Enlisted in Calgary, 10 January 1941 as Chaplain and granted Honorary Flight Lieutenant rank. At No.2 WS as of 7 November 1941. To "Y" Depot, 20 March 1942. To No.31 Personnel Depot, 23 March 1942; to RAF overseas, 26 March 1942. Promoted Honorary Squadron Leader, 1 May 1943.

Repatriated 25 November 1943. To "Y" Depot again, 6 January 1944; to RCAF Overseas Headquarters, 21 January 1944. Repatriated 27 November 1944, To Northwest Air Command, 14 January 1945. To No.7 Release Centre, 1 June 1945. Retired 13 June 1945. Given Honorary DD, Queen's University, 1952. Died in Sicamous, British Columbia, 17 January 1973 as per British Columbia Vital Statistics. Medal presented 25 September 1945. Reportedly the subject of an article in **Reader's Digest**, circa December 1979. Photographs PL-18388 (conducting services), PL-28101 (services with No.440 Squadron); PL-28676 (chatting with Miss Jesse Romney, fitter); PL-31422 (leading hymns). RCAF photo PL-26983 (ex UK-8199 dated 22 February 1944) shows G/C C.R. Dunlap just after CBE investiture shaking hands with S/L H.E.D. Ashford (chaplain when No.331 Wing was in North Africa). RCAF photos PL-32226 (ex UK-14815) and PL-32227 (ex UK-14816), both dated 18 September 1944 show the following: G/C G.O. Lightbourn (Aurora, Ontario, chief Protestant Chaplain) visiting No.143 Wing; shown with an abandoned FW.190; at left is H/S/L Herb Ashford (Calgary); at right is Padre Hadley Perkins (St.Thomas, Ontario); LAC Vernon Clippingdale (Vernon, British Columbia, intending to enter the ministry after demobilization) shows them a belt of machine gun ammunition removed from the fighter. Chaplain; no citation in AFRO. DHist file 181.009 D.2617 (RG.24 Vol.20627) has recommendation dated 22 February 1943; another recommendation might have been made later in the year for services in No.331 Wing.

As Padre at Leeming, Flight Lieutenant Ashford has rendered outstanding service. He is held in the highest esteem by both station and squadron personnel, and is the closest friend of all ranks. He has the fullest appreciation of the services that can be rendered by a Chaplain in building character, maintaining a high state of morale and in increasing the general happiness of the individual. His efforts to achieve these ends are unceasing and the results obtained are of unbounded proportions.

RCAF Press Release No. 2854 dated 1 October 1943 from "Farah" reads:

WITH THE RCAF BOMBER SQUADRONS IN TUNISIA: -- Padre Herb Ashford feels he is getting somewhere with his Christian endeavours out here.

As his anti-cussing campaign entered its sixth week, a pilot who had been one of the most fluent and frequent offenders on any of the squadrons accosted him. "Padre," he said, "there's one thing I've never told you. I may still cuss a bit now and then when I'm on the ground. But I never swear when I'm over the target. If I did, I'm afraid the good Lord might bend one at me."

Flight Lieutenant Ashford, who was born at Newcastle, N.B. and whose wife and family now live in (320 Sudbury Avenue) Calgary, actually is responsible for the piling up of a great many church going hours among the RCAF officers and airmen on this station. By the hundred, the aircrew and ground personnel attend his outdoor services each Sunday on the dusty Tunisian plain. They sing the hymns he calls for and listen to his sermons, which are in conversational

language and often contain humorous anecdotes. "I'm a bit of a rebel about religion," the Padre said. "I think we can do away with a lot of this humbug. I consider myself a salesman – a real salesman. I'm trying to sell the church. I'm trying to sell it so that when these boys go back home they'll throw their weight behind the church. Not for any Holy Joe purposes. But the church is filling a practical need and it has to have the support of these men if it's going to fulfill its destiny in the world."

Being human, the padre isn't omnipresent. But he makes a very good attempt, as far as the station is concerned. In a dusty staff car, he drives out to the airfield at take-off time each night, stops at each bomber and exchanged pleasantries with the crew. This has become a virtual ritual. The crews find reassurance in his presence. He is in the intelligence tents when the crews return from their bombing missions and come in for interrogation in the early hours of the morning. "How was it, boys?" he fires at them. "Good trip?"

He stays throughout the interrogation then hurries off to his tent for some sleep. In the morning he visits the station hospital, goes around to various units, messes, individuals, helping airmen with personal or domestic difficulties that arise through letters from home. Any injustice or equipment deficiency can be brought to the attention of persons in high office through the padre. He is proud of the huge stores tent he wangled for the station medical officer, who had inadequate hospital space for his patients.

F/L Ashford came overseas to the United Kingdom in March 1942. He was the first chaplain to be attached to bomber command. Before that, chaplains had worked out from centres and toured stations. F/L Ashford asked to be stationed with the RCAF bomber squadrons and he was. Group Captain C.R. (Larry) Dunlap liked the padre's style in England, so when he was assigned to be commanding officer of the RCAF Wellington station in Northwest Africa, he brought the padre along. At 43, semi-bald, with years of service behind him as missionary to prospectors, miners and trappers around Prince George, B.C., as missionary, chaplain and army officer in India, as minister to St. Paul's United Church in Brandon, Manitoba, and later at Scarborough United Church, Calgary, the padre gets around with undiminishing zeal and energy, working night and day.

Things are hardly ever solemn where the padre goes. In the headquarters' cook-tent, the boys kid him about his circuits of the various messes. "I hear," said one of the cooks, "the padre goes over to the signals section and sends messages out on the teletype each morning to find out where they've got the best pie." "Damn right I do," says the padre.

RCAF Press Release No.2601 dated 8 December 1943 by P/O A.F. Tinsley reads:

A story of steadfast devotion to duty by personnel of the Royal Canadian Air Force stationed in North Africa, and of his own experiences during a six months' period of duty with them, was told by Squadron Leader H.E.D. Ashford, Padre, of Calgary, on his return to Canada from the Middle East recently.

Squadron Leader Ashford, who last summer became the first Canadian padre to accompany a bomber crew on an operational flight, is on leave at his home at 320 Sudbury Avenue, Calgary, and will go to the west coast before returning for another spell overseas. He made the flight with the bomber crew as a passenger (for padres cannot fight) during a raid on Italy, in order that he might better understand what airmen go through and what problems they have on such raids.

For the work of the RCAF ground crew boys in Africa, Squadron Leader Ashford had only the highest praise. They did magnificently, he said. It was no uncommon sight to see men working in the terrific heat of the desert until they literally dropped. And not only did they work by day, they guarded their planes by night. During the season of the Sirocco (hot) winds, the bombs which the ground crew had to load on to the Wellington bombers often became so hot that the men's hands were seared. Nevertheless, the loaded bombers left for their operations on schedule. But even worse than the heat of the day and the perishing cold of the desert nights, were the flies – millions upon millions of flies, said the Padre. They did not sting or bite. They just worried men almost crazy, and the men he said, found them harder to put up with than anything else. Squadron Leader Ashford cited, as an example of the splendid morale and duty-consciousness of the Canadians, notwithstanding the heat, cold, flies, vermin, water shortage, indifferent food, weekly beer allowance of only half a pint per man, Sirocco winds and pungent Arabs, the case of an RCAF flyer named Sam Meeks.

F/S Meeks, he said, originally went overseas with the Canadian Army. He waited three years for action, and then, at the age of 35, transferred to the RCAF as a tail-gunner. Crashes did not worry Meeks. He laughed at them. But a telegram from home one day called for more courage from him than any parachute jump had ever done. Meeks, whose address is 22 Earl Street, Kingston, Ontario, received a cable from his wife's doctor, telling him she had just undergone a very serious operation and would not know for six months whether she would live or die. "Flight Sergeant Meeks brought the cable to me," said Squadron Leader Ashford. "I asked him, 'Sam, do you want to go home – you have 5 children?'. His reply was not an enthusiastic outburst, but a considered statement of a hero. 'God knows I want to go home,' he said, 'But, I can only return when I have finished my tour of operations.'" Fortunately, Mrs. Meeks recovered. "Of that kind of stuff," said the Padre, "the Canadians in Africa are made".

S/L Ashford spoke at length on the subject of letters which the men receive from home, and expressed the hope that his remarks might help to top something which is very definitely damaging to an airman's morale. Certain letters are received by RCAF personnel in North Africa which "cause pain in the heart of the recipient," he said. He put them into three categories.

"First," said the Squadron Leader, "are the letters from loving mothers, who are worried over their sons' operations and who continue to write warning them of the terrible danger they are in and incessantly hoping and praying that they will soon be finished with them."

"Second, are the letters from wives who get out of bed the wrong side and then recall some family quarrel that was never quite settled and consider it their bounden duty to finish the quarrel in their letters, although their husbands are thousands of miles away."

"Third, and saddest of all," the Padre continued, "are the letters from wives in the Service, or in munitions or other work, who began harmlessly to walk out with some other man after their husbands went overseas. Then they write deploring one mistake they made in getting married and demand a release, emphatically declaring at the same time that they cannot live without so-and-so". Such letters do serious things to men far from home".

Squadron Leader Ashford was deeply impressed with the religious lives of the Canadians in North Africa. He declared that at least 96 percent of the RCAF personnel there regularly attended church services. He predicted that, as a result, quite a number of men would take up the church upon returning to civil life. He said he knew already of at least 12 men who had expressed their determination to do so after the war. These were mostly men from air crew, he said. S/L Ashford said, "Facing the hazards they do, I think they tend to rely on every source of power and they have discovered that the power which maintains them is the Divine Power".

While in Africa, Padre Ashford had much experience with the Arabs, and was the guest of one, Sheik Khalif. From his observation of the Arabs, he said he felt "quite certain that the day will come when the Arab will occupy a larger place in the councils of the world than he does at present. These natives have known armies of occupation for four years. Perhaps they do not know where their sympathies lie, but they do know kindness, fairness, generosity and courtesy, and they react to these fine qualities just as any other people do".

S/L Ashford declared that "the campaign in Africa proved that Canadians, properly led, cannot be surpassed by any people in any land at any time". Squadron Leader Ashford, whose wife lives in Calgary, was formerly minister at



Scarborough United Church, and was chaplain at RCAF stations at Macleod, Calgary, and Brandon.

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ASHLEY, S/L Archibald Thompson (C5860) - **Mention in Despatches** - EAC Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 11 April 1906 at Stirling, Ontario. Educated at Queen's University, 1927-1931 (BA, Honours). Worked for Sun Life Assurance, 1931-32, Whitby Board of Education, 1933-1938; Principal, Vankleek Hill High School, 1938-1941. Enlisted in Ottawa, 28 June 1941 in Administration Branch and posted to No.1 Manning Depot. To Eastern Air Command Headquarters, 13 July 1941 with rank of Flying Officer; largely employed in "Y" Service and Intelligence (Plotting and Narrative Officer in EAC War Room) until seconded to navy. Promoted Flight Lieutenant, 1 January 1943. Promoted Squadron Leader, 1 February 1944. To No.3 Release Centre, 28 July 1945. Retired 2 August 1945. Died 19 September 1982 at Hastings, Ontario. Certificate and emblem sent to Eastern Air Command, Halifax, 27 June 1945.

This officer has served as Liaison Officer with the Navy since 1943. At all times he has devoted his whole attention to furthering the efficiency of the air and surface escort forces and promoting a mutual understanding of each others problems. He has been instrumental in obtaining attendance for aircrews, Royal Canadian Air Force officers, and ratings, at the Tactical School and this has clearly reflected in the improved co-operation at sea. He has improved considerably the chances of a combined U-Boat hunt, by sea and surface forces, being brought to a successful conclusion. His work at all times has been outstanding.

The recommendation was raised (date uncertain) by Captain W.L. Puxley, Captain (D) in Halifax, who proposed an OBE as follows:

This officer joined the Staff of Captain (D) Halifax as Liaison Officer in August 1943. Since then he has devoted his whole attention to furthering the efficiency of the Escort forces both air and surface, by promoting a mutual understanding of each others problems. He has been instrumental in obtaining the attendance at the Tactical School of air crews and Royal Canadian Air Force officers and ratings undergoing courses, the benefits of which have been most clearly reflected in improved co-operation at sea. By his zeal, perseverance, ability and cheerfulness it is fair to say that the chances of a combined U-boat hunt by air and surface forces being brought to a successful conclusion have been very considerable improved and his tireless efforts towards this end are worthy of the highest praise.

**Assessments:** "This officer is efficient and conscientious and has acquired a thorough knowledge of operational work." (S/L R.F. Douglas, 31 October 1941).

"This officer would be able to undertake duties of formation officer or plotting officer in an operations room. He could also be usefully employed on regional control duties after a course on regional control. He has no training or experience which would qualify him to act as Controller or Assistant Controller. In view of education and business experience promotion recommended." (A/V/M N.R. Anderson, 31 October 1941).

"He has a good educational background and has had consistently good reports. Was recommended for both regional control and navigation instructor courses but was rejected because of shortage of officers with his practical experience. It is understood that he is filling a Flight Lieutenant position, Y Intelligence. It is the intention to have him qualify for a Y Intelligence Officer course in Ottawa soon. It would appear that he has been a victim of circumstances, having been employed where it was difficult to get promotion. It was recommended that he be promoted to Acting Flight Lieutenant probationary, effective 1-12-42." (W/C W.A. Dicks, CPSO, 11 December 1942).

"At present this officer is very successfully carrying out the duties of Air Force Liaison Officer at the dockyard." (W/C M.P. Martyn, Eastern Air Command Headquarters, 6 May 1943).

"Previously employed as Narrative and Recording Officer and performed the duties required very satisfactorily. He is also qualified Y intelligence officer. Very conscientious officer who is doing a good job in his present appointment as RCAF Liaison Officer with Captain D Halifax. He is definitely recommended for conversion and temporary rank at the completion of his probationary period." (W/C A.G. Kenyon, Eastern Air Command Headquarters, 30 August 1943).

"Flight Lieutenant Ashley has been most successful in his work as Liaison Officer to HMC Dockyard. He is capable, very pleasant and has produced a genuine feeling of cooperation between RCN and RCAF in the area. Recommended for promotion to Acting Squadron Leader, effective 1 February 1944." (G/C W.A. Orr, 14 February 1944).

"A well qualified officer who has maintained excellent liaison with RCN at Halifax, Nova Scotia." (G/C M.G. Doyle, 26 September 1944).

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ASHLIN, S/L Charles Harry (C2400) - **Mention in Despatches** - No.6 Group Headquarters - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 1 November 1892 in Rio Grande, Brazil. Lawyer before the war. Troop Commander (Lieutenant and Captain), First East Riding of York Imperial Yeomanry, April 1915; engaged in 1915 Senussi campaign in Egypt; attached to Imperial Camel Corps, March 1916 to November 1916 (operations in Lybian desert and Palestine; wounded in August 1916 and invalided to England. In January 1917 he was passed fit for service and attached to British Mission with Portugese Expeditionary Force in France as liaison officer. A claim that he was part of a British mission to Portugese Air Force is at odds with other documents which dates his attachment to the RFC as 6 November 1917; to No.1 School of Aeronautics that date; to No.86

Squadron, 4 February 1918; to South Eastern Area, 12 July 1918; to No.11 Squadron, BEF, 1 October 1918; to No.22 Squadron, 25 August 1919; repatriation to UK, 4 December 1919, and transfer to Unemployed List, 3 February 1920. Mentioned in Despatches, 11 December 1917. Career included 17 years with Brazilian Traction (six as assistant to the Vice-President in charge of hydro-electric construction in Brazil and eleven years at head office). Home in Toronto; enlisted there 5 August 1940 in Administrative Branch and assigned to No.1 Training Command. Granted rank of Flying Officer on joining. Promoted Flight Lieutenant, 1 June 1942. Promoted Squadron Leader, 1 July 1942. To "Y" Depot, 13 September 1942. To RAF overseas, 25 September 1942. Disembarked in Britain, 8 October 1942 and posted to RCAF Overseas Headquarters. Originally it was intended that he be posted to an Intelligence post with No.225 Squadron (India) but this was changed when formation of No.6 Group began. After various attachments to No.4 Group and to Highgate (Intelligence School) he was posted to No.6 Group Headquarters, 8 December 1942. Promoted Wing Commander, 21 April 1944. Relinquished Wing Commander rank, 6 June 1944. This was because the AOC No.6 Group (McEwen) had decided to upgrade the post of Group Intelligence Officer from Squadron Leader to Wing Commander. However, McEwen also requested a change of the incumbent, "because he believes that new ideas and a fresh approach to the work are desirable." A statement that he did not consider Ashlin qualified to discharge these duties as a Wing Commander (Intelligence) was later disputed by Ashlin. Repatriated 28 June 1944. To No.1 Training Command, Toronto, 1 October 1944. Retired 2 November 1944. Died 30 August 1974 in Cheshire, United Kingdom. No citation. Intelligence Officer; photograph PL-15386 shows S/L W.H. Swetman, Ashlin, W/C T.C. Weir and W/C J. Fauquier examining target map; PL-29732 shows him seated as F/O Cecily Taylor points out details in photograph; others shown are F/L H.V. Bull, F/L James V. Driver, F/O Boris Galitzine and F/L PW. Buker.

Although no recommendation for his award can be found, the following comments and assessments are noteworthy:

Flight Lieutenant Ashlin has frequently been detailed for special duties in connection with South American missions to this country and his work in this regard has already been highly commended by Air Force Headquarters. (Air Commodore G.E. Brookes, AOC No.1 Training Command, 29 April 1942).

"This officer has been the Group Intelligence Officer since formation of the Group one and a half years ago. Conscientiousness and hard work have characterized his efforts throughout the difficult period of formation and expansion of the Group, and the efficiency of the Intelligence Organization reflects his efforts. Has been Mentioned in Despatches." (Air Commodore C.R. Slemon, No.6 Group HQ, 4 May 1944).

Squadron Leader Ashlin has worked conscientiously and hard at building up the Group Intelligence Section. In my opinion the job is becoming difficult for him owing to the great amount of night work and travelling. Deserves a rest on a

more regular hour job. Excellent officer." (A/V/M C.M. McEwen, AOC No.6 Group, 8 May 1944).

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ASHTON, P/O Joel Hilton (R80070 and J17890) - **Distinguished Flying Cross** - No.137 Squadron - Award effective 22 October 1943 as per **London Gazette** dated 5 November 1943 and AFRO 2507/43 dated 3 December 1943. Born in Mulvihill, Manitoba, 19 March 1920; home in Virden, Manitoba (mechanics helper). Reserve training with 12<sup>th</sup> Manitoba Dragoons, 24 May to 5 September 1940. Enlisted Winnipeg, 23 October 1940. To No.1 WS (guard duty), 15 November 1940. To No.1 ITS, 7 December 1940; graduated and promoted LAC, 16 March 1941; posted that date to No.7 EFTS; may have graduated 4 May 1941 but not posted to No.1 SFTS until 16 May 1941; graduated and promoted Sergeant, 30 July 1941. To Embarkation Depot, 31 July 1941. To RAF overseas, 19 August 1941. To No.56 OTU, 16 September 1941 (Master, Hurricane). To No.137 Squadron, 5 November 1941 (Whirlwind, Hurricane IV). Promoted Flight Sergeant, 30 January 1942. Promoted Acting Warrant Officer, 1 September 1942. Commissioned 18 April 1943. Promoted Flying Officer, 18 October 1943. To No.2 Flying Instructor School, 8 December 1943 (Oxfords). To No.1 Air Gunnery School, 16 February 1944. To Central Gunnery School, 21 March 1944 (staff pilot at school for rocket projectiles). Granted Special Leave in Canada, 5 September 1944, arriving back in Britain 28 October 1944. To No.53 OTU, 25 November 1944. To No.83 Group Support Unit, 16 February 1945. To No.401 Squadron, 21 March 1945; destroyed one Bf.109 on 20 April 1945. Promoted Flight Lieutenant, 18 April 1945. Repatriated 7 August 1945. Retired 4 October 1945. Award presented 24 June 1945. Died in Virden, Manitoba, 8 June 1996 as per **Legion Magazine** of September 1996. Photo PL-44891 shows F/L W.R. Shellinton and F/L Ashton soon after investiture.

This officer has completed a very large number of sorties including successful attacks on airfields, shipping and rail communications. He has displayed great skill and determination, setting an example worthy of high praise. These qualities were well illustrated on a recent attack on an installation at Hansweert. Pilot Officer Ashton attacked his objective from such a low level that his aircraft was struck in several places by the flying debris.

**Notes:** Application for operational wing dated 17 June 1944 stated he had flown 105 operational hours with No.137 Squadron, 28 October 1941 to 8 December 1943. Elsewhere he claimed 64 operational hours on second tour (No.401 Squadron).

An undated report, compiled at either the middle or the end of his tour with No.137 Squadron, stated he had flown 278 hours (56.20 on operations). "This airman has participated in all the Squadron duties since its inception. In 12 Group he carried out convoy patrols, damaging a Do.217. He also did S.L.C. patrols in the Coltishall sector during the Norwich blitzes. Since coming to 11 Group, he has done Roadsteads, Rhubarb, Intruder and Ramrod operations. He has been successful in night attacks on shipping." It then listed his successes, viz:\

Do.217 damaged  
One barge, Cat.II  
Three barges, Cat. III  
2,000 ton merchant vessel, Cat. III  
"M" Class minesweeper, Cat. III.  
Small ship and "R" boat, Cat. IV

Bombed - Railway station, Abbeville Marshalling Yards

Intruders: bombed Amiens Glisy aerodrome, Poix aerodrome.

At No.2 Flying Instructor School he flew Oxfords (29.20 dual, 34.00 solo). Although described as keen, the final assessment was that he was unsuitable to instruct, his voice being indistinct and monotonous. Flying ability "just about average."

On repatriation form dated 27 July 1945 he stated he had flown one complete operational tour and one non-operational. Had flown 50 hours on Hurricanes, followed by 400 hours on Whirlwinds, a further 100 hours on Hurricanes, 60 on Oxford aircraft, 70 on Martinet and 102 on Spitfires. Estimated 170 operational hours and 602 non-operational hours - last sortie was 5 May 1945. Claimed one enemy aircraft, eight vessels destroyed, ten damaged, ten MT destroyed.

**Training:** Interviewed in Winnipeg, 1 August 1940 - "Hard working lad originally from farm. Plays most sports occasionally. Hunts mostly (small game). Requires military contacts. Bright, keen."

Course at No.1 ITS was 10 February to 14 March 1941. Courses in Mathematics (71/100), Armament, practical and oral (86/100), Signals (100/100), Hygiene and Sanitation (34/40), Drill (73/100) and Law and Discipline (43/60). "Quiet and not over-confident. Exhibited considerable improvement while at this school. Further experience will bring this airman along." Placed 166<sup>th</sup> in a class of 208.

Course at No.7 EFTS was 11 March to 4 May 1941. Fleet Finch aircraft - 27 hours 35 minutes dual, 28 hours 55 minutes solo plus seven hours 45 minutes on instruments. Logged ten hours five minutes in Link. "Rough on side slipping. Forced landings could be improved." Ground courses in Airmanship (101/200), Airframes (63/100), Aero Engines (68/100), Signals, practical (40/60), Theory of Flight (51/100), Air Navigation (122/200), Armament, oral (144/200), and graded 142/200 on "Qualities as an Officer." Placed 26<sup>th</sup> in a class of 26. "Slow to learn. Inclined to be lazy."

Course at No.1 SFTS was 16 May to 30 July 1941. Yale and Harvard aircraft. 43 hours 25 minutes day dual, 38 hours 15 minutes day solo, three hours 45 minutes night dual, six hours 15 minutes night solo. Was 20.00 on instruments; logged 19 hours in Link. "Made slow progress at first but showed definite improvement as the course continued. Inclined to be rough but instrument and night flying good." (S/L G.V. Priestley). Ground course is Airmanship and

Maintenance (123/200), Armament, written (64/100), Armament, practical (71/100), Navigation and Meteorology (116/200), Signals, written (61/100), Signals, practical (37/50). "Somewhat below average" Placed 56<sup>th</sup> in a class of 57. Recommended for fighters.

Course at No.56 OTU was 18 September to 20 October 1941. Flew 2.55 dual, 39.35 solo. On instruments 2.30, in formation 9.10, logged seven hours in Link. Rated "above average" in formation flying, "average" in all other categories. Fired 800 rounds air to air and 800 rounds air to ground. "A good average pilot who has done quite well. Should be good in a squadron. His formation is good and he has shown keenness."

**Assessments:** "This officer possesses qualities which are all above the average. He can be relied on at all times, and has shown always a high standard of leadership, common sense and loyalty." (S/L J.R. Dennehey, No.137 Squadron, 13 November 1943.). Endorsed by W/C S.L. Raphael, "An excellent pilot and a promising officer who with more experience should make a good Flight Commander." At the time he had flown 632 hours - 93 in previous six months.

"Rather hesitant and inarticulate. Does only what is required of him. Occasionally takes the lead. Improves his knowledge if not too much effort." (W/C A.E. Lowe, Central Gunnery School, Catfoss, 17 August 1944)

"This man is a good fighter pilot. He sets good example on the ground as an officer." (S/L W.T. Klersy, 16 May 1945 - credited with 937 hours 20 minutes flown, 70 in previous six months).

RCAF Press Release No. 2695 dated 2 September 1943 from "Moir" reads:

A Canadian pilot, Pilot Officer J.H. Ashton of Virden, Manitoba, took part in a raid today in which Hurricanes of Fighter Command, escorted by Typhoon fighters, destroyed the lock gates at the end of one of Holland's waterway links for sea-going shipping.

The attack was on the three locks at the south end of the Hansweert Canal. The canal, several miles long, runs from north to south to link the east Schelte estuary with the west Schelte estuary. It enables ships to approach Antwerp without rounding Walcheren where they would be exposed to air and naval attack.

The British aircraft flew through strong flak to reach the target and scored direct hits. On their way, they attacked enemy shipping in the neighbourhood and damaged three tugs, one barge, a 400-ton coaster and a launch.

Pilot Officer Ashton described the venture as a "hectic" show.

"The Hun splashed us with flak all the way from Ostend to Flushing and back home again. I flew between the trees and was glad they ran in rows. We got to

the lock gates where I dropped a whole packet straight on the north gate of the inner lock. I had to fly through the debris.”

German sentries standing near the lock gates were machine gunned and seen to fall. The gates of the lock nearest to the estuary and those of the upper lock were destroyed. Four of the attacking pilots are missing.

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ASMUSSEN, F/L Jerrold William (J24159) - **Mention in Despatches** - No.160 (BR) Squadron - Award effective 1 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. Born 15 September 1922. Home in North Battleford; enlisted in Saskatoon, 17 January 1942. Posted to No.2 Manning Depot, 15 February 1942. To No.5 BGS, 11 April 1942. To No.4 ITS, 28 May 1942; graduated and promoted LAC, 31 July 1942 but not posted to No.19 EFTS until 12 September 1942; graduated 7 November 1942 when posted to No.4 SFTS; graduated and commissioned 19 March 1943. To No.1 GRS, 19 March 1943. To No.160 Squadron, 11 June 1943. To No.3 OTU, 26 April 1945. To Moncton, 3 June 1945. Retired 1 July 1947. Employed again as an Air Cadet Officer, North Battleford, 15 January 1954 to 11 September 1962. Died in Prince Albert, Saskatchewan, 4 November 2013.

Flight Lieutenant Asmussen, as a Flight Commander, has contributed greatly to the successes of this Squadron. Flying as captain of an aircraft, he has at all times achieved excellent results in the various tasks allotted to him. His keenness and devotion to duty are most praiseworthy.

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ASPDEN, G/C Alan Kinzie (C1387) - **Officer, Order of the British Empire** - 1 Port Transit Unit - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/45 dated 25 January 1946. Born in Chicago, Illinois, 28 January 1897. Educated at St. Andrews College, Toronto and Ealing Grammar School, London. Enlisted in 1 Construction Battalion, University of Toronto, 29 July 1916. Proceeded to England, 13 September 1916. Returned to Canada, 12 May 1917 (medically unfit) but not demobilized until 16 May 1919. Active in sales business between the wars in Montreal and Ottawa; home listed as Ottawa but this may simply reflect the nature of his duties.. Enlisted in Goderich, Ontario, 8 November 1939 in Administration Branch. To Station Toronto, 21 May 1940. To Station Trenton, March 1941 where he became Adjutant. Promoted Squadron Leader, 1 May 1941. To “Y” Depot, 10 May 1942 for duty as a Ships Conducting Officer. Promoted Wing Commander, 1 December 1942. Promoted Group Captain, 1 April 1943. Appointed Commandant of HM Troopship **Queen Elizabeth** effective 11 May 1943. To No.1 Port Transit Unit, 3 December 1943. To Release Centre, 11 September 1945. Retired 17 September 1945. Died at Plaster Rock, New Brunswick, 27 October 1980 as per **Legion Magazine** of July 1981.

This officer is ship's Commandant on His Majesty's Ship "Queen Elizabeth" and has carried out his very important and responsible duties with credit to himself and the Service. He has won the admiration and praise of other authorities and permanent staffs on board ship, by his efficiency and able leadership. He has rendered outstanding and meritorious service.

He was first recommended for an OBE, approximately February 1944 and was supported by AOC Eastern Air Command; apparently did not reach priority list for Birthday 1944 List.

Certain memos indicate both the quality and the nature of his work, as well as certain political aspects. On 11 February 1943, an Air Commodore E.B. Howe (RAF Reception Officer) wrote a report on the arrival of Troopship X-1 with 359 RAF officers, 1,595 Senior NCOs and 1,056 Other Ranks (3,012 in all). It had included 77 members of the RCAF (WD). W/C Aspden had been OC Troops for the round trip and stated that there had been "no trouble of any sort on the East-bound voyage." This was confirmed by Captain Bridges. An inspection of the ship (RAF troop decks) "found that they had been left in an exceptionally clean and tidy condition. All lifebelts, hammocks and mattresses were neatly stowed, and all Mess utensils had been returned to Store. The floors had been swabbed over, and there was no rubbish left anywhere."

A letter dated 1 October 1942 (Air Commodore A.L. Morfee, Eastern Air Command to Secretary, Department of National Defence for Air) mentions Aspden and another officer on this work - C2303 S/L G.E. Hervey, DSC. It mentioned a proposal that Conducting Officers with many crossings be promoted Wing Commander. It quotes from an undated letter written by W/C J.C. Malone (Commanding Officer, No.11 Movements Group) as follows:

The above referenced officers are employed as Ocean Conducting Officers, having made several crossings, and their work is outstanding in every respect. They like their work and wish to remain in that particular branch of the Service. It is absolutely essential that the RCAF have some fully qualified Ocean Conducting Officers with the rank of Wing Commander as the RAF will not permit officers of lesser rank to conduct Westbound RAF drafts. This very often results in many of our Conducting Officers being returned to Canada as passengers when actually they are far more experienced and better qualified than the RAF Wing Commanders placed in charge of such drafts. In a great many cases we have found RAF officers holding the rank of Acting Wing Commander in charge of Westbound drafts who have absolutely no experience as Conducting Officers. In this case the RAF officer charged with the responsibility invariably calls upon one of our experienced junior officers to perform his duties. This is a very undesirable condition but cannot be corrected until such time as we have officers with the rank of Wing Commander available. Furthermore, it has been found our Conducting Officers are too junior in rank as compared with OC Troops and Conducting Officers of the other Services to assure proper treatment of Air Force personnel and this condition results in many hardships which need not be enumerated.



On 8 April 1943, A/V/M J.A. Sully (Air Member for Personnel) wrote, in part:

Acting Wing Commander Aspden has been strongly recommended by the Air Officer Commanding in Chief Overseas in his signal O.193 dated 6<sup>th</sup> April 1943 for appointment to the acting rank of Group Captain

Wing Commander Aspden was appointed to commission in the Special Reserve 8-11-39 with the rank of Temporary Flying Officer. Subsequently, this officer fulfilled the duties of Adjutant at RCAF Station Trenton from 31-50-40 to 10-5-42. During this time, all reports of Wing Commander Aspden were of the highest order, and he was posted to Ni.1 "Y" Depot, Halifax as Troopship Conducting Officer 10-5-42 with the rank of Temporary Squadron Leader. This officer was appointed to the rank of Acting Wing Commander 1-12-42 and is presently serving under No.11 (M) Group. He has received recommendations for accelerated promotion on four different occasions while employed in his present position.

It is worthy of note that the Air Ministry saw fit to write a special letter of commendation regarding this officer's ability and supervision as OC Troops in convoy.

Since the War Cabinet and Air Ministry have decided that the Queen Troopships are to have permanent composite ships staffs, one commanded by a full Colonel and the other by a Group Captain, and each Staff to have permanent representatives of both Air Forces and United States, British and Canadian Armies, the Air Ministry have agreed to the appointment of this officer as OC Troops for one of these ships.

It is strongly recommended, therefore, that Acting Wing Commander Aspden be appointed to the rank of Acting Group Captain, with pay, "whilst so employed", effective 1<sup>st</sup> April 1943.

A memo dated 15 January 1945 (Air commodore D.E. MacKell, acting Air Member for Personnel to Chief of the Air Staff) described his duties well:

Group Captain Aspden was appointed Commandant of H.M. Troopship "Queen Elizabeth" effective 11 May 1943, and he has continued to hold this appointment. The command entails the supervision of the permanent staff of the troopship and, in addition, the responsibility for the administration, organisation and discipline of the 7,000 transients on each of three trans-Atlantic trips per month.

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ASSELIN, F/L Joseph Edmond Tobin (J4882) - **Mention in Despatches** - No.92 Squadron - Award effective 24 December 1946 as per **London Gazette** of that date and AFRO 17/47 dated 10 January 1947. Born at Bromptonville, Quebec, 26 September 1920. Home in Montreal; enlisted there 20 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 2 November 1940 when posted to No.8 EFTS; graduated 22 December 1940 when posted to No.4 SFTS; graduated and promoted Sergeant, 17 March 1941; commissioned 18 March 1941. Embarkation date uncertain.. Shot down 4 September 1941. Liberated 2 May 1945 on a farm turned camp, 15 miles south of Lubeck. Safe in United Kingdom, 7 May 1945. Repatriated 3 July 1945. Retired 7 November 1945. Entered politics via Montreal City Council in 1950. In 1962 he won the federal seat of Notre Dame de Grace; re-elected in 1963 and 1965 but did not seek re-election in 1968. He then finished his Law degree and set up practice. Appointed a Municipal Court judge. Died in Montreal, 24 March 1999. The following is from a card held at DHist but whether it is a citation, summary of recommendation, or PR release is uncertain.

Flight Lieutenant Asselin was captured at St.Omer on 4th September 1941, and subsequently imprisoned in Poland and Germany. He escaped three times - in March 1942 from Oflag VIB; in October 1942 from Oflag XXIB and from the same camp in the earlier part of the following year. Flight Lieutenant Asselin was a member of the escape committee at Stalag Luft III from April 1943 til January 1945. His activities in this connection have been commended by several of his colleagues. He was liberated in May 1945 near Lubeck.

NOTE: DHist files contain a long report on his escape activities. He left Biggin Hill at about 1500 hours, 4 September 1941 and baled out near St. Omer about 1630 hours. He subsequently wrote:

I was captured within a few minutes of my landing by parachute in a field near St.Omer in Northern France. I was in the process of changing from uniform to civilian clothes which were being supplied by some French peasants who were working in a field nearby. After a warning by the German officer who captured me, the French people were allowed to go their way unmolested.

He then listed his camps as follows:

Dulag Luft - 5-9 September 1941  
Lubeck 9C - 10 September to October 1941.  
Luft 7B (6B ?), Warburg - October 1941 to April or May 1942  
Stalag Ludt 3, Sagan, East Compound, April or May 1942 to September 1942  
21B, Schubin - September 1942 to April or May 1943  
Stalag Luft 3, Sagan, East Compound - April or May 1943 onwards  
March to Marlag bei Tarmstadt, February to April 1944  
March to Lubeck, April to 2 May 1945.

He also listed his escapes as follows:

1. A tunnel from VIB, Warburg in march 1942, six escapees
2. Escape from station at Schubin, October 1942; two escapees
3. Tunnel from 21B Schubin, 1943 - 33 escapees.

His first escape was from Camp VIB, Warburg via a tunnel planned and engineered by Flying Officer Ricks, Flying Officer Cerny and by Asselin with the help of some 30 fellow POWs. The tunnel was built under poor conditions (waterlogged so that a well had to be built under entrance shaft, with home-made pump. German searches also forced rushed completion, and the exit hole was actually in radius of light from overhead boundary lamps. Thus, although 40 prisoners were assembled for escape, only six made it out - Ricks, Cerny, Asselin, Flying Officer Croll, Pilot Officer Kowslovski and Flight Lieutenant Beauclair (in that order). They left at 0230 hours and travelled some 15 kilometres, avoiding a few German civilians. They took shelter to sleep that day (he had been without sleep for 48 hours) but were awakened and captured at mid-day by a search party.

The treatment I received after my capture on this occasion was the roughest of any of my escapes. It included face slapping, assorted kicks, a bayonet jab, stealing of personal belongings and on my return to camp, being made to stand, facing the wall at attention without food or water for about 14 hours, with a guard standing over me. The reason for the latter was that the German security officer was furious at my unwillingness to answer questions on methods used in building and engineering the tunnel. Also the fact that he was unable to find any German money, maps, compasses and other escape paraphernalia, which I had disposed of while being marched back to camp.

His second escape involved Flight Lieutenant Ash, from Camp 21B, Schublin (spelled "Chubin" in Ash account). Exchanged identities with two orderlies to get into working party outside the camp. Worked on several parties to learn of topography and decided to escape from local railway station.

Each time we left the camp on a working party, it was necessary to carry hidden about our persons all our needs, such as food and other escape paraphernalia. We carried enough food to last us ten days, our plan being to get to Danzig and stow away on a Swedish ship, in the hope of finally arriving at Sweden. We had so arranged our clothing that by throwing away our hats and turning our tunics inside out, we had the appearance of being civilians. The party from which we escaped was one for the unloading of bread from station wagons in Schubin Station itself. The plan, as it developed, was carried out by having two of the other orderlies engage the guards in conversation and giving them a cigarette or so while we disappeared behind the freight truck. We then threw away our hats and turned our tunics inside out and walked away, screened by the trains, as civilians.

However, while we were crossing the train bridge, on the outskirts of the station, we were spotted by a youngster of about 15 years of age who was suspicious and we later found out, though we were Russians who had escaped from some Russian prisoner parties a few days previously. He gave the alarm to our guards, who immediately telephone the camp and the local barracks from which soldiers were immediately despatched on bicycles.

In the meantime, we attempted to reach a piece of wooded ground which was possibly eight kilometres away from the station. The terrain in the vicinity of Schubin was very swampy and criss-crossed by a network of drainage canals, thus rendering cross-country travel very difficult, and forcing us to keep to known paths or roads.

We were captured while attempting to ford a stream, by a party of guards on bicycles who had cut us off from the wood, about three quarters of an hour after we left the station. On this occasion, our treatment was better, with the exception of F/O Ash, who was hit in the face by the Schubin Station Master, who was incensed at the thought that anyone should try to escape from his station. We managed, however, to rid ourselves of all our escape paraphernalia such as maps, compasses, etc. before we were captured.

Third escape attempt involved a tunnel from Camp XXIB, Schubin, built by Asselin with the help of 24 fellow prisoners; 33 men eventually broke out using this tunnel, which began from an outside lavatory. It was necessary not only to excavate the tunnel but also a holding room for escapees who would have to secret themselves on the day of the escape, as they could not get from barracks to tunnel entrance. The tunnel was supplied with air through an elaborate air line made of tins plus a pump. Despite German surveillance, the tunnel reached completion without any mishaps, though German suspicions had been aroused by the discovery of dispersed earth in other parts of the camp, from other tunnels which were also in the process of construction. On the day of the escape, he opened the tunnel exit about 7.00 p.m. to allow air into the tunnel and the crowded holding chamber, which had filled with men before 5.30 p.m. He and Ash left about 8.00 p.m., crawled across a field without being detected, with men following at intervals until about 30 minutes past midnight. The Germans did not detect the escape until roll call next day (the exit itself was concealed in a potato patch).

They were unable to discover the entrance to the tunnel for two or three hours even after they had discovered the exit, and to do so it was necessary for them to tie a rope around a Russian prisoner's body and send him into the exit hole and make him go to the beginning of the tunnel and knock on the concrete floor in the lavatories before they were able to discover the entrance, which they did by tearing up the concrete.

Asselin and Ash headed east, hoping to link up with Polish partisans and then be passed to Yugoslav partisans. They travelled 20 kilometres the first night, intent on putting distance between themselves and the camp, although the marshy ground hindered their progress. They hid in a wood which was exhaustively searched, but evaded detection. They continued travelling on the second, third and fourth nights, but the dragnet seemed to thicken as the enemy posted guards at all bridges and cross roads. On one occasion he and Ash crossed a bridge by crawling on their stomachs and evade two guards. On many occasions they threw themselves into ditches to evade foot and motorized patrols.

It was apparent that Germans had turned out all possible troops in several rings around the camp to round us up. It was later discovered through our camp intelligence and from the trend of the German interrogation after our capture, that they were under the impression that this large break had been engineered from England and was designed to foment rebellion amongst the Poles. In addition to the rings of guards around the camp, the frontier guards on the Dutch, Swiss and Belgium borders were increased and organized search parties composed of Hitler Jugend, home guards and foresters, etc. searched all barns, haystacks, etc., for miles around the camps. Our pictures and descriptions appeared in police gazettes around Germany. All trains with destinations near any border were searched periodically. I have forgotten the number of man-hours we estimated had been lost to the German war industry, directly caused by the tunnel and the German fear of the consequences (due, of course, to the impression the Germans had of the reason for the escape), but it was considerable and we deemed it well worth while.

We were captured on the evening of the fourth day by a **Folkdeutsch** policeman (Polish German) who was guarding a station crossing about eleven o'clock at night. He was hidden in the shadows and we did not see him until he came up behind us and challenged us. We had no choice but to surrender, claiming we were French workmen who had been sent to work in the Krackau train yards and had somehow lost our way.

We had forged papers substantiating our story, but he was adamant and it was necessary for us to accompany him to the local Gestapo headquarters as he had had strict instructions to bring in anybody even remotely suspicious. These orders had been issued since the break and he was one of the special guards posted for our apprehension. They detained us at the Gestapo headquarters where they proceeded to identify us and where we proceeded to destroy all our incriminating papers, compasses, maps, etc.

After they found out who we were, we were passed through five or six jails on our journey back to the camp, always under Gestapo or Crepo guard. The jails ranged in importance from small local town jails to larger political ones. We were finally returned a few days later to our own camp, where we were again

questioned and searched on many occasions. During our passage through these jails, we met numerous other prisoners of war who had been captured since the break.

Though engaged in the other aspects of escaping organizations, camp and intercompound security, etc., tunnels remained my special job and it was in the organizing and building of tunnels (and/or the planning and advising in connection with tunnels) that my main work of escape organization lay. Though being a member of the escape committee and security committee, there were many other aspects to camp life in relation to escape and subversive activities in which I was engaged. In all, I worked on about 25 tunnels. I was a member of the escape organization at Sagen from April 1943 to January 1945, in which I represented one of the eight barracks at the meetings, proposed escape plans and passed on other plans which had been submitted. Also I acted as contact man for some time for the camp...to obtain information and bribe guards into selling items which would be useful for escaping purposes, such as German money, files, tools, local maps, train schedules, specimen papers from which we would copy our forgeries. During incarceration in the cells as punishment for escapes, I was able to buy, in exchange for cigarettes, many of these articles from corrupt guards. It was also our duty to organize stealing parties on which we would relieve the Germans of any of their excess equipment which we thought might be useful to us.

I designed an undershirt with specially constructed pockets which enabled an escaping prisoner to do away with the tell-tale haversack and carry, unnoticed about his person, from two to two and a half weeks' supply of food.

It was also our duty to devise hidden places for the concealing in safety of all our forbidden material. These were constructed in the walls, tables, underground, etc.

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ATKINS, F/L Clifton Clarence (J17234) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 26 January 1920 in Toronto; home there (newspaper clerk with **Daily Star**); enlisted there 22 February 1941. Granted Leave Without Pay until 16 March 1941 when posted to No.1 Manning Depot. To No.1 Equipment Depot, 27 April 1941. To No.4 WS, 5 July 1941. Promoted LAC, 7 August 1941; graduated 22 November 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 22 December 1941. To "Y" Depot, 23 December 1941; to RAF overseas, 7 January 1942. Date of arrival uncertain. To No.16 OTU, 7 April 1942. To No.405 Squadron, 18 July 1942. To No.425 Squadron, 30 August 1942. Commissioned 4 March 1943. To No.424 Squadron, 26 April 1943. Proceeded with No.424 to North Africa, 3 June 1943. Promoted Flying Officer, 4 September 1943. Returned to Britain, 25 August 1943,

arriving 9 September 1943. To No.82 OTU, 26 September 1943 to instruct. To Canada on special leave, 11 August 1944. Embarked for United Kingdom, 23 September 1944, arriving 1 October 1944. To No.61 Base, 31 October 1944. Attached to No.1664 Conversion Unit, 26 November to 4 December 1944. Attached to No.1666 Conversion Unit, 4 December 1944 to 30 January 1945. To No.428 Squadron, 30 January 1945. Promoted Flight Lieutenant, 4 March 1945. Repatriated by air with No.428 Squadron, 20 June 1945. Retired 3 October 1945. Award sent by registered mail 28 June 1949. Died in Toronto, 31 August 1987 as per Royal Canadian Legion "Last Post" website and **Legion Magazine**, issue of December 1987/January 1988. Photograph PL-19238 shows P/O L.G. Wilson, Sergeant W.H. Watson (front row) and P/O D. Hackett, P/O C. Atkins, Sergeant M.A. Dunkin, taken 3 June 1943 with No.424 Squadron. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C M.W. Gall dated 22 May 1945 when he had flown 47 sorties; first tour was 30 trips (182 hours 35 minutes, 21 August 1942 to 11 April 1943 with No.425 Squadron and 28 June to 1 July 1943 with No.424 Squadron); second tour was 17 sorties (122 hours, 4 February to 25 April 1945 with No.428 Squadron).

This officer has shown a high degree of courage, skill and determination on operations. His co-operation, coolness and devotion to duty have proved of incalculable assistance to his pilot and have contributed in a large measure to the operational efficiency of his crew.

During his two tours he has participated in sorties on many major, well defended targets and has proved himself an outstanding member of a gallant crew.

For his great ability, courage and devotion to duty I recommend the non-immediate award of the D.F.C.

The sortie list was as follows:

21 August 1942 - Saarbrücken (3.00)  
5 October 1942 - Aachen (6.30)  
6 October 1942 - Osnabrück (6.10)  
13 October 1942 - Kiel (6.00)  
23 October 1942 - Krefeld (3.05)  
9 November 1942 - Hamburg (7.00)  
16 November 1942 - Gardening (5.05)  
20 November 1942 - Turin (7.50)  
25 November 1942 - Gardening (8.00)  
6 December 1942 - Mannheim (5.30)  
7 December 1942 - Gardening (6.20)  
17 December 1942 - Gardening (6.30)  
15 January 1943 - Lorient (4.45)  
23 January 1943 - Essen (4.50)

16 February 1943 - Lorient (7.30)  
19 February 1943 - Wilhelmshaven (5.40)  
20 February 1943 - Gardening (4.05)  
24 February 1943 - Wilhelmshaven (5.25)  
26 February 1943 - Cologne(6.15)  
3 March 1943 - Hamburg (7.15)  
6 April 1943 - Duisburg (5.50)  
11 April 1943 - Gardening (3.35)

\* \* \*

26 June 1943 - Messina (6.45)  
1 July 1943 - Razdalle (5.15)  
3 July 1943 - Trapani (3.40)  
6 July 1943 - Garbini (5.00)  
11 July 1943 - Garbini (5.10)  
13 July 1943 - Messina (5.15)  
16 July 1943 - Naples (6.00)  
22 July 1943 - Salerno (6.20)  
23 July 1943 - Sanglevamni (6.45)  
29 July 1943 - Naples (6.15)

\* \* \*

4 February 1945 - Bonn (7.00)  
7 February 1945 - Goch (6.55)  
13 February 1945 - Dresden (10.15)  
20 February 1945 - Dortmund (7.30)  
21 February 1945 - Duisburg (7.10)  
7 March 1945 - Dessau (9.15)  
14 March 1945 - Zweibrucken (7.30)  
15 March 1945 - Hagen (7.05)  
20 March 1945 - Hemmingstadt (5.30)  
22 March 1945 - Hildesheim (6.25)  
25 March 1945 - Hanover (6.35)  
31 March 1945 - Hamburg (6.00)  
4 April 1945 - Herzeburg (9.20)  
8 April 1945 - Hamburg (6.05)  
10 April 1945 - Leipzig (8.30)  
13 April 1945 - Kiel (6.05)  
25 April 1945 - Wangerooge (4.50)

**Note:** On 2 August 1944, on return to Canada on leave, he requested next posting to be either to TAF Mitchells or to Transport Command. He stated he had flown 195 operational hours (33 sorties) and a total of 410 hours overseas.



Report from No.16 OTU dated 15 July 1942 described him as "Above average. Exceptionally keen, this pupil has done some extremely good work. He is a very competent operator and has a high degree of initiative. Keeps a very good log."

Report from No.82 OTU dated 18 August 1944 stated, "This officer has worked hard and carried out his instructional duties in an efficient manner" (W/C R.M. Cox).

**Training:** Course at No.4 WS was 7 July to 22 November 1941. Flew 4.30 in Flying Classroom, 5.30 in two-seater aircraft. Graded in Theory (35/50), Radio Equipment (208/250), Morse, buzzer and lamp (134/200), Procedure (186/200), Signals Organization (148/150), Armement (78/100), Drill and PT (36/50). Placed 25<sup>th</sup> in a class of 106.

Course at No.1 BGS was 24 November to 22 December 1941. Flew in Battle aircraft (7.45 by day and 2.40 as passenger). Gunnery results as follows - Beam Test (7.5 percent hits). Beam Relative Speed Test (12 percent), Under Tail Test (6.5 percent hits). Fired 550 rounds on ground, 200 air to ground and 1,675 air to air. Scored 54 percent on written exam, 77 percent in practical and oral exam, graded 187/250 on "ability as firer:" Placed 16<sup>th</sup> in a class of 29. "A hard and willing worker with good sense of responsibility but lacks aggressiveness."

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ATKINS, F/L Eric (J21982) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 27 May 1911 in Didsbury, Alberta; home in Cremona, Alberta. Served five years with RCA; teacher in civil life; enlisted in Calgary, 16 September 1939 as Aero Engine Mechanic and posted to "B" (Camp Borden ?), 1 December 1939. Promoted AC1, 29 February 1940. To No.13 (Operational Training) Squadron, 1 October 1940. To No.3 Repair Depot, 11 November 1940. To No.7 SFTS, 26 November 1940. Promoted LAC, 1 June 1941. To No.7 BGS, 17 June 1941 on which date he was promoted Corporal. Remustered to aircrew, 28 February 1942, on which date he reverted to AC2 and was posted to No.7 ITS; may have graduated 24 April 1942 but not posted until 6 June 1942 when sent to No.20 EFTS; ceased training and posted elsewhere, 4 July 1942; to No.8 BGS, 29 August 1942; may have graduated 30 October 1942 but not posted to No.1 AOS until 7 November 1942; graduated and commissioned 18 December 1942. To "Y" Depot, 2 January 1943. Promoted Flying Officer, 18 June 1943. Promoted Flight Lieutenant, 22 June 1944. Remained in postwar RCAF and trained as a pilot (so qualified 22 June 1948). Presented with DFC and wings by Air Marshal W.A. Curtis at Station Clinton, 21 June 1948. Retired 20 November 1958. Photo PL-38989 shows this event. RCAF photo PL-42985 (ex-UK-19728) of 20 March 1945 is captioned as follows: "Four Permanent Force Men get together at a Canadian bomber station in Britain. Left to right - F/L Art Carveth, Toronto, F/L Doug Barlow, North Vancouver, W/C F.W. Ball, St. Thomas, Ontario, and F/L Eric Atkins, DFC, Cremona, Alberta. W/C Ball commands the Swordfish Squadron, Carveth is his adjutant, and Ball and Atkins are former former squadron members." Should the last part read, "...and Barlow and Atkins are former squadron members." ? No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1750

(RG.24 Vol.20608) has recommendation (undated, about mid-October 1944) when he had flown 21 sorties (141 hours 40 minutes) between 10 August 1943 and 18 August 1944.

This officer has always maintained an exceptionally high standard of skill and efficiency as an Air Bomber during his operational tour. On several occasions his aircraft has been subjected to heavy attacks by enemy aircraft as well as intense ground fire, but this has not deterred Flight Lieutenant Atkins from pressing home his bombing attacks with determination and fortitude of a high order.

Flight Lieutenant Atkins, a member of the Permanent Air Force in Canada, remustered from ground duties and has shown great aptitude in leadership to such extent that he is at the present time occupying the post of Bombing Leader of his squadron. As such he has set a magnificent example by his keenness, courage and devotion to duty and it is most strongly recommended that his efforts be rewarded by a Non-Immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

10 August 1943 - Nuremberg (7.35)  
12 August 1943 - Milan (8.50)  
17 August 1943 - Peenemunde (7.35)  
22 August 1943 - Leverkusen (5.40)  
27 August 1943 - Nuremberg (8.30)  
30 August 1943 - Gladbach-Rhydt (5.00)  
5 September 1943 - Mannheim (7.25)  
6 September 1943 - Munich (6.50)  
22 September 1943 - Hanover (6.10)  
23 September 1943 - Mannheim (6.20)  
3 October 1943 - Kassel (7.30)  
11 November 1943 - Cannes (9.30)  
22 November 1943 - Berlin (6.25)  
3 December 1943 - Leipzig (7.50)  
20 January 1944 - Berlin (7.10)  
15 February 1944 - Berlin (6.30)  
27 May 1944 - Bourg Leopold (5.50)  
4 August 1944 - Bois de Cassan (4.50)  
12 August 1944 - Foret de Montrichard (5.35)  
14 August 1944 - Falaise (4.20)  
18 August 1944 - Bremen (6.15)

NOTE: Public Record Office Air 2/9645 has recommendation for a French Croix de Guerre. Although not awarded, the text is noted for the record.

This officer has always maintained an exceptionally high standard of skill and efficiency as Air Bomber and has achieved the position of Squadron Bombing Leader. Flight Lieutenant Atkins not only participated in many bombing missions but was personally responsible for accurate bombing under most difficult circumstances. Several of his sorties were over France.

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ATKINS, F/L James (J14000) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 19 May 1944 as per **London Gazette** of that date and AFRO 1296/44 dated 16 June 1944. Born at Ste.Agathe, Quebec, 11 April 1919. Home in Montreal; enlisted there 24 August 1940.. To No.1 BGS (guard duty), 10 September 1940. To No.1 ITS, 8 November 1940; graduated and promoted LAC, 10 December 1940 when posted to No.11 EFTS; graduated 28 January 1941 when posted to No.2 SFTS; graduated and promoted Sergeant, 10 April 1941. To Trenton, 20 April 1941; to No.15 SFTS to instruct, 8 July 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 1 May 1942. Commissioned 1 July 1942. Promoted Flying Officer, 1 January 1943. To "Y" Depot, 28 February 1943. To RAF overseas, 26 March 1943. Promoted Flight Lieutenant, 1 July 1943. Award presented 21 November 1944. Repatriated 8 August 1945. Retired 2 October 1945. DHist file 181.009 D.5524 (RG.24 Vol.20667) has recommendation dated 26 April 1944 when he had flown 18 sorties (143 hours 45 minutes). Incident described was on 22 April 1944 (loss of motor, extensive damage to elevator, port fin, mainplane, main spar and fuel system. On a previous trip to Berlin they were damaged by a Ju.88. Photo PL-28957 (ex UK-10223 dated 2 May 1944) shows him (right) with his RCAF flight engineer, F/L K.E. Johnson of Peterborough, Ontario, as they relate story of the combat to intelligence officers; caption reads in part, "Part of the port elevator of F/L Atkins' aircraft was shot away and huge holes put in the mainplane, fins, rudder and fuselage. A fuel line was destroyed by cannon fire and the pilot eventually landed his bomber on three engines." Photo PL-30571 (ex UK-11905) and PL-30572 (ex UK-11906), both dated 22 June 1944 show him in front of a Bison squadron Halifax; credited with 32 sorties as "one of the better pilots of RCAF Bomber Group." Photo PL-45089 shows F/L P.J. VamBeek, F/O Paul Snell, DFC, F/O Gordon Highway and F/L J. Atkins, described as "four Montreal officers who completed a tour of operations and later instructed at the same flying school" at Repatriation Depot, Torquay; PL-41083 taken just after investiture at Buckingham Palace.

One night in April 1944, this officer piloted an aircraft detailed to attack Dusseldorf. When nearing the target the aircraft was attacked by a fighter and sustained much damage. One engine was put out of action, whilst other parts of the aircraft were so damaged that it became difficult to control and some height was lost. Nevertheless, Flight Lieutenant Atkins went on to the target and bombed it, afterwards flying the aircraft to base. In the face of heavy odds this officer displayed great skill, determination and devotion to duty. He has completed a large number of sorties against targets in Germany and has invariably pressed home his attacks with great determination.

RCAF Press Release No. 4674 dated 23 April 1944 from F/L Eggleston, transcribed by Huguette Oates, reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- "He was one of those guys you don't see", said F/L Jimmy Atkins, 6944 Monkland, Avenue, Montreal, Quebec, pilot of a Halifax bomber from the Bison squadron of the RCAF Bomber Group in England, in describing an attack by an unidentified enemy night-fighter during the an attack on the German industrial city of Dusseldorf recently.

"We were just approaching the target when the unidentified night-fighter came at us. He attacked from the front and below. Not one of us sighted him. The first indication we had that we were being attacked was when the mid-under gunner. Sergeant Art Woolsey, 4320 Atlin Street, Vancouver, B.C., reported tracers from the fighter's guns. The rear-gunner, Sergeant Tom Barley, Bridgeport, Ontario, immediately told me to take evasive action. The enemy night-fighter opened up with cannon shell and machine-gun fire. His fire shot away half of the port elevator, blasted holes in the port rudder and fin, tore a big hole in the main plane just behind the bomb doors, and sprayed holes along the fuselage. At no time during the attack were our gunners able to bring their guns to bear on the enemy fighter," he continued.

"Naturally, we lost height fast through the evasive action. We finally lost the fighter in the clouds, and, as we were right on the edge of the target, we dropped our bomb-load and turned for home. After resuming course, searchlights 'coned' us for a second or two. We shook them off by evasive action. We got along pretty well for the rest of the journey back to base until we were about 15 minutes out when the port-outer engine 'packed up' on us and I was obliged to 'feather' it. We discovered afterward that cannon or machine-gun fire from the enemy fighter's guns had hit the feed line to the engine and we had lost all the petrol out of one tank. "Luckily none of the crew was injured during the action, but the rear-gunner spent a few hectic seconds," said Atkins in concluding this story.

It marked the second occasion F/O Atkins and his crew had been attacked by a night-fighter. On a previous sortie to Berlin, they were attacked by a Ju.88 over the target and were credited with a "probable" kill when the Ju88 turned over on his back and headed earthward after the gunners had returned the enemy's fire. During this attack, the pilot was partially blinded when a machine gun bullet hit the Perspex on the side of his cockpit, a piece of the Perspex hitting him in the right eye. Cannon shell and fire from the enemy's machine guns tore through the aileron and the bottom of the right wing. The edge of the left wing of the Halifax bomber was also chewed off and there was a hole large enough in the wing for a man to look down through it. The underneath of the wing was also

plastered with bullet holes. The attack on Dusseldorf was the 18th sortie for F/O Atkins, and 16th for the mid-under and rear-gunner.

RCAF Press Release No. 4689 dated 27 April, 1944 from F/L Eggleston and MacPherson (transcribed by Huguette Oates) reads:

Flashing tracer which arced up to his big Halifax bomber was the first indication that F/L Jimmy Atkins, pilot, 6944 Monkland Avenue, Montreal, Quebec, had that he and his crew were the intended victims of an enemy night-fighter during the recent bombing of the German industrial city of Dusseldorf.

“He was one of those guys you don’t see,” said Atkins as he stepped from his aircraft at the base of the Bison squadron of the RCAF Bomber Group in England. Atkins shook his head when his inspection of the Halifax showed that half the port elevator had been shot away. Holes were blasted in the port rudder and fin, the main plane just back of the bomb doors and all along the fuselage. “We were just approaching the target when the fighter came at us. He attacked from in front and below. Not one of us sighted him. The mid-upper gunner reported tracers. The rear-gunner immediately told me to take evasive action. The fighter opened up with cannon and machine-gun fire,” Atkins related.

The aircraft lost altitude fast through evasive action, but they lost the enemy in the clouds, dropped their bomb-load and turned for home. Searchlights coned them once, but they were shaken off. About 15 minutes out from base, the port outer engine ‘packed up’ and it was discovered that a bullet or cannon shell had severed a feed line and all the gasoline from one tank had been lost. Atkins was obliged to “feather” the engine. None of the crew was injured.

It was the second occasion when Atkins and his crew had been attacked by night-fighters. On a previous trip to Berlin, they were the target of a Ju.88 over the target. They were credited with a “probable” kill when the fighter turned over on its back and went into a screaming dive as a result of fire from the Halifax’s guns. Atkins was partially blinded when a machine-gun bullet hit the Perspex on the side of the cockpit and a splinter of the glass-like substance hit him in the eye. Cannon shell and machine-gun fire damaged the big bomber, but Atkins managed to bring it back to base with the rest of the crew uninjured.

\* \* \* \* \*

ATKINS, FS Robert George Alfred (R53665) - **British Empire Medal** - No.2 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 5 October 1910. Enlisted in Ottawa, 25 January 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 15 March 1940. Promoted AC1, 25 April 1940. To No.2 SFTS, 31 July 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 15 March 1941. Promoted

Sergeant, 1 July 1941. Promoted Flight Sergeant, 1 January 1943.. To "Y" Depot, 27 September 1944. Taken on strength of No.3 PRC, Bournemouth, 4 October 1944. Repatriated 21 August 1945. Retired 4 October 1945. Award presented 9 December 1947.

Through more than four years service at this station Flight Sergeant Atkins has carried out every assignment with enthusiasm and despatch. He has been outstanding in directing other airframe mechanics. Recently, this airman completed excellent work in connection with design and construction of synthetic training devices, which has been of benefit to the training programme. His initiative, resourcefulness and outstanding ability in his trade are worthy of high praise.

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ATKINSON, G/C Harold Hartley (C966) - **Officer, Order of the British Empire** - No.2 Air Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/45 dated 25 January 1946. Commissioned in Ottawa, 1 April 1939 in Administration Branch. Squadron Leader as of 1 November 1940. To Trenton, 20 November 1941. Promoted Wing Commander, 1 June 1942. To No.2 Training Command, 31 July 1942 Promoted Group Captain, 1 January 1943. To No.5 Release Centre, 26 November 1945. Retired 18 May 1946.

Throughout his service at this command, this officer has filled the appointments of Senior Personnel Staff Officer, Senior Administrative Office and Senior Supply and Organization Staff Officer. His tireless devotion to duty has been an inspiration to all with whom he has come in contact, and the sound organizational structure evident at Command Headquarters is due in very great part to his unceasing and unflagging effort.

\* \* \* \* \*

ATKINSON, F/O John Henry (J27547) - **Distinguished Flying Cross** - No.272 Squadron - Award effective 11 August 1945 as per **London Gazette** dated 21 August 1945 and AFRO 1507/45 dated 28 September 1945. Born at St.Thomas, Ontario, 21 May 1921; home there. Former bank teller; enlisted 10 April 1942. No.1 Manning Depot, Toronto, 2 June 1942 to 24 July 1942, followed by No.14 SFTS, Aylmer, 25 July to 12 September 1942. Trained at No.1 ITS (13 September to 27 December 1942), No.7 EFTS (28 December 1942 to 6 March 1943), and No.6 SFTS (7 March to 9 July 1943). Commissioned 25 June 1943. F/O 25 December 1943. Further trained at No.1 GRS, Summerside (10 July to 25 September 1943) where he took navigation, meteorology, signals, reconnaissance, ship recognition and photography. Arrived in UK via New York, 16 October 1943. Further trained at No.3 (P) AFU (Oxfords), having been posted there 16 November 1943. Posted to No.79 OTU (Shahhafa, Egypt), May 1944. With No.272 Squadron, 16 October 1944 to 28 April 1945; to UK, 2 May 1945. With No.248 Squadron, 30 May to 22 June 1945; returned to Canada, 1 August 1945; released 18 September 1945. As of 22 July 1945

he claimed to have flown 39 sorties and to have flown 189:40 on Beaufighters, 8:50 on Mosquitoes, and 20:00 on Blenheims. Award presented 14 June 1949.

Flying Officer Atkinson commenced operational flying in October 1944. Throughout he has displayed outstanding skill, courage and devotion to duty. On one occasion in April 1945, this officer was detailed to participate in a combined operation with the Desert Air Force. On approaching the target his aircraft was hit by fire from the enemy's defences and he was wounded in the face and right eye. Half blinded and in great pain, Flying Officer Atkinson pressed home his attack and obtained hits on the target with rockets. After a first aid dressing had been applied he flew the aircraft safely back to base. Though his aircraft has been damaged on five occasions by anti-aircraft fire, this officer's enthusiasm and resolution have never faltered, and by his fine fighting spirit he has set an inspiring example to the other members of his squadron.

NOTE: Public Record Office Air 2/9119 has recommendation drafted by Air Vice-Marshal John Whitford, Air Officer Commanding, Mediterranean Allied Coastal Air Force, 11 May 1945 when he had flown 112 sorties (112 hours) of which 40 sorties (40 hours) had been on his current tour.

Flight Lieutenant Atkinson began his first operational tour in October 1944, when he joined No.272 Squadron, and since then has carried out 40 operational sorties.

Throughout the seven months he has flown with the squadron he has displayed high qualities of skill, courage and devotion to duty, and flying Rocket Projectile Beaufighters, has achieved an excellent record in strikes against enemy shipping and ground targets.

On the 10<sup>th</sup> April 1945, Flight Lieutenant Atkinson was taking part in an important mission against enemy RDF Stations in a combined operation with Desert Air Force. His cockpit was hit by flak on approaching the target and he was wounded in the face and right eye. Half-blinded and despite his injuries and intense pain, he pressed home his attack and obtained hits on the target with rockets. His navigator applied a rough dressing to his ace and head, and Flight Lieutenant Atkinson flew his aircraft safely back to base.

During day and night shipping and intruder sorties, Flight Lieutenant Atkinson has sunk or damaged over 4,000 tons of enemy shipping including a 600 ton merchant vessel, a 600 ton collier, and numerous smaller vessels. In addition he has made many attacks on the important enemy barge traffic in Northern Italy and is credited with the destruction of twelve barges and many others damaged. Highly successful strikes have also been made by him on wharves, factories and buildings, many of which have been destroyed or left in flames.

Though his aircraft has been damaged on five occasions while on these operational sorties by enemy flak, his courage and coolness and his complete disregard for personal safety have never waned, and the continued vigour and determination with which he presses home his attacks, frequently in the face of heavy and accurate anti-aircraft fire, have been an inspiration to the other pilots on the squadron.

I strongly recommend Flying Officer Atkinson for the non-immediate award of the Distinguished Flying Cross.

The draft of an RCAF Press Release, circa 8 February 1945, reads:

With the RAF in Italy: Canadian pilots currently sweating out first tours with an RAF Beaufighter squadron of Mediterranean Allied Coastal Air Force are F/O Ross Hannigan of Jordan, Ontario and F/O Jack Atkinson of 35 Stanley Street, St. Thomas, Ontario. The rocket-firing Beau squadron with which they serve boasts the sinking of the former Italian liner "Rex" among its various "kills".

Of the twenty trips he has logged since joining the squadron in October 1944, the 23 year-old Atkinson rates his second flight and first attack on shipping as probably the most exciting. "It was one of the occasional times we have ranged inland to feed rockets to a target," he explains, "which on this occasion was an armed trawler riding the waters near Venice. We found the trawler alright and noticed a number of barges around it. They were barges sure enough, as we found out after we swooped down to attack - flak barges. We followed the leader in and unfortunately for him he drew the best part of the intense ack-ack fire. And can you imagine it, he wanted to go in again and take photos!" Canal blasting and attacks against human torpedoes and F-boats have also figured prominently in the squadron's anti-shipping role in the Adriatic.

Hannigan has flown 40-plus sorties since commencing his tour with the squadron in North Africa. He attended Beamsville High School in Jordan, joined the RCAF in February 1942 and received his "wings" at Hagersville Service Flying School a year later.

Atkinson, veteran of the Middle East, is a graduate of St. Thomas Collegiate Institute. Prior to enlistment in the RCAF in June 1942 he worked with the Royal Bank of Canada in Guelph, Ontario.

Other Canadians with the same squadron are F/O John Silcox, pilot, Woodstock, Ontario; F/O Jack Billingsley, Orillia, Ontario, a radar officer now tour expired, and Warrant Officer J. O'Neil, Saint John, New Brunswick, a radar mechanic.



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ATKINSON, P/O William Cecil (J87838) - **Distinguished Flying Cross** -No.158 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born in Minnedosa, Manitoba, 7 April 1914. Home there. Salesman, enlisted in Winnipeg, 23 June 1942 and granted Leave Without Pay. To No.10 SFTS (non-flying duties), 25 September 1942. To No.2 ITS, 24 October 1942; promoted LAC, 31 December 1942. To No.2 EFTS, 2 January 1943; ceased training and posted to No.2 Manning Depot, 17 February 1943; to No.7 AOS, 6 March 1943; graduated and promoted Sergeant, 23 July 1943. To "Y" Depot, 6 August 1943. To United Kingdom, 25 August 1943. Commissioned 8 July 1944. Repatriated 6 February 1945. Released 17 March 1945, settling in Brandon, Manitoba. Award sent by registered mail 14 February 1951. Photograph PL-40612 shows P/O H. Burden, P/O W.C. Atkinson, and (kneeling) WO1 L.A. Frye and Flight Sergeant Eugene Batager. PL-40623, Atkinson on left, shown with WO L.A. Pye and FS Eugene Barager No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9051 has recommendation dated 15 December 1944 when he had flown 35 sorties (158 hour 41 minutes), 12 June to 29 November 1944.

12 Jun 44 - Amiens (4.21) - Bombed aiming point  
14 Jun 44 - Evrecy (5.17) - Successful attack  
16 Jun 44 - Sterkrade (4.26) - Bombed through cloud  
17 Jun 44 - St.Martin l'Hortier (4.23) - Successful  
22 Jun 44 - Siracourt (4.03) - Squadron's first daylight raid  
23 Jun 44 - Oisemont (3.31) -Bombed as ordered  
24 Jun 44 - Le Grand Rossignol (4.01) - Bombed aiming point  
27 Jun 44 - Marquis Mimoyecques (3.47) - Bombed target  
1 July 44 - Oisemont (3.56) - Successful  
6 Jul 44 - Marquis Mimoyecques (3.16) - Aiming point bombed  
7 July 44 - Caen (4.24) - ditto  
15 Jul 44 - Les Landes v.et N. (4.18) - Bombed target  
18 Jul 44 - Caen (4.25) - Successful  
21 Jul 44 - Bottrop (4.11) - Bombed in cloud  
24 Jul 44 - Stuttgart (8.21) - ditto  
12 Aug 44 - Brunswick (5.37) - ditto  
15 Aug 44 - Eindhoven (3.56) - Bombed airfield  
16 Aug 44 - Kiel (4.33) - Blind bombing  
18 Aug 44 - Sterkrade (4.35) - Successful  
24 Aug 44 - Brest block ships (5.06) - Duty carried out.  
27 Aug 44 - Homberg (4.31) - Good bombing  
31 Aug 44 - La Pourchinte (3.33) - Abandoned as ordered  
9 Sept 44 - Le Havre (4.09) - ditto  
10 Sep 44 - Alvis II (3.53) - Bombed aiming point.

11 Sep 44 - Le Havre (4.27) - ditto  
12 Sep 44 - Munster (4.23) - ditto  
15 Sep 44 - Kiel (5.46) - Bombed through cloud  
26 Sep 44 - Calais (3.32) - Bombed aiming point  
30 Sep 44 - Bottrop (4.00) - Bombed through cloud  
23 Oct 44 - Essen (5.13) - ditto  
28 Oct 44 - Domburg (3.08) - Sortie completed  
31 Oct 44 - Cologne (5.00) - Bombed through cloud  
2 Nov 44 - Dusseldorf (5.35) - Heavy attack  
18 Nov 44 - Munster (5.31) - Bombed through cloud  
29 Nov 44 - Essen (5.33) - ditto

Pilot Officer Atkinson has completed a tour of 35 operational sorties as a navigator on this squadron. Fifteen of these sorties have been to the most heavily defended targets in Germany and the others to vital objectives in occupied territory.

A keen and able navigator, Pilot Officer Atkinson has consistently shown a high standard of operational efficiency and throughput many hazards he has proved himself fearless in the face of the severest enemy fire. His competence, coupled with his fine offensive spirit, has been a constant source of inspiration to his colleagues and a very material factor in the successes they achieved.

In addition to his excellent work in the air, Pilot Officer Atkinson took an active interest in the work of his section and frequently acted as Flight Navigation Leader.

It is recommended that this officer's excellent record of efficiency, courage and devotion to duty throughout a hazardous tour be recognized by the award of the Distinguished Flying Cross.

NOTE: To the above his Station Commander adds, "Flying Officer Atkinson has shown outstanding qualities of courage and efficiency throughout his operational tour. He has never failed to navigate successfully to the target in spite of technical failures."

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ATTEWELL, W/C William Gordon (C8185) - **Member, Order of the British Empire** - RCAF Overseas Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Bath, England, 10 January 1899 (see RCAF press release announcing award and CEF attestation papers). Mechanic and mechanic's helper in Bath. Emigrated to Canada in January 1914. Joined the Queen's Own Rifles of Canada, 6 April 1914. Transferred to 59<sup>th</sup> Battalion, Canadian Expeditionary Force, 29 June 1915, going overseas early in 1916. Severely wounded at Corcellette (September 1916), repatriated to

Canada and discharged 26 August 1918. Joined staff of Canadian Air Board, 10 September 1923 as an air mechanic (Camp Borden). Enlisted there in Permanent RCAF, 1 April 1924 as Leading Aircraftman (Driver). Remustered as Storekeeper, 1 October 1924 with acting rank of Corporal. Confirmed Corporal, 1 December 1924. To Ottawa Air Station, 1 May 1926 for service with No.3 Operational Squadron. Promoted Sergeant, 1 September 1926. Promoted Flight Sergeant, 1 April 1930. To Civil Government Operations Branch, AFHQ, 18 August 1930. To Station Winnipeg (No.2 Equipment Depot), 5 August 1935. Promoted WO2, 1 October 1937. Attained WO1 rank, 1 September 1939, To RCAF Headquarters, Ottawa, 17 January 1940. To RCAF Overseas Headquarters, 27 January 1940 with special responsibilities for No.110 Squadron's equipment. He also was involved in shipments of BCATP equipment from the UK to Canada. Appointed Senior Warrant Officer, Equipment Staff, RCAF Overseas Headquarters, 31 October 1940. Commissioned 3 November 1941. Promoted Flight Lieutenant, 7 May 1942. Promoted Squadron Leader, 15 September 1942. Promoted Wing Commander, 1 November 1943. Released 19 March 1947. Died in London, England, 1976. Photograph PL-7634 shows him working at his desk in RCAF Overseas Headquarters; PL-15700 shows him greeting Squadron Officer K. Walker at railway station; PL-19432 presenting RCAF ensign to mayor of Holborn. RCAF photo PL-44763 (ex UK-22241 dated 20 June 1945) taken at a garden party, Lincoln's Inn, 16 June 1945 for wounded and ailing servicemen; Attewell in the foreground with hands clasped; described as "Camp Commandant, RCAF Overseas Headquarters." RCAF photo PL-45274 (ex UK-22713 dated 19 July 1945) taken following investiture at Buckingham Palace on 13 July 1945 - S/L S.F. Hanlon (Ottawa), Miss Barbara West and W/C Attewell. RCAF photo PL-45285 (ex UK-22724 dated 19 July 1945) also taken after investiture of 13 July 1945, showing him with Matron Mary Allen, RCAMC (Winnipeg) who had received the Royal Red Cross; caption says she had nursed Attewell off a danger list in Canada, 1941. RCAF photo PL-46555 (ex UK-23950 dated 28 January 1946) shows W/C W.G. Attewell and W/C J.M. Enstone outside RCAF Overseas Headquarters, having spent six years overseas. His son, Arthur Ernest Attewell, was killed in action with No.428 Squadron, 28 July 1944 (Lancaster KB759, reported to have completed 38 sorties).

This officer has served in various capacities at Royal Canadian Air Force Headquarters, Overseas, for approximately five years. He has performed the many duties assigned to him with outstanding ability and devotion to duty. As officer commanding the administration unit of this headquarters for nearly three years, his capable leadership and direction have been reflected in the smooth and efficient operation of his unit. His drive and persistent efforts have been an inspiration to the personnel under his command and his devotion to duty, often under the stress of enemy action, has been of the highest order.

Recommended for MBE by Air Commodore L.F. Stevenson, date uncertain (early 1941 perhaps) as follows:

Warrant Officer (First Class) Attewell is the senior warrant officer of Royal Canadian Air Force Overseas Headquarters and has done outstanding work both in the maintenance of discipline among airmen and in his trade of Equipment Assistant.

This was minuted on 17 February 1941 by A/V.M Breadner:

Owing to existing regulations which bar Canadians from Awards of Chivalry, I regret I cannot recommend this Officer [sic] for the MBE but I strongly recommend him for Mention in Despatches.

He was the subject of an earlier communication dated 20 December 1940 by S/L J.A. Easton:

1. I should like to put on record the observations I made of the splendid behavior of WO1 Attewell on the night of 11<sup>th</sup> October 1940, when a bomb landed on the Pall Mall on the north side of this building, breaking the water and gas mains in the street.

2. Sergeant Major Attewell had been bombed out of his lodgings and was spending the night in the basement of this building. When the explosion occurred he immediately proceeded to the fifth floor and reported for duty. The gas main in the street at that time was flaming and throwing off a great light which should have acted as a target for any other enemy aircraft. One aircraft actually continued to circle the building for approximately an hour, although no further bombs were dropped. In company with Sergeant Major Wilson all the floors of the building were given a search for possible injured people and outbreaks of fire.

3. When all the floors had been inspected and the safety of the guard on the roof checked, we proceeded to the basement and waited for an hour before returning to the upper floor, and by this time the enemy aircraft which was circling overhead had left.

4. Early in the morning Sergeant Major Attewell and Sergeant Major Wilson, with the assistance of the duty watch personnel, had all the offices cleaned and ready for occupation by 0850 hours.

5. It is considered that Sergeant Major Attewell showed zeal in the performance of his duty and in light of his experiences in being bombed from his own residence, also showed a considerable amount of courage.

Recommended for MBE, 6 November 1942 (signature of submitting Squadron Leader illegible):

This officer was among the first RCAF personnel to arrive in the United Kingdom, being a member of the advance party. He was Senior Warrant Office for almost two years and organized the general set-up of the Overseas Headquarters. During the heavy blitz period he rendered exceptional service.

Squadron Leader Attewell earned his commission in the field and is now filling the post of Commanding Officer of the Overseas Unit. He has worked unceasingly and his ability and services overseas have been invaluable to the RCAF.

Recommended (for an OBE) 4 August 1944:

For outstanding administrative service to RCAF Overseas Headquarters since 1940. He has performed the duties of Senior Warrant Officer in charge Headquarters personnel, Headquarters Equipment Officer, and since 11<sup>th</sup> May 1942, Officer in charge Overseas Headquarters Administrative Unit with outstanding ability and devotion to duty. The smooth and efficient operation of the Headquarters Administrative Unit has been due to this officer's drive and continuous effort, often under stress of enemy action.

Recommended for an OBE, 6 November 1944 by Air Marshal L.S. Breadner, wording as above.

Recommended for OBE by A/V/M N.R. Anderson (Deputy Air Officer Commanding, RCAF Overseas Headquarters), 26 January 1945; wording the same as that of 4 August 1944.

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ATTLE, F/L Jack (J11610) - **Air Force Cross** - No.8 Squadron (Canada) - Award effective 6 January 1945 as per **London Gazette** dated 13 March 1945 and AFRO 132/45 dated 26 January 1945. Born 15 August 1910. Home in Sudbury; enlisted in RCAF 11 August 1941 at North Bay and posted to No.2 Manning Depot. To No.3 Wireless School, 29 September 1941; promoted LAC, 29 October 1941; graduated 11 April 1942 and posted that date to No.7 BGS (graduated and commissioned 11 May 1942). To Western Air Command, 15 May 1942; to No.8 (BR) Squadron, 16 May 1942; promoted Flying Officer, 11 November 1942; promoted Flight Lieutenant, 1 September 1943; to Station Mountain View, 14 February 1945; retired 21 January 1946. Had completed 450 flying hours, 275 operational hours, and 65 sorties. Award sent by registered mail 18 January 1949. Photograph PL-13003 taken in Alaska shows F/O J.B. Morgan, Flight Sergeant F.W. Johnstone, Flight Sergeant J.G. Evernden and P/O Jack Attle; PMR-79-817 shows him in a group of Alaska personnel.

This officer, throughout all flying missions, has proven himself to be a determined and dependable member of aircrew and an efficient leader of other wireless operator air gunners. At various squadron bases, his loyalty and devotion to duty have been an example and encouragement to others. His keenness in the face of danger and his ability to co-operate with other aircrew have produced results worthy of high praise.

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AUBREY, F/O Gordon Alexander (J35746) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Toronto, 5 September 1913, home there. Machine shop operator for three years; salesman for seven years. Served in RCASC, 23 July 1940 to 15 May 1941 (2nd Division Petrol Company) before joining RCAF in Toronto, 22 May 1941 as Link Trainer Instructor. Posted to No.2 ITS, Regina on enlistment. To No.20 EFTS, 27 June 1941 (non-flying duties). Promoted Sergeant, 28 June 1941. Remustered for aircrew, 15 January 1943 and posted to No.1 ITS; course completed 2 April 1943; posted to No.4 AOS, 1 May 1943; graduated and commissioned 17 September 1943. To "Y" Depot, 1 October 1943. Embarked from Canada, 22 October 1943; disembarked in Britain, 30 October 1943. To No.3 (Observer) AFU, 11 January 1944. To No.26 OTU, 22 February 1944. Promoted Flying Officer, 17 March 1944. To No.61 Base, 17 May 1944. Attached to No.1666 Conversion Unit, 17 May to 13 June 1944. To No.427 Squadron, 13 June 1944. To No.415 Squadron, 25 July 1944. To No.24 OTU, 1 December 1944. Killed in flying accident at No.3 (P) AFU, 29 April 1945 (Oxford DF332). Photograph PL-35332 is a portrait taken on 16 February 1945. Award sent by registered mail to next-of-kin, 2 December 1946. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1750 (RG.24 Vol.20608) has recommendation forwarded to Station Eastmoor, 23 November 1944, when he had flown 32 sorties (160 hours 20 minutes) between 21 June and 6 October 1944.

This officer has participated in numerous operational sorties which have included missions to Hamburg, Kiel, Wane Eickel and Casrop Rauxel. His navigation has always been of a very high standard and he has a fine record of achievement. His determination and confidence while on operations has always been an inspiration to the squadron while his gallantry and devotion to duty has done much to create a high morale among his fellow navigators.

The sortie list was as follows:

21 June 1944 - Oisemont, Neuville au Bois (5.10, day)  
24 June 1944 - Bonnetot (4.25, day)  
25 June 1944 - Goven Flos (4.55, day)  
27 June 1944 - Wisernes (3.35)  
28 June 1944 - Metz (4.55)  
4 July 1944 - Villeneuve St. George (6.40)  
17 July 1944 - Mondeville (5.00)  
18 July 1944 - Wesseling (5.30)  
20 July 1944 - Ferme de Grand Bois (4.15, day)  
23 July 1944 - Donges/St.Naxiere (6.15)  
28 July 1944 - Hamburg (5.40)  
1 August 1944 - Ferme de Forestel (4.00, day)  
3 August 1944 - Foret de Nieppe (3.55, day)  
4 August 1944 - Bois de Casson (4.40, day)

5 August 1944 - St. Leu d'Esserent (4.45, day)  
7 August 1944 - La Hague (4.45)  
8 August 1944 - Foret de Chantilly (5.00)  
10 August 1944 - La Pallice (6.45)  
12 August 1944 - Montrichard (6.00, day)  
14 August 1944 - Bons Tassily (4.30, day)  
15 August 1944 - Brussels (3.55, day)  
16 August 1944 - Kiel (5.30)  
9 September 1944 - Le Havre (3.45, day)  
10 September 1944 - Le Havre (4.25, day)  
11 September 1944 - Castrop Rauxel (4.55, day)  
12 September 1944 - Wanne Eickel (4.55, day)  
17 September 1944 - Boulogne (3.50, day)  
25 September 1944 - Calais (4.05, day)  
26 September 1944 - Calais (4.05, day)  
27 September 1944 - Bottrop (5.20, day)  
28 September 1944 - Cap Gris Nez (3.50, day)  
30 September 1944 - Sterkrade (5.35, day)  
6 October 1944 - Dortmund (6.05, day)

**Training:** At No.1 ITS, 25 January to 2 April 1943. Courses and marks as follows: Mathematics (65/100), Armament (83/100), Signals (150/150), Navigation (113/200), Meteorology (47/50), Theory of Flight and Engines (64/100), Drill (93/100), Law and Discipline (96/100), Aircraft Recognition (98/100), Anti-Gas (36/50). Placed fifth in a course of 18. "This airman is very enthusiastic but is handicapped by being so long out of school. However he is determined and will definitely improve as training progresses." (S/L R.N. Chandler, 17 April 1943).

Course at No.4 AOS was 3 May to 17 September 1943. Flew in Anson aircraft (26.35 by day as first navigator, 35 hours by day as second navigator, 7.10 by day on other flying, 18.00 by night as first navigator, 18.40 by night as second navigator). Graded in Air Work as follows: Air Navigation, Day (235/350), Air Navigation, Night (158/200), Log Keeping (132/200), Reconnaissance (75/100), Photography (72/100), Meteorological Observations (47/50). Ground School courses were Air Navigation, elements (140/200), Air Navigation, Theory (146/200), Air Navigation, Exercises (142/200), Meteorology (72/100), Signals, practical (50/100), Aircraft Recognition (45/50), Reconnaissance (38/50), Photography (38/50), Armament (48/50). "A consistently good navigator".

Course at No.24 OTU was 22 February to 17 May 1944. Flying prior to OTU was 92.45 by day and 53.55 by night. Flying at OTU was 46.40 by day and 51.55 by night, all as first navigator. Infra-Red Target exercises consisted of four attempts (all successful). Flew one operational Nickel flight. Assessed in Directional Readings, Log Keeping, Astro Navigation (theory, ground exercises and air exercises). "An above average navigator who has improved considerably at this unit. With more experience should prove to be an excellent navigator. He plans his trips carefully and works methodically in the air."

Radar Navigation Training Report from No.1666 Conversion Unit noted he had trained with F/O Dworkin (air bomber) and F/O Sherman (pilot). He had spent 30 hours on ground training with GEE and ten hours with GEE in the air. H2S training involved ten hours on Bench Set (presumably on ground), 2.20 day flying and 14.55 night flying. Also dedicated three hours to "Pluto" (whatever that was). "A capable navigator but only fair results achieved on H2S work." The air bomber and Aubrey were both described as follows: "Both require more cross countries, when they should do above average work." (Reported by F/L C.H. Parker, 10 June 1944).

**Notes:** While at No.20 EFTS he was described as "Very Excellent Link Instructor whose interest in his work is remarkable and whose ability is above average". (F/L H.E. Dahl, 17 June 1942). He eventually flew 50-90 hours at the school and liked the idea of flying, although his eyesight precluded training as a pilot; he wore glasses on operations and complained of headaches and vision fatigue towards the end of his tour overseas.

**Circumstances of Death:** Oxford DF332 was on a dual instructional flight, piloted by 1521819 Flight Sergeant Thomas Gould, with Aus 430505 Flight Sergeant Howard Bryant Montgomery as pupil and F/O G.A. Aubrey as passenger. It took off from South Cerney at 1035 hours, 29 April 1945, authorised to fly to Honeybourne and to do steep turns and instrument flying en route. At about 1100 hours, on track to Honeybourne, it flew into low cloud and a severe local hail storm. The pilot decided not to persevere with cloud flying (either due to icing or turbulence), turned on a reciprocal course and descended. The visibility was only about 30 yards in the hail storm and the aircraft struck the brow of a 700-foot hill, in a flying attitude and a very shallow angle. Ground speed was considerable owing to a following wind. Although the Oxford was doing what amounted to a powered bell landing, it disintegrated and all three men were fatally injured.

At the time of his death, Aubrey was employed as a screened Navigation instructor at Honeybourne. He had been on liaison duties with No.3 (P) AFU and was returning to his home base when the accident occurred. "He took his duties very seriously and his loss is a serious blow to this Unit." (Officer Commanding, Station Honeybourne, 14 May 1943, writing to his mother.)

\* \* \* \* \*

AUDET, F/O Richard Joseph (J20126) - **Distinguished Flying Cross** -No.411 Squadron - Award effective 16 February 1945 as per **London Gazette** of that date and AFRO 563/45 dated 29 March 1945. Born in Lethbridge, Alberta, 13 March 1922, the son of Paul Audet (rancher, born Baie St. Paul, Quebec) and Ediwisca. Marcoux (born Coaticook, Quebec). Educated at Coutts, Alberta, 1928-1940 and Garbutt Business College. Lethbridge (stenographic course). Home in Lethbridge (stenographer for High River Flying Training School, 8 July 1941 to enlistment), Enlisted at Calgary, 26 August 1941. Attended No.2 Manning Depot in Brandon, Manitoba, 30 September 1941 to 3 January 1942 (sick with pneumonia for several weeks). At No.12 SFTS,



Brandon, 4 January to 13 February 1942. Trained at No.3 ITS, Victoriaville, 14 February to 25 April 1942 (promoted LAC, 11 April 1942). Attended No.22 EFTS, Ancienne Lorette, 26 April to 4 July 1942 (Fleet Finch, flying 39 hours 20 minutes day dual, 39 hours day solo, four hours night dual, 12 hours five minutes instruments and ten hours in Link; flew 11 hours 50 minutes before going solo). Attended No.2 SFTS, Uplands, 5 July to 6 November 1942 (wings and commission, 23 October 1942). While there he flew 63.05 day dual, 101.45 day solo, 6.55 night dual, 10.25 night dual, 16.20 formation, 29.45 on instruments, 25.00 in Link, 7.15 on dual navigation, 19.45 on solo navigation course, and flew 5.25 before going solo in Harvard. Passenger in an Anson that made a forced landing, 5 October 1942; no injuries. Posted to "Y" Depot, Halifax for overseas movement, 7 November 1942. Embarked from Canada, 19 November 1942. Disembarked in Britain, 6 December 1942 and taken on strength of No.3 Personnel Reception Centre, Bournemouth. Attached to No.6 EFTS, 8-26 March 1943. To No.17 (P) AFU, 30 March 1943. Promoted Flying Officer, 23 April 1943. To No.53 OTU, 27 April 1943. While there he was graded Above Average in almost all categories and described as "A keen, sensible and steady pilot." In level bombing he achieved an average error of 25 yards. He also fired 1,520 rounds (air-to-air) and 58 rounds (air-to-ground), gaining 5.1 percent hits. To No.421 Squadron, 20 July 1943. Attached to No.3 PRC, 17 August to 3 October 1943. To No.1601 Anti-Aircraft Cooperation Flight, 3 October 1943. He appears to have flown a Barracuda there for 45 minutes and to have taken dry and wet dinghy drills. As of 5 October 1943 he had flown the following types: Fleet Finch (39.20 dual, 39.00 solo), Harvard (74.00 dual, 112.10 solo), Moth (12.55 dual, 29.25 solo), Master (15.00 dual, 13.00 solo) and Spitfires 1, 2 and 9 (73.35). To No.1623 Anti-Aircraft Cooperation Flight, 7 October 1943. To No.691 Squadron, 1 December 1943. Described on posting as being "A sound, hard working officer and keen pilot" who had flown a total of 760 hours (200 in previous six months). Married Iris Christina Gibbins, Northampton, England, 9 July 1944. To No.1 Tactical Evaluation Unit, 10 July 1944. To No.53 OTU, 29 July 1944. To No.83 Group General Service Unit, 22 August 1944. To No.411 Squadron, 14 September 1944. Attended No.17 Armament Practice Camp, 13-24 October 1944. Promoted Flight Lieutenant, 23 October 1944. Victories as follows: **29 December 1944**, three FW.190s and two Bf.109s destroyed; **1 January 1945**, two FW.190s destroyed; **4 January 1945**, two FW.190s destroyed (one shared with F/L J.J. Boyle); **14 January 1945**, one FW.190 destroyed; **23 January 1945**, one Me.262 destroyed in air and one destroyed on ground; **24 January 1945**, one Me.262 damaged on ground. Killed in action 3 March 1945 (Spitfire MK950) attacking a railway in the Coesfeld area near Munster. Award presented to next-of-kin, 5 November 1946. See H.A. Halliday, **The Tumbling Sky**, for biographical details. See Peter Mossman, "F/L Richard Joseph Audet, DFC and Bar", **Journal of the Canadian Aviation Historical Society**, Fall 1964. PL-41192 taken at Heesch, Holland, 4 January 1945. Photograph PL-35524 was a portrait with hat; PL-41715 to PL-41719 was a series of individual shots posed in and around his Spitfire. Although often described as having flown AU-A on 29 December 1944 (when he scored five in one sorties), Michel Lavigne of Victoriaville, Quebec copied a portion of his logbook and determined that the aircraft was AU-B.

This officer has proved himself to be a highly skilled and courageous fighter. In December 1944 the squadron was involved in an engagement against twelve enemy fighters in the Rheine/Osnabruck area. In a most spirited action, Flying

Officer Audet achieved outstanding success by destroying five enemy aircraft. This feat is a splendid tribute to his brilliant shooting, great gallantry and tenacity.

NOTE: Public Record Office Air 2/9044 had recommendation, apparently drafted by his Flight Commander (no date); he was recorded as having flown 46 sorties (62 hours 50 minutes).

While taking part in a fighter sweep on December 29<sup>th</sup>, 1944, Flight Lieutenant Audet destroyed five enemy aircraft single-handed, all within a few minutes. He was flying with the squadron as Yellow One when he reported twelve Messerschmitt 109s and Focke Wulf 190s in the Rheims/Osnabruck area and immediately led his section in to attack, picking a 109 which was the last aircraft in the formation. He gave a short burst and the 109 went down in flames.

After the first attack he went round in a defensive circle and spotting a 190 slightly below he went in to attack, another short burst and this aircraft too went down in flames.

The third attack followed almost immediately; this time the target was another 190 which was going down in a slight dive and which then pulled up in a sharp climb. Flight Lieutenant Audet opened fire at 300 yards and at this juncture the pilot unsuccessfully attempted to bale out and the aircraft crashed in flames.

Immediately this combat had taken place Flight Lieutenant Audet saw a Spitfire being pursued by a FW.190; instantly he closed in on the enemy aircraft and shot it down in flames, thus probably saving the life of a fellow pilot. Then as he was reforming his section he saw a FW.100 below. Diving down he carried out a head-on attack and had the satisfaction of seeing this aircraft spin and crash to the ground.

Flight Lieutenant Audet's keenness and exceptional eyesight are applied equally to ground targets as illustrated in an earlier mission the same day when he destroyed one locomotive, damaged two others and at least eleven trucks.

The Commanding Officer, No.411 Squadron, added his remarks (again, no date):

In a short period Flight Lieutenant Audet has proved himself to be a pilot of exceptional skill, aggressiveness and determination. Apart from having destroyed five enemy aircraft he has many ground targets to his credit. I strongly recommend that he be awarded an immediate Distinguished Flying Cross.

On 9 January 1945 G/C. G.R. McGregor wrote:

The almost unprecedented performance of this officer in bringing about the destruction of five enemy aircraft on one operation has, it is felt, well entitles him to recognition in the form of an immediate Distinguished Flying Cross. Goos fortune played some part in the destruction of two enemy aircraft, but excellent shooting, coolness and the ability to seize every opportunity to attack were the major factors.

On 13 January 1945 the Air Officer Commanding, No.83 Group, wrote:

This officer performed a remarkable feat in destroying five enemy aircraft in one operation. The facts of his combat have been confirmed by examination of his cine films and there is no doubt that he put up a magnificent show. I very strongly recommend the immediate award of the Distinguished Flying Cross.

The award was approved by Air Marshal A. Coningham on 14 January 1945. AUDET, F/L Richard Joseph (J20136) - **Bar to Distinguished Flying Cross** - No.411 Squadron - Award effective 9 March 1945 as per **London Gazette** of that date and AFRO 625/45 dated 13 April 1945.

This officer is an outstanding fighter pilot. Since his first engagements towards the end of December 1944, he has completed numerous sorties during which he has destroyed a further six enemy aircraft bringing his total victories to eleven. Flight Lieutenant Audet has also most effectively attacked numerous locomotives and mechanical vehicles. His skill and daring have won the highest praise.

When shot down his flying mates were quite clear in saying that he had been ht by flak, streamed glycol, crashed in flames and exploded. Nevertheless, in 1946-47 officers checking reports of war crimes were advised that a Canadian airman had been shot down that day attacking a rail line, had escaped from his aircraft and was trying to burn it when taken into custody. He was then reported to have been taken away by Luftwaffe personnel, at least one of whom was described as a violent Nazi Party member. There is no conclusive evidence that a war crime was committed or that Audet was the centre of this particular incident, but it does demonstrate the circumstances where final fates were unresolved.

\* \* \* \* \*

AULD, F/L David Gordon (C1558) - **Mention in Despatches** - RCAF Station Aliford Bay - Awarded 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 19 December 1912 in Saskatoon (RCAF press release 4907 announcing award). Attended University of Saskatchewan and McGill University. Employed in summer months by Northern Electric (second engineer). Home in Winnipeg, enlisted there 29 December 1939 in Signals Branch. To AFHQ, 16 October 1940. To No.164 (Transport) Squadron, 8 February 1943. To Western Air Command, 18 October 1943. To Alliford Bay, 19 November 1943. Promoted

Squadron Leader, 1 January 1943. To Station Patricia Bay, date uncertain; to No.5 OTU, 29 November 1944. Released 6 November 1945. Subsequently with Trans-Canada Airlines in Montreal. Photo PL-1360 shows him as Flying Officer, 1940.

This officer, during his tour of duty at this station, has shown conspicuous devotion to duty. He has climaxed his continual improvement of performance of signals by designing, superintending and working on a new wireless telegraphy ground station, which through his efforts, now sets a high standard of efficiency. Much of this work was done in off-duty hours by himself and his staff. By his example and training in operations, construction and maintenance, he has engendered the full co-operation and respect of his subordinates.

\* \* \* \* \*

AUSTEN, F/O Norman Lloyd (J35890) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 5 May 1917 in Lion, Ontario, home in Toronto (machinist). Enlisted Toronto, 22 June 1942 as wireless mechanic and granted Leave Without Pay. To No.1 Manning Depot, 10 September 1942. To No.13 Explosives Depot, 25 September 1942. To No.1 SFTS, 11 October 1942. Remustered for aircrew, 9 January 1943 and posted to No.1 ITS; graduated 20 March 1943 and posted to No.7 EFTS; graduated 15 May 1943 and posted to No.13 SFTS; graduated and commissioned 3 September 1943. To "Y" Depot, 17 September 1943; taken on strength of No.3 PRC, Bournemouth, 13 October 1943. Repatriated 9 February 1945. Released 24 April 1945. Award presented in Toronto, 30 November 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." Public Records Office Air 2/9059 has recommendation dated 12 January 1945 when he had flown 30 sorties (149 hours eight minutes), 3 September to 28 December 1944.

# denotes date not decipherable from PRO document

3 September 1944 - Gilze-Rijen  
5 September 1944 - Le Havre  
6 September 1944 - Le Havre  
8 September 1944 - Le Havre  
10 September 1944 - Le Havre  
12 September 1944 - Frankfurt  
15 September 1944 - Kiel  
16 September 1944 - Leeuwarden  
19 September 1944 - Rheydt  
26 September 1944 - Cap Gris Nez  
3 October 1944 - Westkapelle  
14 October 1944 - Duisburg

15 October 1944 - Wilhelmshaven  
# - Stuttgart  
# - Essen  
# - Essen  
# - Cologne  
30 October 1944 - Cologne  
31 October 1944 - Cologne  
2 November 1944 - Dusseldorf  
11 November 1944 - Dortmund  
27 November 1944 - Freiburg  
28 November 1944 - Essen  
2 December 1944 - Hagen  
6 December 1944 - Osnabruck  
12 December 1944 - Essen  
17 December 1944 - Ulm  
24 December 1944 - Cologne  
26 December 1944 - St.Vith  
28 December 1944 - ?

Flying Officer Austen, a Canadian and an extremely skilful pilot of proven ability, has completed 30 highly successful sorties against a variety of targets in Germany and Occupied Europe. Many of this officer's attacks have been fiercely and strenuously opposed and on numerous occasions his aircraft has sustained severe damage, but with a cheerful confidence and superb disregard for personal danger, Flying Officer Austen has never allowed the enemy opposition to deflect his iron determination to inflict the heaviest possible damage on the target.

By his fine offensive spirit and courage in the face of the enemy, this valiant young officer has set an excellent example of high morale and dogged devotion to duty, which has been an inspiration to the squadron.

Flying Officer Austen has shown himself to be a spirited leader and a dauntless captain of aircraft and it is recommended that his fine record of achievement and courage which merit the highest praise, be recognized by an award of the Distinguished Flying Cross.

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AUSTEN, F/O Robert James (J15710) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born in Toronto, 27 June 1911; enlisted in Toronto, 2 July 1940. To No.1 ITS, 20 July 1940; promoted LAC, 16 September 1940 and posted to No.2 WS; to No.4 BGS, 14

February 1941; promoted Sergeant, 16 March 1941; posted that date to Embarkation Depot. To RAF overseas, 5 April 1942. Commissioned 13 July 1942. Repatriated 23 March 1945. To No.1 Air Command, 3 April 1945; to Eastern Air Command, 14 June 1945. Released 27 March 1945. Award presented 27 June 1946. Photo PL-32806 (ex UK-15192 dated 18 September 1944) shows S/L W.F. Butcher (left, Milton, Ontario, former pastor of St.John's Presbyterian Church in Medicine Hat, padre in RCAF Bomber Group) receives good wishes on his posting from S/L C.K. Sansbury (Toronto, Anglican minister in Tokyo for nine years, padre on same station); in centre is F/L Robert Austen, wireless air gunner, Toronto, "just completed two tours of operational flying, the last one with the Goose squadron." Photograph PL-32924 shows F/O Sandy DeZorzi and F/L Austen beside wheel of a Halifax; PL-35400 is a portrait.

Flying Officer Austen has completed a second tour of operational duty and throughout has displayed the highest standard of devotion to duty. His keenness for air operations and his undoubted wireless skill have made him a most valuable member of aircraft crew. He has rendered excellent service.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 vol.20600) has recommendation raised by W/C R.A. McLernon, 6 October 1944 when he had completed 54 sorties (264 hours 16 minutes):

Flying Officer Austen has completed two operational tours on heavy bombers as wireless operator in an exemplary manner. A great many of his sorties took him to such heavily defended targets in Germany as Stuttgart, Hamburg and Kiel. On all occasions Flying Officer Austen has shown exceptional keenness to participate in operations and his skill as a wireless operator is of the highest order. He has set a splendid example of operational efficiency to all members of this squadron.

Flying Officer Austen has been a very great asset to this squadron by virtue of his zeal, operational aggressiveness and whole-hearted and loyal support at all times. Therefore, in my opinion, this splendid record of long and outstanding service fully merits an award of the immediate Distinguished Flying Cross.

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AUSTENSON, F/L Oliver Henry (J21376) - **Distinguished Flying Cross** -No.420 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 6 September 1915, Viscount, Saskatchewan. Home there. Farmer, enlisted Saskatoon, 26 September 1941. To No.2 Manning Depot, 2 October 1941. To No.12 SFTS (non-flying duty), 3 January 1942. To No.7 ITS, 14 February 1942; promoted LAC, 11 April 1942; to No.6 EFTS, 20 June 1942; graduated 14 August 1942 and posted to No.4 SFTS; graduated and commissioned 4 December 1942. To No.2 Flying Instructor School, 27 December 1942. To No.11 SFTS, 26 February 1943. To "Y" Depot, 31 October 1943; taken on strength of No.3 PRC, Bournemouth, 15 November 1943. Repatriated to Canada, 15 April 1945. Released 1 June 1945. Dairy and grain farmer. Died in Viscount, Saskatchewan, 25 January 2005 as per **Legion**

**Magazine** of November 2005. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1746 (PAC RG.24 Vol.20608) has recommendation dated 10 January 1945 when he had flown 30 sorties (171 hours 25 minutes).

This officer has completed a great many trips against the most heavily defended German targets including Ludwigshafen, Cologne, Karlsruhe, and Duisburg, and never has he shown any but the highest standard of devotion to duty and gallantry in action. Flying Officer Austenson's exemplary skill and courage are an inspiration to both his crew and his squadron.

The sortie list was as follows:

15 September 1944 - Kiel (5.55)  
25 September 1944 - Calais (3.50)  
26 September 1944 - Calais (4.15)  
27 September 1944 - Bottrop (5.30)  
28 September 1944 - Cap Gris Nez (4.50)  
9 October 1944 - Bochum (6.10)  
12 October 1944 - Wanne Eickel (4.25)  
14 October 1944 - Duisburg (5.20)  
14 October 1944 - Duisburg (5.40)  
15 October 1944 - Wilhelmshaven (5.00)  
21 October 1944 - Hanover (3.15, duty not carried out)  
23 October 1944 - Essen (5.40)  
28 October 1944 - Cologne (5.15)  
30 October 1944 - Cologne (6.05)  
1 November 1944 - Oberhausen (6.20)  
2 November 1944 - Dusseldorf (5.50)  
4 November 1944 - Bochum (5.30)  
6 November 1944 - Gelsenkirchen (5.00)  
16 November 1944 - Julich (5.30)  
30 November 1944 - Duisburg (7.10)  
2 December 1944 - Hagen (6.55)  
4 December 1944 - Karlsruhe (7.15)  
5 December 1944 - Soest (6.35)  
6 December 1944 - Osnabruck (6.30)  
18 December 1944 - Duisburg (6.00)  
24 December 1944 - Dusseldorf (4.30)  
29 December 1944 - Spich (6.35)  
30 December 1944 - Cologne (6.45)  
2 January 1945 - Ludwigshaven (7.10)  
6 January 1945 - Hanau (6.40)

\* \* \* \* \*

AUSTIN, S/L Charles Chalmers (C1290) - **Commended for Valuable Services** - No.3 OTU - Award effective 28 May 1943 as per **London Gazette** of that date, **Canada Gazette** dated 2 June 1943, and AFRO 1459/43 dated 30 July 1943. Born in Renfrew, Ontario. Enlisted in Sudbury, 3 October 1939. To No.13 Operational Training Squadron, 30 December 1939. Promoted Squadron Leader, 1 June 1942. Date of posting to No.3 OTU not clear but posted to Alliford Bay, 10 May 1943. Promoted Wing Commander, 1 June 1943. To Northwest Air Command, 31 July 1944. To Station Edmonton, 1 August 1944. To Release Centre, 1 May 1945. Retired 2 May 1945.

During the past two years this officer's work has at all times been outstanding. His good judgement, enthusiasm and personal skill as a pilot are noteworthy. He has in no small way been responsible for the high standard of efficiency reached by those under his command. His keen interest in instructional duties under trying circumstances has been an inspiration to those who serve with him. He completed approximately 270 hours in the past twelve months.

\* \* \* \* \*

AUSTIN, F/O Harold Guy (C8027) - **Mention in Despatches** - Station Marham - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born 2 November 1912 in Calgary; home there (working as agent and correspondent for **Calgary Herald**); enlisted there, 3 October 1941. Commissioned same day. Posted to No.2 ANS, Pennfield Ridge, 14 October 1941 for training in Flying Control; to "Y" Depot, Halifax, 12 November 1941. To overseas, 13 November 1941. To Station Marham, 15 December 1941. Promoted Flying Officer, 3 April 1942. To No.50 Group Pool, 17 April 1942. Engaged in Flying Control duties since at least 17 May 1942. To Station Marham, 18 August 1942. To Station Mildenhall, 27 March 1943. To Station Topcliffe, 20 May 1943. Promoted Flight Lieutenant, 1 June 1943. To Station Linton, 18 June 1943. To No.62 Base Headquarters, 9 October 1943. Promoted Squadron Leader, 9 October 1943. Repatriated 27 November 1944. On strength of Station Edmonton, 12 January to 15 April 1945; with No.1 Radio Navigation School, Summerside, 22 April to 18 October 1945. Released 25 October 1945.

Although no recommendation or citation has been found, the following assessment indicates his value to units about the time of the award:

17 January 1943, G/C A McKee (Station Marham) - "I consider this officer to be an outstanding Air Control Officer. Well deserving of promotion."

That he continued to be a superior Flying Control Officer is attested by G/C. J.L.Hurley on 15 July 1944 when Austin was at Tholthorpe:



An outstanding Flying Control Officer. Continuously alive to his responsibilities and always devising methods to improve Flying Control.

RCAF Press Release No.4530 dated 11 April 1944 from S/L T.C. McCall (transcribed by Huguette Oates) reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- The amazing precision with which aircraft of Bomber Command take off from their bases, fly to distant targets independently, and return to base after several hours in the air was exemplified on a station commanded by Group Captain J.L. Hurley of Ottawa, Ontario, recently. For this particular operation, twenty-five aircraft of the famed "Alouette" and Snow Owl" squadrons were assigned. From their marshalling point at the end of a runway lighted only by a sparse flare path, the twenty-five thundering Halifaxes were airborne in exactly twenty-five minutes, a masterpiece of organization by itself, calling for team work of the highest order on the part of the flying control personnel in the tower, the lads in the airfield controller's van down on the field, and the pilots themselves.

The aircraft circled, set course and flew independently through the darkness to bomb the target. Each crew had been assigned a course and a time to bomb. Back at base in the north of England, they returned several hours later, and within 41 minutes from the time the first had touched down, the 25th was streaking along the runway. Around the flight rooms the next day, the lads were discussing the feat, and praising "Old Guy" – Squadron Leader Guy Austin of 2704 Montcalm Crescent, Calgary – who is Senior Flying Control Officer at the station.

S/L Austin carries a load as heavy as any man on the station. It is his responsibility to get the aircraft off in time to reach the target at zero hour, and – more difficult – to get them back safely, through the unpredictable weather that in little more than minutes can blot out an aerodrome and leave possibly damaged and short-of-fuel aircraft in a serious plight. Legend has it that "Old Guy" has a fantastic "sky hook" hidden somewhere in the watch tower with which he can shepherd the wandering Halifaxes through cloud, murk and rain to a safe landing.

According to the soft-spoken, dark-haired young boss of the watch tower, there's nothing to it except getting the cooperation of the crew themselves, and teaching them what is expected. Take the other night, for instance. He was proud of the record (for the Canadian Group, at least) achievement of getting his 25 aircraft down in 41 minutes in the same way that a master watch-maker would take pride in turning out a product that consistently kept accurate time. That's his job, says "Old Guy". "It's just a matter that the boys know what to do," he says. "When they get into the circuit, they're supposed to take certain

positions, and you can lose a lot of time when the pilots don't know, or are undecided as to what they should do once they are back over base." The procedure is simple, he says. The pilot simply calls the watch tower on the radio telephone as soon as he is directly overhead. Then he is assigned a height and a turn – the latter meaning the sequence in which he is to land – and continues to circle the field at a constantly decreased altitude until told to "pancake".

What S/L Austin didn't say was that it's quite a chore, with 25 heavy bombers milling around above, to keep them all in their proper position and get them down on the deck with little more than a minute and a half separating them. "It's largely the matter of getting the cooperation of the lads themselves," he says. "We've got two wonderful squadrons here and the fellows are keen to learn. I've delivered more than 100 lectures to them on procedure and that may be the answer. They know that, sooner or later, the time may come when they're going to get back to base either shot up or short of gas and want to get down in a hurry. And other aircraft are going to be in the same fix. If they can get into the circuit and into their proper positions even though tired and under nervous strain – do it automatically, so to speak – we can get them landed in the shortest possible time."

The procedure which has been developed on S/L Austin's station was worked out in conjunction with other flying control officers in the Group's "Beaver Base" and the Group's Senior Flying control Officer, S/L Frank Stanley, 230 Church Street, Weston, Ontario. It has been adopted as standard throughout all of Bomber Command. And what is good enough for Bomber Command is rated by the boys who fly 'em, as very good indeed.

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AUSTIN, P/O Lloyd Fisher (J15254) - **Distinguished Flying Cross** - No.57 Squadron - Award effective 16 June 1942 as per **London Gazette** dated 22 September 1942 and AFRO 1659/42 dated 16 October 1942. Born in Toronto, 2 May 1911. Educated at Oakville (September 1919 to June 1924), La Jolla, California (September 1924 to June 1929) and Stanford, University (September 1929 to June 1930). On return to Canada, worked as a General Electric Salesman to 1938 and for British-American Oil Company, Toronto, November 1939 to enlistment. Enlisted in Toronto, 10 October 1940. To No.1 ITS, 22 December 1940; to No.1 EFTS, 27 January 1941; graduated 17 March 1941 and posted to No.1 Manning Depot; to No.5 SFTS, Brantford, 8 April 1941; promoted Sergeant, 21 June 1941. To Embarkation Depot, 3 July 1941; to RAF overseas, 5 July 1941. Attended No.11 OTU, Basingbourne, Commissioned 16 March 1942; to No.57 Squadron the same day. To No.1501 Beam Approach Training Flight, 5 July 1942. Promoted Flight Lieutenant, 10 November 1942. To No.109 Squadron, 12 April 1943. To No.105 Squadron, 12 July 1943. Promoted Squadron Leader, 1 November 1943. Repatriated 12 April 1944. It had been suggested that given his Mosquito experience, he should go to No.31 OTU. Instead, to No.1 Repatriation Depot, Rockcliffe, as President of Special Cases Board. To AFHQ,

14 December 1944. To No.9 (Transport) Group, 5 February 1945. Promoted Wing Commander, 1 April 1945. Volunteered for Pacific duty. Released 5 April 1946. Died in Toronto, 4 September 1950 following auto accident.

Pilot Officer Austin is a captain of outstanding merit. All his sorties have been completed with the utmost zeal, courage and determination. He has participated in sorties over the most important targets in enemy and enemy occupied territory including such places as Brest, Berlin, Kiel, Rostock, and Essen. Throughout, he has displayed a high degree of skill.

NOTE: Public Records Office Air 2/9598 has recommendation dated 22 July 1942 when he had flown 31 sorties (174 hours ten minutes); proposed citation adds little to the published text:

Pilot Officer Austin is a captain of outstanding merit. All his sorties have been completed with the utmost zeal, courage and determination. During a period of intense operations this officer's unfaltering keenness was an inspiration to all. Since October 1941 he has participated in sorties over the most important targets in enemy and enemy occupied territory including such places as Brest, Berlin, Kiel, Rostock, and Essen. Throughout, he has displayed a high degree of skill and courage.

AUSTIN, F/L Lloyd Fisher, DFC (J15254) - **Mention in Despatches** - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943.

AUSTIN, S/L Lloyd Fisher (J15254) - **Bar to Distinguished Flying Cross** - No.105 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 6 June 1944 and AFRO 1660/44 dated 4 August 1944. Award presented 13 February 1948.

Since the award of the Distinguished Flying Cross, Squadron Leader Austin has completed a second outstanding tour of operations. He has flown as captain of aircraft on a large number of difficult and dangerous sorties over many of the enemy's most heavily defended targets. This officer has displayed unfailing reliability and skill.

NOTE: Public Records Office Air 2/8780 has recommendation dated 20 March 1944 when he had flown 73 sorties (309 hours) including 42 sorties (132 hours) since previous award. The sortie list is particularly interesting:

\*G = ground marking; \*S = sky marking

### **First Tour**

24 October 1941 - Emden (5.25)

26 October 1941 - Hamburg (6.20)  
7 November 1941 - Berlin (9.20)  
12 December 1941 - Brest (7.15)  
17 December 1941 - Brest (5.45)  
27 December 1941 - Brest (6.20)  
2 January 1942 - Brest (6.10)  
8 March 1942 - Essen (4.45)  
13 March 1942 - North Sea search (2.35)  
5 April 1942 - Cologne (5.25)  
6 April 1942 - Essen (5.45)  
9 April 1942 - Essen (2.15,day)  
10 April 1942 - Essen (5.15)  
12 April 1942 - Essen (6.10)  
14 April 1942 - Dortmund (5.50)  
22 April 1942 - Le Havre (4.20)  
24 April 1942 - Dunkirk (2.15)  
25 April 1942 - Rostock (7.20)  
27 April 1942 - Cologne (6.25)  
29 April 1942 - Gennivilliers (Paris, 5.55)  
2 May 1942 - GARDENING, St.Nazaire (8.15)  
4 May 1942 - Stuttgart (6.20)  
6 May 1942 - Stuttgart (7.20)  
7 May 1942 - GARDENING, Great Belt, Denmark (6.50)  
15 May 1942 - GARDENING, Baltic (7.00)  
19 May 1942 - Mannheim (6.05)  
30 May 1942 - Cologne (4.15)  
1 June 1942 - Essen (4.30)  
2 June 1942 - Essen (4.05)  
5 June 1942 - Essen (4.55)  
6 June 1942 - Emden (4.50)  
16 June 1942 - Bonn (5.00)

## Second Tour

13 May 1943 - Duisburg (3.30, \*G)  
14 May 1943 - Bochum (3.45, \*G)  
23 May 1943 - Dortmund (3.50, \*G)  
11 June 1943 - Dusseldorf (3.35, \*G, \*S)  
12 June 1943 - Bochum (3.45, \*G)  
14 June 1943 - Oberhausen (3.15, \*S)  
21 June 1943 - Krefeld (3.25, \*G)  
24 June 1943 - Wuppertal (3.25, \*G)  
25 June 1943 - Gelsenkirchen (3.45, \*S)  
28 June 1943 - Cologne (3.10, \*G, \*S)

3 July 43 - Cologne (3.26, \*G)  
25 July 43 - Essen (3.40, \*G)  
22 August 1943 - Leverkusen (2.53, \*G)  
30 August 1943 - Munchen Gladbach (2.58, \*G)  
8 September 1943 - Track marking (2.18)  
23 September 1943 - Track marking (2.55)  
26 September 1943 - Aachen (2.50)  
27 September 1943 - Aachen (2.50)  
1 October 1943 - Hagen (3.30)  
3 October 1943 - Aachen (2.35)  
7 October 1943 - Aachen (2.35)  
18 October 1943 - Stolberg (3.00)  
20 October 1943 - Brauweiler (2.55)  
21 October 1943 - Buderich (3.05)  
24 October 1943 - Duisburg (2.50)  
7 November 1943 - Essen (3.30)  
8 November 1943 - Duisburg (3.35)  
9 November 1943 - Ruhrort (2.55)  
15 November 1943 - Dusseldorf (2.50)  
19 November 1943 - Leverkusen (3.25)  
29 November 1943 - Bochum (2.55)  
12 December 1943 - Dusseldorf (2.50)  
29 December 1943 - Dusseldorf (2.45)  
5 January 1944 - Solingen (2.55)  
10 January 1944 - Solingen (3.10)  
13 January 1944 - Rheinhausen (2.42)  
27 January 1944 - Aachen (2.50, \*S)  
19 February 1944 - Cherbourg military installations (2.33)  
20 February 1944 - Gilze-Rijen airfield (2.11)  
1 March 1944 - Meulan-les-Mureaux (2.42, marking)  
6 March 1944 - Trappes (3.25, marking)

Having completed a tour of 32 sorties on heavies, Squadron Leader Austin has since carried out a further tour with Pathfinders. In all he has now flown 73 sorties, of which a large number have been marker sorties.

Throughout this long experience of operations he has shown unfailing reliability and skill as a pilot, coupled with tenacity and courage as a captain of aircraft.

**Notes:** Application for Operational Wing submitted 30 November 1943 stated that to that date he had flown 62 sorties (280 hours 25 minutes) with No.57, 109 and 103 Squadrons, 22 November 1941 to 23 November 1943.

His own estimate of flying (12 April 1944) was that he had flown Finch (54.45), Anson (124), Oxford (56.00), Wellington (348.20), Mosquito (325.00) and other types (35 hours).

**Training:** Interviewed 29 July 1940 by F/O J.M. MacDonald. "Excellent appearance. Above average intelligence. Has poise, character, is well organized. Pleasant. Be recommended for commission."

Course at No.1 ITS was 23 December 1940 to 27 January 1941. Courses in Mathematics (83/100), Armament (95/100), Drill (90/100) and Law and Discipline (94/100). Placed ninth in a class of 186. "Excellent pilot material. Made fine showing at this school. Studious, hard working, dependable young airman." (W/C G.S. O'Brian, 31 January 1941).

Course at No.1 EFTS was 28 January to 17 March 1941. Finch II aircraft (19.35 dual, 29.05 solo) Also eight hours in Link. "Good average pilot." Ground courses in Airmanship (126/200), Airframes (70/100), Aero Engines (81/100), Signals, practical (94/100), Theory of Flight (61/100), Air Navigation (134/200 on supplemental), Armament, oral (162/200). Graded 170/200 in "Qualities as an Officer". Placed eighth in a class of 27. "Steady and dependable type. Above average in Signals. General appearance and conduct good." (F/L E.A. Weaver, 17 March 1941).

Course at No.5 SFTS was 10 April to 21 June 1941. Anson aircraft. Logged 24 hours day dual, 38.30 day solo, 3.45 night dual, 6.15 night solo, 20 hours in Link. "Good average pilot; slightly nervous on test. No special faults." Ground courses in Airmanship and Maintenance (145/200), Armament, written (82/100), Armament, practical (78/100), Navigation and Meteorology (145/200), Signals, written (85/100) and Signals, practical (50/50). Graduated 22<sup>nd</sup> in a class of 50. "This student's progress was slow at first but he developed rapidly in later stages of training."

**Selected Assessments:** "Flight Lieutenant Austin is a good all round officer who displayed willingness and much keenness for his work at this unit." (S/L Thomas G. Jefferson, No.1501 Beam Approach Training Flight, 13 June 1943)

"Squadron Leader Austin has shown an excellent example to his fellow officers in all his work. He has a very fine operational record and his skill as a pilot, loyalty as a subordinate and devotion to duty are of the highest order." (W/C H.J. Cumdall, No.105 Squadron, 13 April 1944.) This is minuted, 15 April 1944 by G/C H.E. Bufton - "A solid and capable officer. The high qualities of his flying, his attractive personality and his control of his subordinates have shown him to be a thoroughly trustworthy and efficient officer." At the time he had flown 1,424 hours (158 in previous six months.)

"In addition to regular duties, has occasionally acted as Officer Commanding the Repatriation Depot and displayed fine leadership and power of command. Has directed the difficult process of the Special Cases Board with loyal assiduity and deep common sense. Fine type of officer." (A/C G.S. O'Brian, 7 December 1944.)

"This officer has been found to be capable, dependable and highly competent and is considered fully qualified for the rank of Wing Commander." (W/C H.M. Kennedy, No.9 Transport Group. 29 April 1945)

\* \* \* \* \*

AUSTIN, F/L Warren Russell (J8939) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 6 July 1945 as per **London Gazette** of that date and AFRO 1453/45 dated 14 September 1945. Born 7 May 1918 in Hamilton, Ontario; home in Sudbury or Paris, Ontario; enlisted Hamilton, 13 January 1941 and posted to No.1 Manning Depot. To No.4 Manning Depot, 2 April 1941. To "K", 8 April 1941. To No.3 ITS, 27 May 1941; promoted LAC, 2 July 1941, posted that date to No.10 EFTS; course completed 20 August 1941 but only on 1 September 1941 was he posted to No.5 SFTS; graduated and commissioned 21 November 1941. Trained as instructor and posted on 6 March 1942 to No.7 SFTS. To "Y" Depot, 27 September 1943; taken on strength overseas, 21 October 1943. Repatriated 22 June 1945 with No.408 Squadron. Released 4 September 1945. Award sent by registered mail 17 June 1946. Photo PL-4316 (ex UK-33) shows P/O W.R. Austin and P/O A.J. Graham (Montreal, WAG, trained at Calgary and Mossbank). Photograph PL-36890 is a portrait.

Flight Lieutenant Austin is a highly skilled and resolute pilot. He has completed very many sorties against enemy targets and has set a fine example in pressing home his attacks. On one occasion in March 1945 he piloted an aircraft detailed to attack Essen. When nearing the target one engine became unserviceable owing to an oil leakage. This did not deter Flight Lieutenant Austin who continued to the target when he eventually bombed at a height much lower than planned. His determination to make every sortie a success has won the greatest praise. He is a fine captain whose example has been well reflected in the operational efficiency of his crew.

\* \* \* \* \*

AVANT, F/L Alan Frederick (J10503) - **Distinguished Flying Cross** - No.115 Squadron - Award effective 20 April 1943 as per **London Gazette** of that date and AFRO 2198/43 dated 29 October 1943. Born at Hughton; Saskatchewan, 20 September 1922; enlisted Saskatoon, 11 March 1941. Trained at No.2 ITS (graduated 11 September 1941), No.15 EFTS (graduated 5 November 1941) and No.11 SFTS (graduated 27 February 1942). Commissioned 1942. Arrived in UK, 29 March 1942. To No.3 (P) AFU, 20 May 1942; to No.20 OTU, 30 June 1942; to No.115 Squadron, 13 September 1942; to No.1679 Flight (later No.1659 Conversion Unit, East Moor), 1 June 1943 as chief ground instructor; to No.62 Base, 19 October 1943; to No.426 Squadron, 11 January 1944; to No.429 Squadron, 1 May 1944; to No.62 Base, 15 July 1944; to No.429 Squadron, 28 July 1944; to No.61 Base, 11 October 1944; to RCAF Overseas Headquarters, 6 April 1945; repatriated 21 April 1945. Released in July 1945; enrolled in RCAF Reserve, May 1947, transferring to Regular Force in January 1948. To No.412 Squadron, September 1949 as flight

commander; to AFHQ, March 1951 on staff of Air Member for Technical Services; attended RAF College, Bracknell, June 1952 to January 1953; to AFHQ as staff officer, January 1953 to August 1957. To RCAF Staff College as member of directing staff, August 1957; to Royal Roads Military College as Commandant, July 1960 (attained rank of Colonel at this time); to No.1 (F) Wing, July 1963, commanding it until August 1966 when he was posted to Mobile Command, St. Hubert, as Deputy Chief of Staff (Operations and Training); to NATO Headquarters, Brussels, July 1969 as Military Advisor to Canadian Delegation to NATO Council; to 24 NORAD Region, Malmstrom AFB, Montana as Director of Exercise and Analysis as well as CO of Canadian Personnel; retired 28 December 1976. DFC presented 27 July 1943. The Canadian Forces Photo Centre has many photographs of him of which the following is a selection: PL-15724 and PL-15725 (taken 16 April 1943), PL-26023 (Flight Commander, No.426 Squadron); PL-26034 (ditto); PL-30499 (A/C J.G. Bryans, W/C R.S. Turnbull, W/C Avant, Leeming, 14 June 1944); RCAF photo PL-31918 (ex UK-14053 dated 18 August 1944) shows W/C A.F. Avant (left), commander of Bison Squadron, receiving report from F/L Lou Neilly (Guilford, Ontario, on right) and F/O Ross Ferguson of Erin, Ontario (centre) following raid on Brunswick; PL-35517 (portrait); PL-36162 (G/C Avant and G/C E.L. Wurtele); PL-128658 (portrait, 1960). There is also a series of photos of him as Group Captain commanding a heavy conversion base in No.61 Group - PL-40317 (ex UK-16918 dated 25 November 1944) shows him alone: PL-40318 (ex UK-16919 dated 25 November 1944) chatting with Station Staff - Corporal George Boucher (Kingston), Miss Doreen Burniston (British NAAFI), LAC Ian McPherson (Vancouver), Avant, LAC Owen Taylor (Ladner, B.C.) and LAC Don McDonald (Victoria); PL-40319 (ex UK-16920) standing beside one of the aircraft; PL-40320 (ex UK-16921) seated in one of the aircraft; PL-40321 (ex UK-16922) with his Swedish-born batman, LAC Axel Larson (New Westminster); PL-40322 (ex UK-16923) with his adjutant, F/L Wallace H. Collie (Toronto, ex Bank of Montreal); PL-40323 (ex UK-16924) "listening to a new worry"; PL-40324 (ex UK-16925) trying out controls in a flight engineering section, with (left to right) W/C Al Lowe, DFC (Calgary, chief instructor and former Leaside Squadron CO), Avant, F/L Roland Laporte (student pilot, Montreal), and in background, Sergeant Arthur Pettifor (Brooks, Alberta, student flight engineer); PL-40325 (ex UK-16926) in a hangar with a wingless Halifax used to practice ditching at sea - Avant (arms akimbo) stands with W/C Al Lowe, DFC (Calgary, chief instructor and former Leaside Squadron CO) - "The lad in the net, which in reality would be a rubber dinghy, is P/O Earl Cotter, flight engineer from Hazlet, Saskatchewan, while the aircrew trio clambering on the fuselage are, left to right, F/O Bob Purnell, pilot, Hamilton, F/O Al Wynant, bomb aimer, Winnipeg, and Sergeant Jim Barrett, air gunner, Verdun"; PL-40326 (ex UK-16927) shows Avant presenting silver steins to winners of a softball league - LAC Edward Stone (North Sydney, N.S.), and LAC Max Brill (Regina, team captain); PL-40327 (ex UK-16928) watching a Silloth Trainer (virtually a Halifax Link trainer) - Avant listens in as does a bored LAC Benny Borkowitz electrician of Toronto (right); the instructor (centre) is P/O William Lawrence (Sunderland, Durham, flight engineer veteran of one tour); PL-40329 (ex UK-1690), Avant writes a letter and fiddles with his lighter; PL-40330 (ex UK-16931) Avant watches LAC Art Bard (Edmonton) tinkering with a Halifax engine - "Avant once suffered a broken back as the result of an unavoidable flying accident - insists on every precaution being taken to safeguard his pupils and their planes."



One night in March 1943, this officer captained an aircraft detailed to attack Berlin. Whilst over the city his aircraft was held in searchlights and subjected to intense and accurate anti-aircraft fire. The bomber was repeatedly hit and one of its engines was damaged. Undeterred, Flight Lieutenant Avant executed his bombing run exactly as planned, releasing his bombs with precision. By skilful evading tactics he then succeeded in piloting the bomber out of a perilous situation although, in so doing, it sustained further damage and lost some height. Almost as course was set for the homeward flight, the damaged engine burst into flames. Efforts to extinguish the fire were successful and displaying fine airmanship, this captain flew the damaged bomber to an airfield in this country. Whilst over the airfield, one of the port engines became defective but Flight Lieutenant Avant effected a masterly landing with two engines unserviceable. This officer has at all times displayed high courage and outstanding determination in the face of the enemy.

AVANT, W/C Alan Frederick, DFC (J10503) - **Distinguished Service Order** - No.427 Squadron - Award effective 28 November 1944 as per **London Gazette** of that date and AFRO 239/45 dated 9 February 1945. Award presented 13 February 1945.

This officer has completed numerous sorties on his second tour of operational duty. He is a highly skilled and fearless squadron commander, whose gallant leadership has been well reflected in the fighting qualities of the squadron. His devotion to duty over a long period has been unflinching.

NOTE: This appears to have begun as a recommendation for an American Silver Star, proposed on 4 August 1944 by G/C W.F.M. Newsom when Avant had flown 44 sorties (257 hours 45 minutes). The document is in DHH file 181.009 D.2611 (RG.24 Volume 20627). Text as follows:

Wing Commander Avant is nearing the completion of two tours of bomber operations against the most heavily defended targets in Germany and occupied territory during which he has displayed outstanding offensive spirit, gallantry and devotion to duty. By his skilful work and personal example he has contributed greatly to the high standard of operational efficiency of his squadron. In recognition of this officer's outstanding operational record, his qualities of leadership and fine efforts to further the Allied cause I recommend that he be awarded the Silver Star (United States of America).

Reference DHH file 181.009 (D.2609) in National Library and Archives RG.24 Volume 20627. Subsequent to the above, on 27 August 1944 G/C Newsom specifically recommended a DSO, noting at that time that Avant had flown 48 sorties (258 hours, which seems low if the figure of 4 August was accurate) of which 31 sorties (153 hours 35 minutes) had been flown since his previous award.

This officer has completed 48 sorties over enemy territory, 19 of which are credited to his second tour. Most of these sorties have been carried out against the most heavily defended targets in Germany and enemy occupied territory, during which he has displayed outstanding offensive spirit, fortitude and devotion to duty. On three separate occasions his aircraft has been attacked by enemy night fighters; despite this he has always pressed home his attacks with courageous determination. This determination coupled with his will to battle and high qualities of leadership have set an example to all all, which is reflected in the high operational efficiency of the squadron which he commands. In recognition of his fine service as a pilot of Bomber Command, and his skill and ability as a leader, I strongly recommend that Wing Commander Avant be awarded the Distinguished Service Order.

The same day (27 August 1944) A/C J.G. Bryans (Base Commander, No.61 Base) added his remarks:

Wing Commander Avant's two tours of bomber operations have been marked by outstanding accuracy and determination. During his first tour he was awarded the Distinguished Flying Cross for great gallantry and won promotion for his qualities of leadership. He has commanded a squadron during his second tour and by his consuming devotion to duty and magnificent example of fearlessness and efficiency he has not only operated most effectively against the enemy himself but has inspired his aircrews to give their utmost.

He is at present on duty with his squadron while recovering from a broken back.

For this officer's gallantry on operations and his outstanding example, I strongly recommend him for the Distinguished Service Order.

The document was accompanied by a sortie list:

**No.115 Squadron on Wellingtons:**

16 September 1942 - Essen (5.30, second pilot)  
18 September 1942 - Mine laying, Baltic Region (7.15, second pilot)  
26 September 1942 - Mine laying, Frisians (4.00)  
30 September 1942 - Mine laying, Frisians (3.45)  
5 October 1942 - Aachen (6.00)  
6 October 1942 - Osabbruck (4.45)  
9 October 1942 - Mine laying, Frisians (4.10)  
13 October 1942 - Kiel. (6.55)  
23 October 1942 - Genda (8.25 - Genoa ?)  
3 November 1942 - Mine laying, La Rochelle (5.30, twelve holes)  
6 November 1942 - Mine laying, La Rochelle (7.00, coned)

18 November 1942 - Turin (7.10)  
22 November 1942 - Stuttgart (7.10)  
28 November 1942 - Turin (9.00)

**No.115 Squadron on Lancasters:**

22 March 1943 - St. Nazaire (3.40)  
26 March 1943 - Duisburg (3.20)  
27 March 1943 - Berlin (6.25)  
29 March 1943 - Berlin (7.05 - coned 18 minutes. Starboard outer unserviceable by flak. Home on three engines from target. Port outer damaged - landed on two engines. Holes in perspex, turrets, main planes, etc. Awarded immediate DFC [sic].  
2 April 1943 - Mine laying, La Rochelle (5.00)  
3 April 1943 - Essen (5.20)  
12 April 1943 - Bordeaux (6.00)  
16 April 1943 - Pilsen (8.00)  
18 April 1943 - Pzieza (2.00, duty not carried out, early return)  
26 April 1943 - Duisburg (3.15)  
28 April 1943 - Mine laying, Kiel Bay (6.15)  
4 May 1943 - Dortmund (4.00)  
12 May 1943 - Duisburg (3.00)  
13 May 1943 - Bochum (4.00, hit by flak)  
23 May 1943 - Dortmund (3.40)  
27 May 1943 - Essen (3.30) TOTAL FIRST TOUR, 159 hours five minutes

**No.426 Squadron on Lancasters:**

21 January 1944 - Magdeburg (3.15, duty not carried out, , starboard inner unserviceable)  
30 January 1944 - Berlin (6.50)  
24 February 1944 - Schweinfurt (8.45)  
25 February 1944 - Augsburg (7.50)  
7 March 1944 - Le Mans (5.30)  
15 March 1944 - Stuttgart (8.20, 15 combats)  
18 March 1944 - Frankfurt (5.15, attacked by Ju.88 over target)  
26 March 1944 - Essen (5.15)  
10 April 1944 - Laon (5.20)  
24 April 1944 - Karlsruhe (6.25)  
26 April 1944 - Essen (5.05)

**No.426 Squadron on Halifaxes:**

13 May 1944 - Le Clipon (4.00)  
24 May 1944 - Aachen (4.30)  
7 June 1944 - Acheres (4.50)

10 June 1944 - Versailles (5.10, attacked by fighter)  
15 June 1944 - Boulogne (4.05, three runs on target)  
21 June 1944 - Oisemont (4.10, day attack)  
25 June 1944 - Gorenflos (3.50, day attack)  
4 July 1944 - Villeneuve St. George (6.00) TOTAL SECOND TOUR, 104 hours 25 minutes)

RCAF Press Release No. 7543 dated 25 November 25, 1944 (written by Sergeant John Badger)  
read as follows:

With RCAF Bomber Group in Britain: At 22, Al Avant of Hughton, Saskatchewan, has earned the rank of group captain – equivalent to full colonel --, the Distinguished Service Order and the Distinguished Flying Cross. At first sight this seems incredible. But when the facts are known his age becomes the least surprising thing about him.

In the first place Al Avant is 22 in years only. His character has matured in the strange high-powered crucible of air war. Enough experience has been packed into it in the last four years to fill the lifetimes of several ordinary man. Serious, direct, matter-of-fact, this youth handles men of every type and in every mood, in the course of his duties as a station commander, and his leadership has produced respect and loyalty, not antagonism. Yet in 1940, Al Avant was a high school student.

He graduated with a senior matric that year, back in Hughton, and his 18th birthday in the autumn made it at last possible for him to apply for aircrew training. His bid wasn't accepted until March '41.

Within four autumns after that first application Al Avant was to finish a second tour of operational flying, be promoted to the rank of group captain, appointed C.O. of a heavy conversion unit and given an immediate DSO to pin up beside his DFC – all within a week.

He didn't do it with mirrors. Will, work and war combined to win him a rank to which many an officer twice his age and more would be glad to reach in peacetime. As the climax of a career, Avant owes what he has become to what he is. He joined as an AC2, just another farm boy, and he owes what he is to the typically Canadian way his folks raised him.

The way wasn't easy. The Avants used to grain-farm outside Hughton, dairying on the side. Between helping round the farm and studying, Al never had time to play sports a great deal. The compact muscles on his five-foot-nine-inch frame developed out of long and arduous chores.

The concentration on getting big fundamental things done quickly and well that distinguishes Avant comes from the same way of life. The urge to speed through farm chores so that he could study set him an early problem in efficient living. When war brought opportunity, he showed how he had solved that problem.

Al Avant's boyhood ambition was to become an aviator. At 18, he brought his ambition and ability into the Air Force, resolved to get ahead fast and hard. As a result a train of things began to happen. The first was when LAC Avant graduated, months later, from the Service Flying Training School at Yorkton, Saskatchewan, with pilot's wings, a commission – and the "Wings of Merit" cup for being first in his course.

Then came immediate overseas posting, final training in Britain and transfer to a RAF Wellington squadron. A couple of days later Pilot Officer Avant flew his first operation, to Essen, one of the most formidable German targets. His characteristic thoroughness was displayed in an attack on the Fiat works in Turin when, after a long flight from Britain, he made five bombing runs across the flak-stormy target to ensure precision.

Following a spell on Stirling four-engined bombers, young Avant went on to Lancasters and to the leadership of one of his squadron's two flights.

Over Berlin one night, his third operation in four nights—searchlights wig-wagged together on Avant's aircraft. Though the glare all but blinded him and the Lanc rocked with the impact of flak, the youngster continued on the bombing run and sent his huge missiles diving toward the marker flares below. As the bomber banked away from the Nazi capital, an 88 millimetre shell crashed into the starboard wing, setting the fuel tanks ablaze and rendering one engine useless. Avant could see, between the engines in that wing, a large hole in which fire raged like an acetylene torch.

He stopped both starboard engines, shut off the fuel and nose-dived, ordering the crew to hit the silk. The rear gunner told Avant over the intercom that he was pinned to his turret by centrifugal force and couldn't move. To release him, the Westerner levelled out, at over 300 miles per hour,--and found that the fire had been effectively blown out. Avant started the remaining starboard engine, told the crew to resume their posts. On the return flight the port outer engine also had to be stopped, flak-damaged. From the Perspex panels of Avant's cockpit to the tail the Lanc was riddled. But he flew it home safely.

By the time the ex-farm boy finished his first tour he had risen to the rank of flight lieutenant, the position of flight commander. Every trace of boyishness had left him: he was a young man noted for serious intensity and common-sense.

Next, Avant was posted to the Canadian Bomber Group as a Lancaster instructor. He trained other pilots as instructors first, then expanded the course enough to man three squadrons. Promotion to the command of the conversion training flight and to the rank of squadron leader followed. In January '44, Avant returned to operations as a flight commander of the Thunderbird Squadron.

He took part in the Stuttgart operation when night fighters ambushed the bombers. Al saw 15 flying battles around him, survived an attack himself without damage.

Beside the long tensions and swift decisions of operational flying, Avant was absorbing the experience of administrative work on the ground. During a spell between the departure and arrival of C.O.'s, the youngster governed the affairs of the thunderbirds to such effect that he was posted as squadron commander of the Bisons, elsewhere in the Group. After familiarizing himself with Halifaxes, Wing Commander Avant continued his second tour. He survived more fighter attacks without trouble. Then, during a simple air test, an unavoidable accident caused his Halifax to crash on take-off. Avant was thrown clear of the flaming wreck, breaking his back.

The recommendation for his D.S.O. mentions among other things "severe injuries caused by swinging his aircraft to avoid crashing into two other aircraft on the ground".

The broken back kept Avant in bed only a fortnight. He returned to active leadership of the squadron encased, underneath his uniform, in a plaster cast from hips to the base of his neck. Only orders from horrified M.O.'s stopped him flying. Two months later, Al's dynamic vitality enable him to discard the cast. Today he's as sound as ever. But the accident finished his second tour. The Air Force decided to take no more chances on losing such a man.

Nowadays, Avant commands a heavy conversion unit in which aircrew receive final training. Mornings, the youngest group captain in the world spends behind his desk. Afternoons, he gets out around the station, trouble-shooting.

Aircrew students treat the "groupie" with awe, groundcrew with affection. The erks like his directness, his aversion for a gold-braided hat—he wears a simple forage cap. Like all experienced fliers, Avant returns the groundcrew's admiration. He likes to point out how long and indefatigably his "boys" work, though unlike erks on operational stations they have not the satisfaction of seeing their aircraft take off on 'ops', to return later with empty bomb bays.

Avant doesn't need gold braid to win respect. In the recommendations for his decorations he has been cited for "great gallantry", "outstanding executive ability", and for the fact that "most of his sorties were carried out against heavily defended targets in Germany and enemy-occupied territory.."

Still single, this unique youth may stay in the RCAF after the war, return to civil life and a university course in engineering or take a job, according to prospects. One thing he would like to do in the next year or so is to get home to see his folks. The last few years he hasn't had time for holiday.

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AVENT, F/O Gordon Halse (J6377) - **Distinguished Flying Cross** - No.40 Squadron - Award effective 20 July 1943 as per **London Gazette** dated 10 August 1943 and AFRO 1849/43 dated 10 September 1943. Born in Winnipeg, 11 December 1915 (see obituary notice for date of birth); educated there (St.John's College and University of Manitoba); enlisted there 17 October 1940. To No.1 ITS, 27 January 1941; promoted LAC, 4 March 1941 and posted that date to No.4 EFTS; to No.6 SFTS, 4 May 1941; graduated and commissioned on 27 July 1941. To Embarkation Depot, 28 July 1941. To RAF overseas, 19 August 1941. Promoted Flying Officer, 28 July 1942. Promoted Flight Lieutenant, 28 July 1943. Promoted Squadron Leader, 16 September 1943. Repatriated 12 August 1944. To No.164 (Transport) Squadron, 30 November 1944. Award presented 2 December 1946. Remained in postwar RCAF (service number 19996), attaining the rank of Wing Commander (1 January 1952). Served in Moncton, London (England), Germany, Trenton, Winnipeg and Ottawa. Following RCAF service he was employed by Parks Canada until 1980. Died in Ottawa, 11 November 2001. Canadian Forces Photo Centre has many photographs of which the following is a selection: PL-18888 (Sergeant Arthur Howes, Sergeant Norman Reid, Sergeant Edward Beetz, S/L Gordon Avent, Sergeant Tom Bradshaw at Roman aqueduct, 10 December 1943); PL-18955 to 18957 (S/L G. Avent, S/L James Bodman, flight commanders in an RAF Wellington squadron in Italy); PL-25521L (returned to Canada); PL-38301 (investiture); PL-38350 (investiture); PL-57673 (portrait, June 1953); PL-104015 is a portrait about 1952; PL-131740 (portrait, 1964).

This officer is a skilful, courageous and determined pilot. One night in June 1943 he undertook a flight of special importance. Visibility was only fair but Flying Officer Avent skilfully located his target and, in spite of heavy and accurate anti-aircraft fire, completed his task successfully. Flying Officer Avent has completed very many sorties and throughout, his efforts have been characterized by great determination.

\* \* \* \* \*

AVERY, F/L George Henry (C12166) - **Military Cross** - Attached 33rd Indian Army Corps - Award effective 28 August 1945 as per **London Gazette** of that date and AFRO 1507/45 dated 28 September 1945. Born in Ottawa, 4 September 1917; home there. Educated at Lisgar

Collegiate and Ontario Agricultural College (B.Sc. in Agriculture, 1940). Enlisted Ottawa, 29 August 1941 and posted to No.1 Manning Depot. To McGill University, 5 October 1941 to train as radar officer. To No.1 Manning Depot, 23 January 1942. To No.31 Radar School, 5 February 1942. To No.31 Personnel Depot, 7 June 1942. To RAF overseas, 19 September 1942. Commissioned 4 June 1943. Promoted Flying Officer, 5 December 1943. In 1943, in UK, volunteered for frogman and returned to Canada for training in California and Bahamas. Returned overseas and trained as paratrooper and commando. Posted to India (attached 5th Infantry Brigade, 2nd British Division, 33 Indian Army Corps, Burma). Promoted Flight Lieutenant, 5 June 1944. Repatriated to Canada, 3 December 1945. Retired from RCAF, 1 January 1946. Award presented at Government House, 1 December 1948. In postwar army; as of May 1959 was Supervisor of Civilian Personnel. Died 16 or 17 January 1999 in Ottawa; lengthy article in "Brown's Beat", Ottawa **Citizen**, 19 January 1999. Army photograph Z-8530 (National Archives of Canada) shows him.

Flight Lieutenant Avery commanded No.4 Section S.R.U. prior to and during the operation resulting in the establishment of a bridgehead on the bank of the Irrawaddy River in the Myittha area. He made several reconnaissances by night and in view of the enemy, and gathered valuable information necessary for the furtherance of the operations. On the night of 24th-25th February 1945, Flight Lieutenant Avery led the first assault party across the river and guided craft to the landing beaches under heavy fire. His work was arduous and dangerous, but his remarkable achievements contributed greatly to the successful establishment of the vital bridgehead through which, later, the whole division passed.

NOTE: Dave Brown article reads in part as follows:

He was serving at a radar base in England during the Second World War when he heard the British were looking for swimmers for a special secret assignment. A powerful swimmer from his childhood at the family cottage at MacLaren's Landing on the Ottawa River, and a member of Lisgar Collegiate's swim team, he signed up. He had no idea what he was getting into, but he figured if it involved swimming, it had to be good.

He became one of dozens of men trained in California to use surf boards to cross water at night and infiltrate, ninja style. In February 1945 the training was put to work, and Mr. Avery was sent across the Irrawaddy River. It was about three kilometres wide at that point, and flowed through the heart of what was then Burma, now called Myanmar.

He would make eight crossings, and skulk about in the dark, looking for landing sites that could support tanks. After the amphibious assault by the Second British Division, he had to make several crossings under fire. Radio communications had been knocked out and he became a messenger.



When we talked in 1995, those under-fire crossings were still much on his mind. "The trick was to put on a pair of swim fins, dive in and swim as far as you could under water. Then surface for a quick gulp of air and get back down again. You just kept that up until you got out of range."

\* \* \* \* \*

AVIS, FS Allan Victor (R51590) - **British Empire Medal** - No.9 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Brandon, Manitoba, 12 February 1916 (RCAF press release announcing award). Educated at Fort Francis Public School, Ontario and Canadian Liquid Air Welding School, Winnipeg. Specialist welder and mechanic before enlisting at Fort William, 31 January 1940. To Technical Training School, St. Thomas to train as Airframe Mechanic, 8 March 1940. Promoted AC1, 31 April 1940. To Dartmouth, 17 July 1940. Promoted LAC, 1 December 1940. To No.9 SFTS, Summerside, 26 December 1940, following it when it moved to Centralia. Promoted Corporal, 1 April 1941. Promoted Sergeant, 1 June 1942. Promoted Flight Sergeant, 1 April 1944. To No.1 ACU, Centralia, 30 June 1945. To No.5 Release Unit, Winnipeg, 12 August 1945. Retired 20 August 1945. Award sent by registered mail 24 April 1946.

This non-commissioned officer is exceptional in the knowledge of his trade and in the performance of his duties. Extremely conscientious, he has always placed his duty towards the service ahead of his personal ambitions. By his splendid display of ability and keen devotion to duty, he has gained the respect of officers and airmen alike who have been associated with him.

**Assessments:** "A very capable and efficient NCO - very outstanding." (G/C E.G. Fullerton, No.9 SFTS, 23 May 1942).

"Recommended for a commission in the RCAF." (S/L W.E. Moody, No.9 SFTS, 7 October 1943)

"An outstanding NCO, recommended for accelerated promotion to the rank of Temporary Flight Sergeant." (W/C W.E. Moody, No.9 SFTS, 30 October 1944)

\* \* \* \* \*

AWCOCK, WO1 Sidney Charles (Can 961) - **Member, Order of the British Empire** - Station Rockcliffe - Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Born 9 August 1902. Dane Hill, Sussex, England. Enlisted in Ottawa, 18 March 1929. He was a Flight Sergeant (Master Motor Mechanic) as of 1 April 1939. Promoted WO2, 15 November 1940. Promoted WO1, 1 July 1941. Award presented 24 November 1943. Reverted to WO2, 1 October 1946. Promoted WO1 as of 1 June 1947. Awarded Queen's Coronation Medal, 23 October 1953, while a WO1 at Rockcliffe. Retired 21 April 1959.

Warrant Officer Awcock has been a very valuable member of this Station. His initiative, resourcefulness and dependability have at all times been outstanding, and together with his devotion to duty, have been a splendid example to all personnel of the unit. He has proven to be an excellent administrator and it is due to his personal supervision that this unit's Motor Transport Section has reached its present high state of efficiency. This Warrant Officer has given unstintingly of his time and knowledge to aid in the training of those under him.

\* \* \* \* \*

AWREY, P/O Donald McLean (J19610) - **Distinguished Flying Cross** - No.433 Squadron (deceased) - Award effective 30 March 1944 as per **London Gazette** dated 21 December 1945 and AFRO 155/46 dated 15 February 1946. Born in Leamington, Ontario, 4 January 1921. Home in Windsor, Ontario. Enlisted Hamilton, 31 January 1941 as Guard. Reclassified as Radio Mechanic, 17 April 1941. To Initial Training School, Toronto, 23 May 1941. To No.1 Manning Depot, 13 November 1941. Remustered to aircrew, 15 February 1942. Posted that date to No.1 ITS; graduated and promoted LAC, 10 April 1942; to No.9 AOS, 11 April 1942; graduated and promoted Sergeant, 15 August 1942. To "Y" Depot, date uncertain; to RAF overseas, 26 October 1942. Disembarked in Britain, 5 November 1942. To No.3 PRC, Bournemouth, 6 November 1942. To No.4 AOS, 28 December 1942. Promoted Flight Sergeant, 14 February 1943. To No.23 OTU, 23 March 1943. To No.1659 Conversion Unit, 7 June 1943. To No.405 Squadron, 30 June 1943. Promoted WO2, 14 August 1943. To No.419 Squadron, 23 September 1943. To No.433 Squadron, 15 November 1943. Commissioned 16 December 1943. Killed in action 30/31 March 1944 (Halifax HX272, No.433 Squadron). Award presented to mother at Government House, 7 November 1949. Photograph PL-26818 shows him with No.433 Squadron.

This officer has completed as navigator many successful operations against the enemy in the course of which he has invariably displayed high skill, fortitude and devotion to duty.

DHH file 181.009 D.2909 (Library and Archives Canada RG.24 Volume 20633) has original recommendation drafted 24 March 1944 when he had flown 22 sorties (147 hours 50 minutes); submission as follows:

2 August 1943 - Hamburg (5.30)  
11 August 1943 - Nuremberg (7.00, seven attacks by enemy aircraft)  
12 August 1943 - Turin (8.10)  
16 August 1943 - Turin (8.25)  
17 August 1943 - Peenemunde (8.00)  
27 August 1943 - Nuremberg (7.00, attacked over target by enemy aircraft)  
8 September 1943 - Boulogne (3.05)  
15 September 1943 - Montlucon (5.30)

4 October 1943 - Frankfurt (7.50)  
8 October 1943 - Hanover (5.15)  
22 October 1943 - Kassel (6.05, coned over target and attacked by enemy aircraft)  
3 November 1943 - Dusseldorf (5.05)  
20 January 1944 - Berlin (7.30)  
21 January 1944 - Magdeburg (6.50)  
28 January 1944 - Berlin (7.30)  
30 January 1944 - Berlin (6.25)  
2 February 1944 - Gardening (5.25)  
15 February 1944 - Berlin (6.20, hit by flak, attacked by enemy aircraft over Rostock)  
19 February 1944 - Leipzig (6.50, hit by flak in tail unit)  
24 February 1944 - Schweinfurt (7.55, hit by flak in wing)  
15 March 1944 - Stuttgart (8.25)  
18 March 1944 - Frankfurt (5.25)

This officer, the navigator of a crew captained by P/O Nielson, has since July of last year made 22 operational sorties over enemy territory including many of the major and heavily defended targets over Germany.

Pilot Officer Awrey has displayed outstanding ability and strong sense of duty and holds a fine record of achievement on the squadron. He, by his untiring devotion to duty in moments of danger has been largely responsible for the successful completion of so many sorties. He has in every way proved himself to be an outstanding member of his crew, and has by his example of cheerful courage, maintained a very high standard of morale amongst his fellow crew members and the squadron in general.

I consider that this officer in every way merits the award of the Distinguished Flying Cross (non-immediate).

**Notes:** Assessed at No.405 Squadron, 26 September 1943 - just as he was posted to No.419 Squadron - as follows: "This NCO is extremely conscientious, but lacks the speed and ability required by PFF standards. With a little more experience he should be above average as a main force navigator."

The website "Lost Bombers" gives the following on his being shot down and killed. Halifax HX272 of No.433 Squadron (BM-N), target Nuremberg, 30/31 March 1944. Airborne at 2149 hours, 30 March 1944 from Skipton-on-Swale. Approaching the Aiming Point at 21,000 feet, shot down in flames by a night-fighter, crashing near Friesen, 10 km SE of Bamberg. Crew consisted of P/O C.M.Nielsen, RCAF (POW, held in Camp L.1, POW number 4154), Flight Sergeant W.F.Rost, RCAF (second pilot, killed), P/O C.W.Panton (killed), P/O D.McL Awrey DFC, RCAF (killed), WO2 L.V.Milward, RCAF (killed), WO1 H.Cooper, RCAF (POW, held in Camps L.6/357, POW number 3642), Sergeant J.S.Thompson (killed), WO2 J.G.McLaughlan, RCAF

(POW, held in Camps L.6/357, POW number 3460). P/O Panton had two younger brothers, Fred 13 and Harold aged 11. In 1981, the two Panton's bought the airfield at East Kirby and seven years later purchased Lancaster NX611 as a Memorial to their dead brother. At the time this veteran bomber was in a dilapidated condition but by October 1995 it had been splendidly restored to such an extent that the aircraft could be taxied on all four engines It may be viewed at the Lincolnshire Aviation Heritage Centre.

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AXCELL, F/L Reginald James (C12936) - **Member, Order of the British Empire** - No.1 Y Depot (now No.3 PRC Overseas) - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born at Bromley, Kent, England; educated at Swastika Public School and Northern Academy (Monteith, Ontario). Engaged in mining and prospecting, northern Ontario, 1924 to 1929. Ottawa policeman, 1929 to enlistment. Enlisted in Ottawa, 24 July 1942 in Physical Training and Disciplinarian Branch; commissioned and posted to No.5 Manning Depot on enlistment. To Trenton, 7 August 1942. . To "Y" Depot, 19 September 1942. Promoted Flying Officer, 1 November 1942. Promoted Flight Lieutenant, 1 October 1943. Taken on strength of No.3 PRC, Bournemouth, 3 May 1944 but actually disembarked in Britain, 10 May 1944. To No.6 Group Headquarters, 22 May 1944. To No.61 Base Headquarters, 26 May 1944. Repatriated 23 March 1945. To AFHQ, 3 April 1945. To Release Centre, 30 May 1945; retired 31 May 1945. Became Police Chief of Ottawa. Died in Ottawa, 14 June 1972. Award presented by King George VI, September 1944. Photograph PL-32558 is a portrait; PL-41057 shows him at an RCAF wrestling tournament (on top; F/L A.A. Stark is on bottom); PL-41077 shows the same two men. PL-40188 (ex-UK17028 dated 24 November 1944) is captioned, "F/L R.J. Axel [sic] MBE, Ottawa, who instructs aircrew in armed and unarmed combat and parachute work at a Canadian aircrew school in Britain, gives a few pointers to Sergeant A.T. Wilkinson, pilot, from Grand Forks, B.C., on how to wear the harness."

For the past two years this officer has been in charge of the Overseas Officers Squadron at the embarkation depot for members of the British Commonwealth Air Forces proceeding overseas. During this time many thousands of newly commissioned aircrew officers have been under his charge and he has received nothing but the highest words of praise for the excellent manner in which he has carried out his duties. He has displayed admirable and outstanding qualifications in performing the trying and difficult duties of his position. His great patience and willingness to assist in any problems and his kindness and efficiency have been exceptional.

The recommendation was raised (for an OBE) on 10 February 1944 by W/C Frank Belway. He was described as "Officer Commanding Overseas Officers Squadron". Text as follows:

For the past two years Flight Lieutenant Axcell has been in charge of the Overseas Officers Squadron at No.1"Y" Depot, during which time over 10,000 newly commissioned aircrew officers (RCAF, RAAF, RNZAF, RAF, etc) have been

under his charge. All, regardless of rank or race, have had nothing but the highest word of praise for the efficient manner in which Flight Lieutenant Axcell has carried out his duties at all times. It is doubtful if another officer could be found in the entire RCAF, so admirably qualified in all respects, to perform the trying and difficult duties of this position. Flight Lieutenant Axcell has never been known to become impatient in answering the thousand questions asked, or to help an officer in personal or service problems. His great patience, kindness and efficiency unquestionably deserves recognition, and this can be shown in awarding to him the Order of the British Empire.

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AXFORD, FS Wilfred Valentine (R70492) - **British Empire Medal** - Station Leeming (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born in Hamilton, 23 February 1918. Home in Hamilton (loom fixer and ledger keeper); Sapper with First Field Squadron, 13 August to 12 September 1940. Enlisted in Hamilton, 16 September 1940 as Wireless Operator (Ground). To No.1 WS, 25 October 1940. Promoted AC1, 26 May 1941, reclassified as Wireless Electrical Mechanic and posted that date to No.7 BGS, Paulson. Promoted LAC, 1 October 1941. Promoted Corporal, 1 February 1942. To "Y" Depot, 25 February 1942; to RAF overseas, 12 March 1942. Disembarked in Britain, 123 March 1942. To No.65 MU (whatever that is), 28 April 1942. To No.3072 Servicing Echelpn, 17 August 1942. Promoted Sergeant, 1 January 1943. To No.409 Squadron, 30 March 1943. To No.3063 Servicing Echelon, 29 May 1943. To No.427 Squadron, 23 August 1943. To No.9427 Servicing Echelon, 6 December 1943. Promoted Flight Sergeant, 26 April 1944. To No.63 Base, 9 September 1944. Repatriated by air, 22 July 1945. To No.4 Release Centre, 3 September 1945; retired 11 September 1945. Award presented 8 May 1948. Died 6 August 1988 at Burlington, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine**, issue of October 1988. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation dated 5 May 1945 when he was Sergeant in charge, Wireless Electrical Section.

Enlisting 16.9.40, Sergeant Axford was posted overseas 24.3.42. Since 23.8.43 he has been at Leeming. During this period he has proved to be an outstanding tradesman and an NCO of the highest order. This NCO has been filling a Flight Sergeant position for the past few months and has shown himself to be extremely competent. His organizing ability since taking charge of the Wireless Electrical Section of the Station Servicing Wing has been well demonstrated by the splendid arrangement of the equipment and the neat and tidy appearance of all the workshops, thus enabling his section to turn out a high standard of serviceability of signals equipment in aircraft on this unit. Frequent changing of his trained personnel, new modification and organization added with sudden demands for operations have always been met by Sergeant Axford with minimum of delays. He voluntarily works long and irregular hours far beyond ordinary requirements and his devotion to duty has set a fine example to all

ranks and is worthy of the highest praise. His cheerful manner and pleasing personality is maintained under all conditions. Highly regarded by his superiors. Strongly recommended for the award of the British Empire Medal (BEM) for Meritorious Service.

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AYLSWORTH, F/L Alan Bowen (J7641) - **Mention in Despatches** - No.10 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945.

Born 23 February 1914. Home in St. George, Ontario; enlisted Kingston, 30 August 1940. To No.1 ITS, 22 December 1940; graduated and promoted LAC, 27 January 1941 when posted to No.10 EFTS; ceased training and posted elsewhere, 10 February 1941; to No.4 AOS, 14 April 1941; graduated 7 July 1941 when posted to No.4 BGS; graduated 17 August 1941 when promoted Sergeant and posted to No.2 ANS; graduated and commissioned 15 September 1941. To No.11 SFTS, 19 December 1941. Promoted Flying Officer, 15 September 1942. To RAF overseas, 13 April 1943 and attached to Overseas Headquarters. Repatriated 29 June 1943. To No.115 Squadron, date uncertain. To No.10 (BR) Squadron, 26 July 1943. Promoted Flight Lieutenant, 4 August 1944. To Eastern Air Command Headquarters, 21 April 1945. To No.4 Release Centre, 21 July 1945. Retired 26 July 1945.

In eight hundred and eighty-nine flying hours on operational duties over the North Atlantic, sometimes under the most adverse weather conditions, Flight Lieutenant Aylsworth has consistently displayed a keenness and skill that has inspired all members of the squadron. His ability and steadiness have played a major part in the successful completion of many sorties which ordinarily may have been curtailed.

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