

BABCOCK, Sergeant Melford Harry (R142191) - **British Empire Medal** - No.2 Air Command Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 6 October 1914. Home in Eaton, Saskatchewan; enlisted in Regina, 2 December 1941 as Tradesman and posted to No.2 Manning Depot. To "E", 17 January 1942. To No.8 BGS, 21 February 1942 at which date he was reclassified as Stenographer. Promoted LAC, 3 March 1942.. To Patricia Bay, 8 August 1942. Another posting unreadable on microfilm. Promoted Corporal, 1 July 1943. To No.2 Training Command, 10 November 1943. Reclassified as Clerk/Administration, 20 October 1944. To Release Centre, 9 February 1946. Retired 6 March 1946. Award sent by registered mail 1947.

The untiring efforts of this non-commissioned officer have been an inspiration to all. His devotion to duty and willingness in co-operation with his associates has been an outstanding contribution to the Royal Canadian Air Force.

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BABINEAU, S/L David Bartley (J3269) - **Mention in Despatches** - No.3 PRC - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born in Rouleau, Saskatchewan, 8 July 1913. Home in Saskatoon; enlisted there, 4 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940; posted that date to No.1 AOS; graduated 12 October 1940 and posted next day to No.1 BGS; graduated and promoted Sergeant, 25 November 1940 but not posted to No.1 CNS until 29 November 1940. Graduated 23 December 1940 and commissioned on 24 December 1940. To "Y" Depot, 31 December 1940; to RAF overseas, 21 January 1941. Attained rank of Squadron Leader, 1 October 1943. Repatriated 7 June 1945. Promoted Wing Commander in postwar RCAF, 1 October 1946. Moved in 1962 to Kailua, Hawaii, where he was prominent in business and local politics. Died there, 27 December 2005. RCAF photo PL-2000 shows P/O A.W. Abbott (Herschell, Saskatchewan) and P/O D.B. Babineau. RCAF photo PL-2229 is captioned as follows: "Instruction on F.24 camera - LAC E.T. Berkey (Port Coquitlam, British Columbia), Corporal M.W. McClellan (instructor, Vancouver), LAC D.B. Babineau Saskatoon), LAC W.A. Casey (Ridgetown, Ontario." No citation.

The caption to RCAF photo PL-18834 (11 February 1944) reads as follows:

A battle with the China Sea and sharks among his memories, a 31-year old Saskatoon navigator - S/L Dave Babineau - has started raising a family "somewhere in India". He is shown here with his son and heir, David Wayne, born last November, and his wife Dorothy, whom he met while serving in a flying boat squadron based at Singapore. Junior will be known as Wayne and when it is all over here the Babineaus will probably settle down in Canada or the U.S.A. Earning a well deserved rest on the ground, Dave is now General Reconnaissance Officer of an important RAF Group in India. Squadron Leader Babineau has a habit of doing things at Christmas time. On Christmas Eve, 1940 he left home for

overseas, on Christmas eve 1941 he became engaged; on Christmas morning 1941 he was struggling for his life in the China Sea.

On the first flight after his engagement Dave's flying boat was shot down in flames by a Japanese bomber, exploding as it ploughed into the sea. As did his eight crew mates, Dave suffered arm and leg burns. In the fire the dinghy was burned and the fliers had only six Mae Wests between the nine of them. The skipper salvaged a soap box from the wreckage and using this and all mosquito netting they interspersed in a circle and managed to keep all hands afloat. Seven hours later another Allied flying boat spotted what appeared to be a string of coconuts but proved to be the heads of Squadron Leader Babineau's crew. A dinghy was dropped with emergency rations and 13 hours later the men were rescued by a Dutch submarine. While struggling in the water the fliers, three of them wounded in the aerial combat, had to kick viciously at times to frighten away hungry sharks.

The action in which he was shot down and rescued was one of several in December 1941 and has been described in at least three books - T.W. Melnyk, **Canadian Flying Operations in South-East Asia, 1941-1945** (Supply and Services Canada, 1976); Volume I of Christopher Shores and Brian Cull, **Bloody Shambles** (Grub Street, 1992) and Colin Castle, **Lucky Alex : The Career of Group Captain A.M. Jardine, AFC, CD, Seaman and Airman** (Victoria, 2000). Other descriptions have been found on-line, notably an account of the career of Richard Ashkey Atkinson (<http://adbonline.anu.edu.au/biogs/A130101b.htm>). Some details vary, notably the amount of time the men were in the water. Excerpts from the Operational Record Book of No.205 Squadron (Air 27/1215, copies at Directorate of Heritage and History) describe the events.

6 December 1941 - Seletar - Catalina FV-8 took off on a patrol of waters in the Gulf of Siam south of Cambodia for a large Japanese convoy reported to consist of two aircraft carriers , ten cruisers, 20 destroyers and 100 transports and thought to be travelling south-east. Vignol search carried out without result except that two merchant ships were sighted. Captain of aircraft, F/L [R.A.] Atkinson, F/O Scales, second pilot, P/O Babineau first navigator, Sergeant Gibbons, observer, Sergeants Edwards Allen Smith LAC Morrison, LAC Drake. Landed 0030 on 7.12.41.

Note: According to Shores and Cull, on 14 December 1941 F/L Atkinson and crew in FV-S was attacked by a Japanese navy twin-engined bomber which made off after an exchange of fire. This does not appear in the ORB excerpts - indeed, there is no mention at all of Atkinson flying that date.

15 December 1941 - Seletar - Catalina FV-V and Catalina FV-S took off on a diverging search of 3V between bearings 022 and 041 from 0254"N 10420"E to a depth of 270 miles and then on parallel tracks 013 for a further 90 miles. Aircraft to complete diverging section on outward trip at 0001, 16 December. Catalina FV-S to take the Eastern arm. Nothing was seen and both aircraft duly returned to base. FV-S landed at 0500 16 December and FV-V at 1650. Captain of

FV-V F/L Stilling, P/O McHardy second pilot Sergeant Kennihan first navigator Sergeant Gibbons second navigator, Sergeants Forrest, Powney, LACs Wilday, Culpin. Captain of FV-S F/L Atkinson, P/O Scales, second pilot, P/O Babineau first navigator, Sergeant Ewing second navigator, Sergeants Allen, Allsop, Holder, LAC Morrison.

17 December 1941 - Seletar - Catalina FV-X and Catalina FV-S took off on search...The object of the search was for an enemy convoy and if two or more escorted vessels seen, to shadow pending further orders. During this search in position 06 08"N 105 47" E Catalina FV-S was attacked by a Japanese twin-engined reconnaissance type plane. Some twelve holes, seven below water line were inflicted upon Catalina FV-S and one member of its crew, Sergeant Allen received a scalp wound. Offensive action was taken against the enemy which broke off the engagement with smoke coming from its port engine and headed North East. The engagement lasted from 0120 18 December til 0133. No convoy was sighted and FV-S landed at 0404 and FV-X at 0437. FV-X searched on the east. Captain of FV-X, S/L Jardine, P/O McVicker second pilot, FS Miles first navigator, Sergeant Pimlott second navigator, Sergeant Smith, Grant, Thompson, LAC Williams; Captain of FV-S F/L Atkinson, P/O Scales, second pilot, Babineau first navigator, Sergeant Ewing second navigator, Petty Officer Heath, Sergeant Allen, Alsopp, LAC Morrison, LAC Drake.

Note: Shores and Cull confirm the action of 17 December with a G4M "Betty", the pilot of which was killed and the machine flown to base by its second pilot.

23 December 1941 - Seletar - Catalin a FV-W at 0545 hours and Catalina FV-Z at 0555 hours took off to the following instructions. - Sembawang reported at 1015, 23 December that twelve unidentified ships were 150 miles north of Ronjong Sirik proceeding on a course of 270 at 0800 hours. One Catalina FV-W to proceed to 0504"N 10852"E and search on a track of 090 for 70 miles and return via 0327"N10826"E. The other to 0327"N 10826"E and to base. Objective was to find ships. Report finding and shadow till dark if sighted. FV-W returned to base at 1525 after having been delayed in very bad weather and having sighted nothing of importance. Aircraft FZ-V at 0957 sighted two cruisers and one destroyer in position 0532"N 11012"E approximately on course 190 and was fired on by both cruisers 13 minutes later without suffering damage. FV-Z landed at base at 1435. Captain of FV-W F/L Stilling, P/O McHardy first pilot, P/O Scott second pilot, Sergeant Kennihan navigator, Sergeant Thomson, Wiseman, Holder, Leading Airman Hollis, LAC Wilday, LAC Barker. Captain of FV-Z F/L Atkinson, P/O Scales, second pilot, P/O Babineau navigator, Sergeant Borchers observer, Sergeants Morris, Smith, Petty Officer Heath, Corporal Wyatt, LAC Ballard.

The events of 25 December 1941 (largely summarized by Shores and Cull) were takeoff of Atkinson and crew in AH540, FV-Z, crew being F/L Atkinson, P/O Scales, second pilot, P/O Babineau navigator, Sergeant Borchers observer, Sergeants Morris, Smith, Petty Officer Heath, Corporal Wyatt, LAC Ballard.. They located two Japanese cruisers and a destroyer which fired on the Catalina but scored no hits. At 0715 Z/205 was surprised by a G4M which engaged at 600 yards using cannon. Burning, the aircraft was forced down on the water and quickly sank. The crew were unable to salvage the dinghy and three had no lifejackets; they formed a circle

for mutual support. About 0800 S/L S.G. Stilling (RAAF) in FV-W located the men and dropped two dinghies (one of which was boarded) plus emergency supplies and stayed overhead until dark. Final rescue was effected by the Dutch submarine **K.XII**.

RCAF Press Release 18 (Asia) dated June 1944 from "Dumday" transcribed by Huguette Oates reads:

SOMEWHERE IN INDIA: -- After a dunking in the China Sea during which he and his flying-boat pals kicked off sharks for seven hours, S/L Dave Babineau, J3269, 528-8th Street West, Saskatoon, has earned a well-deserved rest from operational flying. He now holds an important post in the Eastern Air Command setup of the Royal Air Force.

Only 31, S/L Babineau is general reconnaissance officer for an important RAF Group "Somewhere in India". He met the girl to whom he is now married in Singapore, his base of operations before the mighty Pacific port fell to the Japs. Late last November, he became the father of an eight-pound, nine-ounce son, David Wayne Fisher Babineau. Junior will be known as Wayne.

Dave joined the Royal Canadian Air Force in June, 1940, and was a member of the first navigation class to train at Rivers, Manitoba. He has a habit of doing things at Christmas time -- on Christmas eve, 1940, he left home for overseas -- on Christmas 1941, he became engaged in Singapore -- on Christmas morning, 1941, he was struggling in the China Sea.

After taking his conversion course to flying boats in Scotland, Dave was posted immediately to Singapore with three other Canadians and today he is the only survivor. He was engaged in general reconnaissance, anti-submarine and enemy fleet detection work and participated in the first search for the Japanese fleet. The flying boat which relieved Dave's kite on that search never returned to its base. On the first flight after his engagement, Dave's flying boat tangled with a two-motored Japanese bomber and was shot down in flames after a 35-minute duel. As the flying-boat struck the water, it exploded but although three of the crew were wounded in the aerial battle, all survived the experience. Dave suffered arm and leg burns as did all his mates.

"Our dinghy was burned and, when we got into the water, we only had six Mae Wests among nine of us," said S/L Babineau as he described the experience seated at his office desk. "The skipper salvaged a soap box from the wreckage and using that and a mosquito net, we interspersed in a circle and managed to keep all hands afloat. "Seven hours later, the skipper of an Allied flying-boat saw a patch of oil and what he thought was a string of cocoanuts in the water -- as he got closer, he recognized the cocoanuts as our heads. He cropped us a dinghy and, as we swam toward it, one of the boys in the rear helping the wounded

hollered 'bit fish' and we all started kicking like blazes. While we were in the circle, a couple of small sharks came in for a nibble but we kicked them away."

After inflating the dinghy, the crew climbed aboard to find a supply of sardines, sausages and malted milk tablets, with a can opener thrown in. They didn't take long to sample the food but immediately they all became sick, the sardines and the salt water in their systems refusing to mix. The flying boat which sighted the distressed crew signalled that a rescue ship would appear in about 12 hours. When the time elapsed and the help had come, the crew sent up a marine distress signal and, half an hour later, put off a flame float on the water. "The flame float drifted back against the dinghy and there was a bit of a panic but we were able to push it away with our paddles," said Dave as he continued his story. "Then we saw a dark object coming toward us and we started shouting our heads off."

The "dark object" proved to be a Dutch submarine and it took the flying-boat boys aboard and gave them medical treatment, submerging with the dawn. The sub kept submerged all, surfacing just as dusk fell to travel full speed ahead. At one time in its dash to get the survivors to Singapore, the sub travelled at full speed through a mine field.

Dave was in hospital for 10 days and some of his mates remained longer. After a week's leave in Singapore where he was squadron navigation officer, he went to Java just before the fall of Singapore. He operated out of Java until March, 1942, and operated a couple of times from Ceylon before being assigned to a ground post.

In all Dave experienced four aerial tiffs with the Japs and in one of the scraps, his flying-boat damaged one motor of a two-engined enemy bomber after a 30-minute combat. On two other occasions, his boat was shot up but was able to reach base. His boat flew across the Jap fleet on one occasion and weathered the most severe ack-ack barrage he has yet to witness, without being hit.

In civil life, S/L Babineau was connected with the Junior Board of Trade Young Men's Section in Saskatoon but he's not just sure what line he will follow when it's all over here. His wife, "Dorothy", wants to settle down in either Canada or the United States.

RCAF Press Release No. 1479 dated December 1944 read as follows:

WITH RCAF OVERSEAS: - One of the few navigators in the RCAF to attain his rank, W/C D.B. Babineau, (510-8th Street) Saskatoon,, has returned to England from India and will soon be en route to Canada. He is accompanied by his wife, whom he met in Singapore, and his infant son. W/C Babineau is 32 years of age. When

he first applied to join the Air Force he was told he was too old to fly. However, the authorities later relented and he enlisted in May, 1940.

By May, 1941, he was with an RAF Catalina squadron in Singapore. In the ensuing months that turned into years, he took part in the ebb and flow of the Japanese war. When asked what "D-Day" meant to the service personnel in the East, he replied that it meant as much in a directly opposite direction as the loss of the Repulse and the Prince of Wales did to people in the East in December, 1941. He explained this, "To you," he said, "The loss of the Repulse and the Prince of Wales meant the end of two great capital ships. To us they were the emblem of sea power in the Far East. Our spirits sank to their lowest. "D-Day" raised them proportionately the other way. It was an emblem of ultimate victory in the whole war".

One of his first operational duties, while at Singapore, was surveying islands from the air to find suitable bases for flying boats. Filthy weather was not uncommon. On one occasion, he took off at dawn to hunt out a Vichy convoy. The weather closed down and it was necessary to return to one of the small island bases. He found a break in the storm and got down safely. Another aircraft which had taken off with him missed the island. They signaled they were force landing. There was a 20 foot sea running and the crew was lost.

"We went out to search for them the next day. All we found were sharks," said W/C Babineau grimly.

On the 6th of December, 1941, Babineau, then a P/O, was taking part in a search for a Japanese fleet which they had been given to understand was about and up to no good. The hunt continued on the 7th. It proved fruitless. The only clue to portending tragedy was the fact that an aircraft that took over the patrol immediately afterwards failed to return. This was dismissed as a regrettable, but far from unprecedented misfortune of war.

"Before daybreak next morning," said Babineau,, "there was a terrific din. We cursed the ack-ack for too realistic practice. Then we realized we were being bombed. Everything was coming down. Everybody was caught napping. Singapore was lit up like daylight and much damage was done."The main duties of the Catalina squadron became reconnaissances. Babineau and his crew found Jap war ships on two occasions. The first time, they found six heavy cruisers off the indo-China coast. The big "Cat" circled for an hour-and-a-half out of range of the enemy guns."Then we decided to fox them," said Babineau. "We flew south for 20 minutes and then came back. We found they had foxed us. In the meantime, they had put float planes in the air. They fired a few bursts at us and left.

Another time, two or three big ships were spotted at dusk. It was bad weather and the first the air crew knew of the presence of Japanese ships was with the appearance of angry black puffs of anti-aircraft fire appearing in the sky. At dusk the Catalina returned undamaged to its base.

In the constant patrols that followed, Japanese twin-engined aircraft would be found awaiting the flying boats on their patrol lanes. A half-hour scrap would generally follow. Once a twin-engine machine came in too close and a Catalina gunner hit one of his engines.

"That night," said W/C Babineau, "Tokyo radio announced a flying boat had been shot down and one of their twin-engined bombers had force landed. The flying boat was us. We had been shot up, but nobody was hurt. When we landed we plugged up the holes and drew the "Cat" up on the slipway. We could vouch for the fact that we hadn't been shot down, and Tokyo had graciously given us the information that one of the Emperor's aircraft had been severely damaged." On Christmas Eve, 1941, Babineau bought his wife-to-be's engagement ring. On Christmas morning, he took off on what was to be his most eventful patrol. At the north end of the patrol, a twin-engined Nip attacked the Catalina. A 35-minute fight took place. The flying boat was set on fire. The pilot was forced to "ditch". In less than a minute, the Catalina sank. But in that time, the crew all got out. They were unable to free their dinghy. Nine men had to share six Mae Wests between them. They joined in a circle and so kept afloat.

All the fliers were burnt. Some were wounded. The first hour they were in the water the warm Indian Ocean was fairly comfortable. In the next hour, the salt worked into the burns and made their bodies feel like they were being licked by flames. After that, the men began shivering from the effect of the water and cramps. A few big fish appeared and the answer to these was to "kick like hell". At four in the afternoon, a Catalina dropped a dinghy into which they climbed. They had been seven hours in the water.

Next day, a Dutch submarine picked them up. The aircrew were given first aid and taken to a hospital in Singapore. Babineau was there for 10 days.

On leaving the hospital, he was sent to Java to organize an operations room for a Dutch flying boat squadron. He enjoyed working with these flying Dutchmen. "They were princes," is his tribute.

The Japanese invaded Java. Babineau left for Ceylon on March 1, 1942 with 3000 people aboard a boat built to accommodate 200.

In Ceylon, still a pilot officer, he became senior controller on a squadron. He did a couple of operations near the Andaman Islands in the Bay of Bengal, which he

described as “scary”. He was then sent to India on a G.R. (General Reconnaissance) course in January 1943. He was promoted to flight lieutenant and put in charge of the course when he had completed it.

Later he was transferred to a staff job at an operational group where, in October, 1943, he became a squadron leader. He was made G.R.I in December, 1943, which meant he was chief staff officer. He was promoted to the rank of wing commander on June 1, 1944.

He left India on November 1st, past to begin a journey which will take him back to Canada.

His wife was formerly Miss Dorothy Rose Fisher, daughter of J. Fisher, who was a South African motion picture magnate in Singapore. When Singapore fell, she left for Capetown. She came to India in October, 1942, and they were married at Bangalore. On November, 27, 1943, wee David Wayne Fisher Babineau was born.

“My wife was born in Singapore. Her mother is Irish, her father an Englishman who lived in South Africa. I’m a Canadian. I wonder what that makes my son?” queried Babineau. “I guess he’s a Canadian. Anyway he’s a darn fine looking boy,” he said proudly.

Mrs. Babineau’s father was last seen in a lifeboat after the ship in which he was traveling from Java was torpedoed. Her brother was made a prisoner of war in Singapore.

Before the war, W/C Babineau was a salesman for Ford and the Board of Trade in Saskatoon. His plans for the future are not clear at present. Just now, he is concerned in returning to Canada and observing his wife’s reaction to snow which she has never seen before.

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BACH, Corporal Harry (R158787) - **Mention in Despatches** - No.120 Squadron (AFRO gives unit only as “Overseas”) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 19 February 1917. Home in Hamilton; educated at King Edward Public School and Hamilton Technical School. Employed in purchasing and office management for an auto parts firm. Enrolled under National Resources Mobilization Act, 5 February 1942 and took infantry training at No.20 Basic Training Centre, Brantford. Enlisted in RCAF in Hamilton 18 March 1942. At No.3 Manning Depot, Edmonton, 18 March to 25 April 1942; University of Saskatchewan (Radar Course), 26 April to 23 August 1942 (promoted Leading Aircraftman on 22 August 1942); on strength of No.1 Manning Depot, Toronto, 24 August to 16 September 1942; at No.31 Radio Direction Finding School, Clinton, 17 September

1942 to 20 January 1943; assigned to RAF Delegation to Washington, 23 January 1943, being attached to American units in Texas until 3 April 1943 when he proceeded by air (No.45 Group) to Britain. To No.59 Squadron, 6 April 1943; to No.524 Squadron, 21 November 1943; to No.201 Squadron, 17 January 1944; to No.422 Squadron, 3 March 1944; to No.120 Squadron, 12 May 1944. Promoted Corporal, 10 October 1944. To Station Ballykelly, 24 June 1945; to No.73 Base, 30 June 1945; to North Luffenham, 24 August 1945. Repatriated to Canada, 16 November 1945; released 15 December 1945. Died 13 December 2008 in Toronto as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2009. Photograph PL-40423 shows LAC C.R. McNair (Burlington, Ontario) and LAC H. Bach (Hamilton), described as "Canadian radar mechanics stationed in northern Ireland". Although no citation can be found, a report filed as he was being released noted that he had been Mentioned in Despatches "for efficient work in his trade as radar mechanic". It added, "He is considered to have outstanding learning ability and also outstanding mechanical knowledge."

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BACH, F/O Thomas Eric (J22560) - **Mention in Despatches** - No.58 Squadron (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 20 November 1921. Home in Belgrado, Argentina; took Argentine military training, 1940-41. Enlisted in RCAF, Ottawa, 19 August 1941. Trained at No.4 ITS (graduated 18 January 1942), No.2 AOS (graduated 25 April 1942), No.8 BGS (graduated 6 June 1942) and No.1 CNS (graduated 20 July 1942). Commissioned and posted to Britain, arriving 1 September 1942. Further trained at No.3 School of General Reconnaissance. Posted on 8 December 1942 to No.3 (Coastal) OTU, completing a course of 82 hours 40 minutes flying on Whitleys. Slightly injured 1 February 1943 in crash of Whitley Z9135 (forced landing in a field after double engine failure). Posted to No.58 Squadron, 28 April 1943, completing 19 sorties and 187 hours 20 minutes operational flying, 25 June 1943 to 27 September 1943. Halifax HR982 (B) of No.58 Squadron reported missing 27 September 1943; aircraft shot down while attacking a U-boat (reportedly sunk), roughly 47 degrees North, 18 degrees West (captain was F/O E.L. Hartley). Two crew killed (Sergeant R.K. Triggol and Sergeant M. Griffiths, both RAF). He spent eleven days in a dinghy before rescue by a destroyer and taken to Plymouth, admitted to hospital 10 October (exposure, frostbite, anxiety) and was boarded unfit for operational flying duties, but as an "above average operator" suitable for instructional duties. Embarked for Canada, 10 April 1944. Remustered to pilot training, 28 July 1944 but did not qualify for wings until 17 August 1945 (No.18 SFTS). Released 26 October 1945. No citation in AFRO. His sorties (listed in application for operational wings) were as follows:

26 June 1943 - (9.00)
28 June 1943 - (9.15)
7 July 1943 - (10.50)
13 July 1943 - (10.45)
16 July 1943 - (10.40)
19 July 1943 - (10.20)
24 July 1943 - (8.40)

25 July `1943 - (8.55)
9 August 1943 - (9.45)
21 August 1943 - (8.10)
23 August 1943 - (9.55)
25 August 1943 - (5.05)
27 August 1943 - (10.10)
30 August 1943 - (11.10)
3 September 1943 - (11.10)
8 September 1943 - (11.50)
11 September 1943 - (11.30)
15 September 1943 - (11.10)
27 September 1943 - (10.00)

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BACK, FS (now WO) Sidney (R72341) - **Distinguished Flying Medal** - No.59 Squadron - Award effective 12 April 1943 as per **London Gazette** dated 20 April 1943 and AFRO 985/43 dated 28 May 1943. Born 27 April 1918. Home in Toronto; enlisted there 20 September 1940 and posted to No.2 Manning Depot. To No.13 Equipment Depot, 24 October 1940. To No.2 ITS, 27 November 1940; graduated and promoted LAC, 2 January 1941 when posted to No.10 EFTS; washed out, 22 January 1941 when posted to No.1 Manning Depot; to No.5 AOS, 28 March 1941; graduated 22 June 1941 when posted to No.5 BGS; graduated and promoted Sergeant, 4 August 1941; posted next day to No.1 CNS; graduated 15 September 1941. To "Y" Depot, 16 September 1941; to No.31 OTU, 24 September 1941; RAF overseas, 27 October 1941. Commissioned 21 April 1943. To No.423 Squadron, April 1943. Repatriated 31 August 1943. To No.31 OTU, 20 October 1943. Promoted Flying Officer, 21 October 1943. To No.31 Personnel Depot, 25 June 1944. To No.6 ITS, 15 August 1944. To No.1 BGS, 2 September 1944. To No.23 EFTS, 16 December 1944. To No.3 SFTS, 10 March 1945. Promoted Flight Lieutenant, 21 April 1945. Qualified as pilot, 27 July 1945. Retired 8 November 1945. Medal presented 18 October 1947.

This airman has served with the squadron since January 1942. The crew of which he is a member has been consistently successful on operations. He participated in many hazardous sorties against enemy shipping off the Dutch coast. In July 1942 he made a telling attack on two 5,000 ton enemy ships in the face of heavy anti-aircraft fire. Later, in November 1942, this airman took part, with good effect, in a most determined attack on shipping in a French harbour, in spite of vigorous ground fire and adverse weather. Throughout his operational career Flight Sergeant Back has set a fine example of determination and devotion to duty.

The following information has been provided by Pierre Renier, via website "RAF Commands", using ORB (Air 27/555):

Back's first sortie with No.59 Squadron is noted as being 1 March 1942 - Hudson TR-E with F/O Tiller, Sergeant Back, F/L Meiklereid and Flight Sergeant Couchman, flying a Rover in an area approx 40 miles north of Terschelling, time up 1313 time down 1636 from North Coates.

2 July 1942 - North Coates - Hudson FH426 "B" - crew: F/O F.G. Tiller, Flight Sergeant S. Back, Flight Sergeant R.J. Couchman, Sergeant H.S. Wilson: Duty: Strike, Time Up: 2242 Down 0334, Details: Target convoy off Borkum in company with Hudsons AM641 "E" and AM666 "C". Convoy located and large m/v attacked with 2 x 250-lb and 6 x 100-lb AS Instantaneous. Bombs from 4,000 ft across starboard quarter to port beam. Bomb bursts seen and later bright flash lit up interior of aircraft. Ship seen to be on fire from stem to stern. Considerable flak experienced. References: CH/97/2/7, NC/06/3/7.

The Form 540 records the aircraft letter codes and that the ship was estimated 3/5,000 tons.

30 July 1942 - North Coates - Hudson AM580 "A" - crew: F/L F.G. Tiller, Flight Sergeant S. Back, Flight Sergeant R.J. Couchman DFM, Sergeant H.S. Wilson, Duty: Shadow Strike, Time Up: 2257 Down 0314, Details: Target convoy off Schiermonnikoog (?). Approx 10 ships located m/v 5/7000 tons attacked with 2 x 250 and 6 x 100-lb AS 025 secs TD across stern. Vivid flash seen on ship followed by dense cloud of black smoke. Concentrated light flak up to 6,000 ft fired into cone. Very accurate. References: CH/97/30/7, NC/06/31/7

The Form 540 records part of a strike of 8 aircraft from 59 Squadron., on convoy located off West Frisian Islands.

27 November 1942, St. Eval - Liberator FL931 "T" - crew: F/L F.G. Tiller, Sergeant W.G. Loney, Flight Sergeant S. Back, P/O R.J. Couchman DFM, P/O A.F. Goodman, Flight Sergeant T. Drabble, Flight Sergeant C.P. Oakden, Duty: Anti-Shipping Patrol, Time Up: 1031 Down 2123, Details: Airborne St. Eval. 12 x 250 G.P. bombs carried. At 1732, sighted at 43.20N 01.47W, one naval unit, possibly DR. 3 motor messels of Memel type, possibly U-boat tenders. Course 180 T. 8/10 knots. Aircraft investigated and sighted U-boat fully surfaced, 200 yards N. of Point Francis, heading into mouth of Bidasoa River, with naval unit of CR or DR type. Aircraft at 200 ft. Aircraft climbed and circled for attack. Released 6 bombs at DR and 6 at U-boat, under intense flak fire. Immediately on releasing, aircraft took cloud cover at 1,800 feet, and flew over Hendaye. Unidentified vessel in harbour appeared to be signalling by lamp to DR. Flak was encountered from all 3 m/v's, DR and vessel in harbour, but all of light type, suspected to be M.G. cannon or

Bofors. Red and Green tracer also seen. Visibility was poor, due to haze and low visibility in gathering dusk. Results not observed. References: PL/G2/26/11/42, STE/01/28/11/42

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BACON, F/O James Alexander (J38725) - **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 13 April 1912 in Montreal. Educated at Victoria School, Montreal (1918-1924), Derby Line School, Derby, Vermont (1924-1926), Derby Academy (1926-1930) and Syracuse University (1930-1931, chemical engineering). Home in Rock Island, Quebec (farmer, machinist); enlisted Montreal, 15 October 1942 and granted Leave Without Pay until 1 November 1942 when posted to No.5 Manning Depot. To No.4 Manning Depot, 24 December 1942. To No.6 ITS, 28 February 1943. To No.5 ITS, 4 April 1943; graduated and promoted LAC, 12 June 1943 but not posted to No.1 AOS until 10 July 1943; graduated and commissioned 26 November 1943. To "Y" Depot, 10 December 1943; to No.2 Aircrew Graduate Training School, 16 January 1944. To "Y" Depot again, 14 February 1944. Embarked from Halifax 5 March 1944. Taken on strength of No.3 PRC, Bournemouth, 15 March 1944. To No.2 (O) AFU, 11 April 1944. To No.82 OTU, 23 May 1944. To No.61 Base, 4 August 1944. Attached to No.1664 CU, 5 August to 14 September 1944. To No.428 Squadron, 14 September 1944. Repatriated 3 May 1945. To No.13 EFTS, 18 June 1945. To No.2 Release Centre, 16 August 1945. Retired 28 August 1945, settling in Rockland [?], Quebec. Medal presented 27 February 1947. Died at Stanstead Bridge, Quebec, 6 July 1979 as per **Legion Magazine** of October 1979. 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 S/L R.W. Swartz dated 20 April 1945 when he had flown 35 sorties (250 hours 15 minutes), 6 October 1944 to 25 March 1945.

This officer has displayed great courage, determination and devotion to duty. As a navigator he has shown exceptional skill and ability with great tenacity of purpose and the faculty of retaining coolness and presence of mind at all times and under any circumstances.

His ability and desire to serve have been of incalculable assistance to his pilot and have contributed to a major degree to the operational success of his crew and the completion of their tour.

For his courage, ability and devotion to duty I recommend the Non-Immediate award of the Distinguished Flying Cross.

The sortie list (identical to that of F/O Edwin Franklin Marritt) was as follows:

6 October 1944 - Dortmund (6.15)
14 October 1944 - Duisburg (6.00)
14 October 1944 - Duisburg (6.25)
15 October 1944 - Wilhelmshaven (5.35)
19 October 1944 - Stuttgart (7.45)
23 October 1944 - Essen (6.40)
25 October 1944 - Essen (6.05)
28 October 1944 - Cologne (4.40, duty not carried out)
30 October 1944 - Cologne (6.10)
1 November 1944 - Oberhausen (6.15)
6 December 1944 - Osnabruck (6.50)
15 December 1944 - Ludwigshaven (6.25)
18 December 1944 - Duisburg (6.40)
21 December 1944 - Cologne (7.00)
24 December 1944 - Dusseldorf (4.45)
5 January 1945 - Hanover (5.55)
6 January 1945 - Hanau (6.35)
14 January 1945 - Merseburg (9.00)
16 January 1945 - Zeitz (8.10)
28 January 1945 - Stuttgart (8.00)
1 February 1945 - Ludwigshaven (7.40)
2 February 1945 - Wiesbaden (7.00)
4 February 1945 - Bonn (6.40)
7 February 1945 - Hassun (6.40)
13 February 1945 - Dresden (10.00)
27 February 1945 - Mainz (7.00)
28 February 1945 - Neusse (2.40, recalled)
1 March 1945 - Mannheim (7.35)
2 March 1945 - Cologne (6.10)
5 March 1945 - Chemnitz (10.20)
7 March 1945 - Dessau (9.10)
11 March 1945 - Essen (6.00)
14 March 1945 - Zweibrucken (7.10)
15 March 1945 - Hagen (7.00)
22 March 1945 - Hildesheim (5.50)
24 March 1945 - Mathias-Stinnes (6.10)
25 March 1945 - Hanover (6.00)

Training:

Course at No.1 AOS was 12 July to 26 November 1943. Flew in Anson aircraft - 34 hours as first navigator (day), 26.05 as first navigator (night), 31.35 as second navigator (day), nine hours 30 minutes as second navigator (night) plus five hours 50 minutes of other flying by day. Ground work courses and marks as follows: Air Navigation, Elements (150/200), Air Navigation, Theory (162/200), Air Navigation, Exercises (188/200), Meteorology (87/100), Signals, Practical (100/100), Aircraft Recognition (36/50), Reconnaissance (43/50), Photography (42/50) and Armament (35/50). Air Work assessments in following categories: Air Navigation, Day (272/350), Air Navigation, Night (157/200), Log Keeping (159/200), Reconnaissance (77/100), Photography (80/100) and Meteorological Observations (46/50). Character assessed as 78/100; deemed "moderately suitable" as a navigation instructor or as a candidate for specialist navigation course..

Course at No.2 (O) OTU was 19 April to 15 May 1944. Flew 11 hours 50 minutes as first navigator (day), five hours 30 minutes as second navigator (day), ten hours as first navigator (night), three hours 55 minutes as second navigator (night). Ground courses and marks as follows: Air Navigation Exercises (259/350), Air Navigation Test (200/300), Signals (135/150). Air work marked under following: Air Navigation, Day (259/350), Air Navigation, Night (245/350). Described as "Good, neat worker, average navigator".

Course at No.82 OTU was 22 May to 30 July 1944. Gee Training was eight hours of lectures. "Ground manipulation" (whatever that was) was ten hours. Flying Training described as 33 hours 20 minutes as first navigator (day), 40 hours 25 minutes as first navigator (night). In "Navigation Aids" he did 138 GEE fixes, four GEE homings, 18 Loop Position Line exercises and two Loop Fixes. One Bullseye exercise. Assessed under following headings: **Proficiency Tests** - 8/10 (one lost through slow work, one through inaccuracy); **Chart Work**, above average; **Log Keeping**, above average; **Track Keeping**, very good; **Timing**, very good; **GEE**, "Used intelligently. Sufficiently fast and accurate"; **Use of Instruments**, average. Described overall as "A good, all round navigator who showed up well in his work in the air. Track keeping and timing is very good and use of GEE is quite commendable. Should make good operational navigator." (F/L W.R. Spackman). CFI at No.82 OTU was W/C R.M. Cox; CO was G/C H.I. Dabinett.

At No.1664 CU he trained with P/O Quinn (pilot) and P/O Marritt (air bomber). Assessed on D.R. Navigation ("Good basic knowledge of D.R."), Log Keeping ("log keeping accurate, not neat"), Calculations, for accuracy and speed ("Calculations are accurate"), Manipulation of Aids (deemed "OK" with Dalton device, protractors, dividers, DR Compass, API, GEE and H2S), although it was noted that he did not do enough RTA checks). Similarly, his navigation was deemed "OK" in climb and descent, level flight, track keeping and timing.

The term at No.1664 CU included a special H2S course (28 August to 4 September 1944) which involved six hours of "Bench Set Work", ten hours of "Synthetic Training", these including seven blind bombing runs and nine homings. Air work was seven hours 35 minutes (set work in this was five hours 45 minutes). Described as "above average - learns slowly but thoroughly - solo effort very good."

On repatriation he signed a form stating he had flown 35 sorties (254 hours 45 minutes) plus 181 hours 15 minutes non-operational times. Last sortie had been 25 March 1945. Aircraft types experienced were Anson (31.15), Wellington (73.45), Halifax (30.45) and Lancaster (304.15)

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BACZINSKI, F/O Michael (C85784) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 3 November 1917, Brandon, Manitoba; home there. Completed Grade VIII (1924-1931), worked at home (his father operated a fuel and wood business; also truck farming); took technical training (1939-1940, welding and sheet metal course). Enlisted in Winnipeg, 11 July 1940 as Airframe Mechanic. To Technical Training School, 16 August 1940. To No.9 SFTS, 2 January 1941. Promoted LAC, 23 March 1941. To "Y" Depot, 13 February 1942. Disembarked in Britain, 23 March 1942. To No.421 Squadron, 18 April 1942. Promoted Corporal, 1 July 1942. To No.4 School of Technical Training, St. Athan, 4 August 1942. Remustered to Flight Engineer and promoted Sergeant, 16 October 1942. To No.1654 Conversion Unit, 19 October 1942 (Manchester, Lancaster I). To No.44 Squadron, 12 December 1944 (Lancasters I and III). Promoted Flight Sergeant, 16 April 1943. To RCAF Overseas Headquarters, 9 July 1943. To Canada, 11 July 1943. Returned to Britain with Lancaster KB700. To No.1679 Conversion Unit, No.62 Base, 19 September 1943 (Lancaster II). To No.61 Base, 13 December 1943. Promoted WO2, 1 January 1944. To No.1666 Conversion Unit, 24 January 1944. Commissioned 10 March 1944. To Canada, 11 August 1944. Departed Canada, 3 October 1944, arriving back overseas on 12 October 1944. To No.61 Base, 31 October 1944. Attached to Dalton, 31 October to 24 November 1944. Attached to No.1666 Conversion Unit, 24 November 1944 to 24 January 1945. To No.431 Squadron, 24 January 1945. Repatriated with No.431 Squadron, 7 June 1945. To No.8 Release Centre, 24 August 1945. Retired 28 August 1945. Died in Brandon, Manitoba, 11 January 1995 as per **Legion Magazine** of October 1995. Photograph PL-19696 showed crew to deliver first Canadian-built Lancaster to Britain - S/L R.J. Lane, F/O J.P.H. Carree, Sergeant R.S. Webb, Sergeant Ted Burger, F/O Steve Boczar, Sergeant R.W. Wright and Sergeant Baczinski. Medal presented 11 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.9 Vol.20612) has recommendation by W/C W.F. McKinnon

dated 23 April 1945 when he had flown 17 sorties (124 hours 32 minutes), 4 February to 13 April 1945. This was a second tour; no details about first tour.

Flying Officer Baczynski, a Flight Engineer, has completed seventeen trips on his second tour. He has operated against such targets as Dresden, Chemnitz, Merseberg and Hamburg with the greatest of cool co-operation. At all times, and in the face of great opposition he has been invaluable in assisting his pilot. On the ground he has taken a keen interest in his section and has been a great help to the more junior engineers.

For his zeal and energy in the performance of operations, and for his reliability, force of character and leadership in his section I strongly recommend the award of the non-immediate Distinguished Flying Cross.

The sortie list was as follows:

4 February 1945 - Bonn (7.12)
7 February 1945 - Goch (6.37)
13 February 1945 - Dresden (10.32)
14 February 1945 - Chemnitz (8.58)
20 February 1945 - Dortmund (7.45)
21 February 1945 - Duisburg (6.59)
27 February 1945 - Mainz (6.55)
2 March 1945 - Cologne (6.06)
14 March 1945 - Zweibrücken (7.38)
15 March 1945 - Hagen (7.29)
21 March 1945 - Heide (5.19)
25 March 1945 - Hanover (6.36)
31 March 1945 - Hamburg (6.13)
4 April 1945 - Merseberg (9.31)
8 April 1945 - Hamburg (6.35)
10 April 1945 - Leipzig (8.08)
13 April 1945 - Kiel (5.59)

Notes:

Application for first tour Operational Wing dated 9 December 1943 (endorsed 31 December 1944) stated he had flown 28 sorties (170 hours 20 minutes) with No.44 Squadron, 21 December 1942 to 8 July 1943.

On form dated 3 August 1944 he stated that as of that date he had flown 167 operational hours (28 sorties and had a total of 328 hours 54 minutes behind him. .

Assessed 1 June 1945 at which time he had flown 559 hours 20 minutes (230.25 in previous six months). "Very satisfactory engineer. Efficient and keen."

Application for second tour Operational Wing dated 5 June 1945 stated he had flown 19 sorties (131 hours 59 minutes), 24 January to 10 May 1945.

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BADGLEY, S/L Maurice Fraser (C2161) - **Member, Order of the British Empire** - No.1 AOS (since moved to RCAF Station Trenton) - Award effective 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 5 June 1897 in Westmount (Montreal) as per RCAF Press Release 4907 reporting award; educated there. Enlisted in 66th Battery, Canadian Field Artillery, 24 April 1916. Discharged as medically unfit, 1 June 1916. Enlisted in First Tank Battalion, Canadian Machine Gun Corps, 17 April 1918. Promoted Corporal, 23 May 1918; promoted Sergeant, 1 June 1918. Proceeded to England with First Tank Battalion, 3 June 1918. Returned to Canada, 18 May 1919. Discharged 28 May 1919. Engaged in accounting between the wars. Employed from 3 September 1939 in organizing Veterans Guard of Canada in conjunction with RCMP. Enlisted in RCAF in Montreal, 5 June 1940 as Administrator. Attended School of Administration, Trenton, 1-27 July 1940. To No.1 SFTS, 27 July 1940. Promoted Flight Lieutenant, 15 September 1941. To Torbay, 10 July 1942. Promoted Squadron Leader, 15 July 1942. To No.1 Training Command, 6 October 1943. To No.1 ITS, 8 October 1943. To No.1 AOS, 19 March 1944. To Technical Training School, 4 February 1945. Hospitalized in St. Thomas, 1 May to 15 August 1945. To No.1 Air Command, Trenton, 15 August 1945. Retired 29 October 1945. Medal presented 17 June 1945. Subsequently (1 September 1949) in postwar force (300524) as Air Cadet Officer, No.102 Squadron, Barrie, Ontario; transferred to Class "E" Reserve, 31 August 1950.

This officer, as Senior Administrative Officer at this station, has displayed exceptional ability in the execution of his duties. Throughout his career of administrative duties in a number of units he has always displayed initiative, forethought and devotion to duty of a high order. By his keen and energetic efforts he has contributed materially to the welfare of the personnel at the stations where he has been employed. His cheerful and co-operative spirit have been a fine example to all those with whom he has been associated.

This was originally raised 14 August 1944 by W/C M.M. Foss, Chief Supervisory Officer, No.1 AOS who noted that Badgley has been recommended previously while at Torbay. This particular submission read as follows:

By his ideas and forethought both as adjutant and later as Senior Administrative Officer at Camp Borden and Torbay, and during the last six months at No.6 Initial Training School and No.1 Air Observer School, Malton, to date, this officer has contributed materially to the welfare of the stations and personnel and the curtailment of RCAF expenses. He is also to be commended for his efforts at all times in developing "esprit de corps" and for service far beyond the strict requirements of his position.

Selected Assessments: "A keen and conscientious Senior Administration Officer who has the interest of the service at heart to an exceptional degree. Above average keenness shown in all Station activities. Manages theatre, band and baseball team in a very capable manner. Dress and deportment excellent. Recommended for accelerated promotion to Temporary Squadron Leader." (G/C R.S. Grandy, No.1 SFTS, 8 May 1942).

"A most capable Senior Administration Officer who is untiring in his efforts to benefit the station and the service. His work in connection with the development of this Station, particularly on behalf of Airmens' comfort, entertainment, sports and recreation is deserving of the highest commendation." (G/C R.S. Grandy, Station Torbay, 7 September 1943).

"A conscientious, dependable officer with very good service experience and well qualified for greater responsibilities." (S/L A.A. Harcourt Vernon, No.6 ITS, 10 January 1944; also recommends promotion to Wing Commander).

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BAER, F/O Russell Elmer (J24467) - **Distinguished Flying Cross** - No.578 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 22 August 1918 in Galt, Ontario. Educated at Preston and Blaire, Ontario, 1923-1932, and Kitchener and Galt, 1932-1937. Clerk, 1938-1939; radio announcer for CKCR, Kitchener, 1939-1941; Director of Programs, Northern Broadcasting, CKGB, Timmins, 1941 to enlistment. Member, Scots Fusiliers, one month service, October 1940; enlisted North Bay, 27 November 1941. To No.5 Manning Depot, 12 February 1942. To No.9 SFTS (guard duty), 27 March 1942; To No.5 ITS, 9 May 1942; graduated and promoted LAC, 4 July 1941 but not posted to No.10 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 "Y" Depot, 2 April 1943. To RAF overseas, 7 April 1943. Disembarked in Britain, 17 April 1943. Attached to ACOS, Sidmouth, 15-31 May 1943. To No.11 (Pilots) AFU, 8 June 1943. Attached to

No.1524 Beam Approach Training Flight, 29 June to 6 July 1943. To No.20 OTU, 17 August 1943. Promoted Flying Officer, 19 September 1943. To No.1663 Conversion Unit, 15 November 1943. To No.578 Squadron, 27 March 1944 (in same crew as K.P.J. Reid). Promoted Acting Flight Lieutenant, 24 May 1944. Attached to Bomber Command Tactical School, 13-16 June 1944. Relinquished Flight Lieutenant, 4 September 1944 on posting to No22 OTU. Promoted Flight Lieutenant, 19 March 1945. Repatriated 18 June 1945. To No.8 OTU, Greenwood, 19 June 1945. To Station Greenwood, 1 August 1945. To Moncton, 19 August 1945. Retired 23 September 1945. Planned to get into flying as a business. Died in Willowdale (Toronto), 29 December 1989 as per **Airforce**, issue of April-May-June 1990. Photo PL-28657 (ex UK-9826 dated 17 April 1944) shows him smoking a pipe. Photograph PL-31808 and PL-31809 show F/L T.S. Wright, F/L Russ Baer and F/O Ken Reid; PL-31810 shows Baer greeted by Section Officer Nadia Madill on completion of his 40th sortie; PL-31811 shows him at window in his Halifax bomber. Award sent by registered mail 3 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 Air 2/8827 has recommendation dated 21 August 1944 when he had flown 40 sorties (167 hours 59 minutes), 29 December 1943 to 14 August 1944.

(* denotes daylight sortie)

29 December 1943 - Berlin (7.15 - second pilot)
9 April 1944 - Lille (4.35)
10 April 1944 - Tergnier (5.01)
18 April 1944 - Tergnier (4.48)
20 April 1944 - Ottignes (4.07)
22 April 1944 - Dusseldorf (4.59)
24 April 1944 - Karlsruhe (6.33)
26 April 1944 - Essen (4.20)
27 April 1944 - Aulnoye (4.09)
30 April 1944 - Acheres (4.25)
8 May 1944 - Berneval (3.57)
10 May 1944 - Lens (3.13)
22 May 1944 - Orleans (4.46)
24 May 1944 - Aachen (4.06)
27 May 1944 - Bourg Leopold (3.59)
2 June 1944 - Harinzeles (3.19)
4 June 1944 - Boulogne (3.28)
5 June 1944 - Mont Fleury (4.16)
6 June 1944 - Chateaudun (5.49)
8 June 1944 - Alencon (5.30)

15 June 1944 - Tirlemont (3.21)*
17 June 1944 - St.Martin l'Hortier (3.46)
22 June 1944 - Siracourt (3.47)*
23 June 1944 - Oisemont (3.58)
24 June 1944 - Le Grand Rossignol (3.25)
27 June 1944 - Marquis Mimoyecques (3.25)*
30 June 1944 - Villers Bocage (3.41)*
18 July 1944 - Caen H.2 (3.35)*
20 July 1944 - Bottrop (4.09)
23 July 1944 - Kiel (5.11)
28 July 1944 - Foret de Nieppe (3.32)*
30 July 1944 - Battle Area (4.12)*
1 August 1944 - Anderbelke (2.34)*
2 August 1944 - Le Nieppe (3.24)*
3 August 1944 - Foret de Nieppe (3.06)*
6 August 1944 - Hazelbrouck (3.02)*
9 August 1944 - Foret de Mormal (3.38)*
11 August 1944 - Somain (4.18)*
12 August 1944 - Russelsheim (5.35)
14 August 1944 - TRACTABLE (3.35)*

Flight Lieutenant Baer has carried out 40 operations totalling 167.59 hours during which he has attacked many important targets which have included those situated in such well known areas as Dusseldorf, Essen, Aachen, Kiel and Russelsheim.

This outstanding Canadian officer possesses a courageous and keenly determined spirit which has resulted in many successful operations being carried out by his crew. His fine sense of leadership combined with consummate skill as a pilot in addition to his splendid tactical knowledge have ensured a consistently high standard of achievement.

This captain has set a fine example throughout his long operational career and it is strongly recommended that he should be considered for the award of the Distinguished Flying Cross.

Training: Interviewed 5 November 1941 by F/O L. Lamothe - "Applicant of average intelligence, good physique, keen to get away, should make good as PO."

Course at No.5 ITS was 11 May to 4 July 1942. Marked in Mathematics (79 percent), Law and Discipline (95 percent), Navigation (100 percent)), General Studies (54 percent), Anti-Gas (39/50), Armament, written (41/50), Aircraft Recognition (100 percent), Drill (82 percent), Signals, written (150/200). Placed 28th in a class of 61. "Good steady lad, hard worker. Keen to make good. Fine character."

Course at No.10 EFTS was 17 August to 9 October 1942. Flew Tiger Moths (32.45 day dual, 33.55 day solo, 5.00 night dual, 50 minutes night solo). Also ten hours in Link. Required ten hours dual to first solo. Courses in Navigation (138/200), Airmanship (156/250), Armament, written (71 percent), Aircraft Recognition (61 percent), Signals, written (90 percent). Curiously he does not seem to have taken courses in airframes, engines or theory of flight. Placed fourth in a class of 17. "This student was above average in adapting himself to flying. His natural ability was very apparent and with more time should become a smooth twin-engine pilot. Discipline and deportment good."

Course at No.5 SFTS was 26 October 1942 to 19 March 1943. Avro Anson aircraft (66.25 day dual, 58.25 day solo, 7.40 night dual, 7.45 night solo). Of this, 17.55 in formation, 26 hours on instruments. Required six hours 40 minutes dual to first solo. Also 25 hours in Link. Courses in Navigation (102/150), Airmanship (163/200), Armament, written (92 percent), Armament, practical (82 percent), Signals, written (80 percent), Signals, practical (96/150), Meteorology (35/50). Placed 24th in a class of 63. "This student has plenty of natural ability and is a high average pilot, confident and reliable in the air. His record in G.I.S. was disappointing, mainly attributable to poor application. Should make a first rate service pilot."

Took an Instructor Course at No.22 OTU, 27 December 1944 to 7 February 1944. Flew in Oxford aircraft (15.35 day dual, 1.30 night dual, 20.40 day solo, 1.30 night solo). Marked in ground subjects - Principals of Flight (68 percent), Airmanship (80 percent) and Technical Subjects (82 percent). "An average instructor who flies well and has a sound grasp of instructional technique."

Notes: Application for operational wing dated 20 August 1944 claimed 40 sorties (161 hours 55 minutes), 31 March to 15 August 1944. These dates are at variance with the sortie list above.

Assessed 7 September 1944 on posting, noting he had flown 587 hours 50 minutes (197.30 in previous six months). "In his time in the squadron he has proved himself to be a particularly good Captain and has shown great keenness in everything he undertook."

RCAF Press Release No.6249 dated 19 August 1944, transcribed by Huguette Oates, reads:

WITH CANADIANS IN THE RAF: -- When airmen speak of a "bang-on station", they mean much the same as do sailors who speak of a "happy ship". One "bang-on station" in the RAF is the home of a Halifax bomber squadron headed by Wing Commander D.S. Wilkerson,, DSO, DFC, an Englishman who has led hundreds of Canadians as well as Australians and his own countrymen on bombing attacks in enemy territory.

This squadron's happy spirit was illustrated by the impromptu celebration which marked the last trip in the first tour of Flight Lieutenant Russ Baer, of Blair, near Galt, Ontario, and his mixed crew of four Englishmen and two other Canadians. Immediately, Baer's crew had taken off to bomb enemy airfields in Belgium, August 15, 1944, on their 40th and last bombing sortie, their friends remaining at the station proceeded to put Baer's light motor car (Austin) 15 feet up from the ground on the flat roof of a building near the flying control tower.

After a huge crane lifted the car into position on the roof, pilots and other air crew decorated the small sedan with large colored balloons, ribbons and paper. A large, but empty beer keg marked with five X's, was placed on top of the car. Along the top edge of the building, an invitation to Baer was printed in large letters: "You're welcome – it's on the house!"

"Look what they've done to my car," Baer yelled to other members of his crew as he pulled his Halifax up out of a power-dive "victory" sweep over the heads of scores of station personnel who had gathered at flying control tower to wave congratulations to the crew on their return in "W for Weary" Willie, a bomber safely back from its 48th sortie.

The other crew members joined Baer in laughing at the joke on him. The Canadians are Flight Lieutenant T.S. Wright, bomb aimer of 123 Kaslo Street, Vancouver, B.C.; Flying Officer Ken Reid, navigator, of 328 Montreal Street, Kingston, Ontario; P/O F.E. Rumsey-Williams, rear gunner, Berkhamsted, Hartfordshire, England; Flight Sergeant G.F.A. Obiedzinski, wireless operator, Scunthorpe, Lincolnshire, England; Sergeant J.S. Hoyland, mid-upper gunner, Ipswich, England; and Sergeant F.C. Blackmore, engineer, of Devon, England.

A friend of the crew who resented the indignity heaped on "Arabella", as she had named the car, was Section Officer Nadia Madill, 21-year-old intelligence officer who was nicknamed "Johnny" by the crew. "The boys had asked me to go out in Arabella tonight for a celebration; now look at the poor thing," lamented the pretty, Scottish-born W.A.A.F. officer whose Russian-born mother had taken

refuge in Britain from the Bolsheviks. But "Arabella" was able to help in the celebrations; she was removed from the roof while "Johnny" was interrogating Baer and his crew at the intelligence office on the results of the bombing.

One of the leaders in the car-hoisting was F/L W.J. ("Butch" Williams, pilot, of Portsmouth, England. "When I was away on the last trip of my tour, the boys took the wheels off my roadster, tipped it over on its side, and carried it into my bedroom," he recalled. "Then they re-assembled the car and I puzzled for an hour on how to get the car out of the room – the car was fifteen inches wider than the door. I couldn't figure how they had got the car in the room."

Meanwhile, the squadron commander is worried. W/C Wilkerson has finished his second tour and is due to leave the squadron soon. He knows his boys are planning some "high-jinks" to mark his departure, but he hasn't an inkling yet as to what it is.

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BAGNELL, F/O Russell Elbert (J93007) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 5 June 1945 per **London Gazette** of that date and AFRO 1147/45 dated 13 July 1945. Born 1 April 1921. Home in Saint John, New Brunswick; enlisted Moncton, 8 April 1941. To No.13 Explosives Depot, 15 July 1941. To No.1 ITS, 20 August 1941; graduated and promoted LAC, 24 September 1941 when posted to No.7 EFTS; graduated 21 November 1941 and posted next day to No.14 SFTS; graduated and promoted Sergeant, 13 March 1942. To "Y" Depot, 14 March 1942. To Trenton, 25 April 1942. To No.6 SFTS, 20 June 1942. Promoted Flight Sergeant, 15 September 1942. To No.1 BGS, 3 February 1943. Promoted WO2, 15 March 1943. To "Y" Depot, 28 February 1944. Medal presented 24 April 1948. Remained in postwar RCAF; photograph PL-112750 shows him with No.412 Squadron, 1959.

This officer has participated in many sorties. In March 1945 he was detailed to attack Rheine. When over enemy territory he was subjected to heavy anti-aircraft fire. His aircraft was hit and oil was reported leaking from both starboard engines. In spite of this he continued on to the target and executed a good bombing attack. When approaching the English coast on the return flight, the aircraft commenced to vibrate heavily and fire broke out in the starboard outer engine. Pilot Officer Bagnell decided to alter course and endeavour to reach the nearest airfield. This was accomplished and a successful landing was made. The skill and tenacity of this officer set a very fine example.

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BAILEY, Sergeant John Calder (R107483, later J18695) - **Conspicuous Gallantry Medal (Flying)** - No.622 Squadron - Award effective 31 August 1943 as per **London Gazette** dated 17 September 1943 and AFRO 2198/43 dated 29 October 1943. Born 22 May 1920 in Saskatoon, 2 July 1941; enlisted there 2 July 1941. Trained at No.2 ITS (graduated 20 January 1942), No.19 EFTS (graduated 27 March 1942), No.10 SFTS (ceased training 14 June 1942), No.7 BGS (graduated 18 July 1942) and No.5 AOS (graduated 12 September 1942). Arrived in UK, 1 December 1942; to No.26 OTU and then to No.1651 CU (3 June 1943); to No.15 Squadron, 30 June 1943; to No.622 Squadron on formation, 10 August 1943. Returned to Canada for pilot training, 13 January 1944 - and failed again at No.5 EFTS ! Diary of No.2 AOS (Edmonton), 6 April 1944, notes that he presented wings to graduates; he was still with No.4 ITS at the time (hence a potential pilot trainee). Employed on bomb aimer instructional duties to end of war. Released 21 September 1945. AC2 2 July 1941; LAC, 19 January 1942; Sergeant, 23 October 1942; Flight Sergeant, 23 April 1943; Commissioned effective 21 September 1943. Photograph PL-23655 is a formal portrait.

This airman was the bomb aimer of an aircraft which attacked Berlin one night in August 1943. When leaving the target area a fighter was encountered and in the subsequent action the bomber sustained much damage and its pilot was seriously wounded. He endeavoured to regain control but slumped over the control column and had to be assisted from his seat. The aircraft lost considerable height and one of its engines was out of action. Displaying rare coolness, Sergeant Bailey took over the controls and flew the aircraft to an airfield in this country. Although he had never attempted to land a heavy bomber before, he succeeded in making a masterly landing. This airman displayed great skill and resource and was undoubtedly responsible for the safe return of the aircraft and his crew.

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BAILEY, P/O Theodore Reginald (J86729) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 7 August 1922 in Rodene, Saskatchewan; home there. Enlisted Regina, 23 February 1942. To No.2 Manning Depot, 10 March 1942. To No.2 ITS, 16 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.19 EFTS, Virden until 6 November 1942; may have graduated 30 December 1942 but not posted to No.15 SFTS, Claresholm until 14 January 1943; graduated and promoted Sergeant, 30 April 1943. To "Y" Depot, Halifax, 11 May 1943; to RAF overseas, 26 May 1943, embarking from Halifax on 27 May 1943. Disembarked in Britain, 4 June 1943. To No.15 (P) AFU, 6 July 1943. To No.18 (P) AFU, 27 July 1943. Attached to No.1514 Beam Approach Training Flight, 24-30 August

1943. To No.82 OTU, 12 October 1943. Promoted Flight Sergeant, 30 October 1943. To No.61 Base, 14 January 1944. Attached to No.1666 Conversion Unit, 7 January to 18 March 1944. To No.408 Squadron, 18 March 1944. Commissioned 12 May 1944. Posted to No.1666 Conversion Unit, 30 August 1944. Missing and presumed dead, 19 November 1944 (Halifax DT735 of No.1666 Heavy Conversion Unit). Aircraft took off from Wombleton at 1530 hours to conduct exercises that included two- and three-engined flying mixed with circuit practice. It was never seen again. Medal presented 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.1633 (RG.24 Vol.20603) has recommendation dated 27 July 1944 when he had flown 28 sorties (144 hours 24 minutes), 22 March to 25 July 1944.

Pilot Officer Bailey has completed many sorties against some of the most heavily defended targets in Germany including Berlin, Frankfurt, Essen and Friedrichshaven. On all his sorties he has shown exceptional keenness and a fine offensive spirit. The results obtained by his crew have been excellent and on many occasions he has brought back splendid photographs of the actual aiming point. Pilot Officer Baily has on all occasions shown himself to be an extremely efficient operational pilot and as such has been a very valuable asset to this squadron. Therefore, I recommend that he be awarded a Non-Immediate Distinguished Flying Cross.

Training:

At No.18 (P) AFU, course was 27 July to 12 October 1943. Time spent in Oxford aircraft (4.30 day dual to first solo, 22.05 day dual, 25.20 day solo, of which 7.15 on instruments; 1.15 night dual to first night dolo and a total of 7.35 night dual plus 11.20 night solo (10.30 on instruments). Also spent 9.55 in Link. Flying Tests and marks as follows: General Flying (205/400), Applied Flying (110/200), Instrument Flying (130/250), Night Flying (60.100) and Link (30/50). Described as "Average. Should make suitable captain with more experience."

A Progress Report from No.18 (P) AFU is interesting, although not all entries are legible. Samples as follows: **20 July 1943:** Sequences 1, 4A, 5, 6,7A, 8A and 9A, "General handling OK. Stall recovery quite normal." **31 July 1943:** Sequences 4, 6, 7B, 8A and 8B, 9A, 10A and 10B, 11, 13 - "Reactions very slow. Vital actions terrible. Needs to be told every time. In the air his flying is quite good, airspeeds OK." **3 August 1943:** Sequences 4 and 5 - "Steep turns reasonable for first attempt, handling improving." **12 August 1943:** Navigation, "Good. Map reading excellent. Ready for solo cross country **20 August 1943:** D/N exercise - "Little slow in his reactions. Made good approaches and landings." **22 August 1943:** I/F Test - "Very poor sjow. Swung off runway on two takeoffs, varied heights and airspeed. Needs more IF. FAIL."

22 August 1943 (again): IF Test - "Improvement. Heights and airspeed quite accurate." **23 August 1943:** IF Test - "Made a good effort. Overshoot a little weak. PASS."

At No,1514 Beam Approach Training Flight, course lasted 25-30 August 1943. Flew in Oxford aircraft (10.30 dual, all of it beam flying and instrument flying) plus five hours in Link. Flying tests in Beam Approach Procedure and "Q" Codes, in Link Trainer (135/200), Receiver Operation (65/100), Instrument Flying (179/250), Cloud and Night Flying (150/200), and General Approcotation of Beam Approach Procedure While Flying (150/200). "Showed confidence and ability in application of beam procedure and was above average throughout the course. I.F. - Height a little inaccurate on turns, but can fly very well by instruments, even in rough air."

At No.82 OTU course lasted 12 October to 26 December 1943. In this time he flew on Wellington III and Wellington X aircraft - 7.10 day dual to first solo (total 7.10 day dual) and 37.05 day solo; 5.45 night dual to first night solo (his total night dual) and 35.05 solo at night. Ground Subjects and marks as follows: Airmanship (216/300), Armament (183/300), Meteorology (not taken), Navigation (172/200) and Signals (72/100). Flying tests and marks as follows: General Flying (700/400 which suggest a typing error), Applied Flying (120/200), Instrument Flying (70/100), Night Flying (70/100) and Link (33/50). Described as "An above average pilot and captain." (W/C R. Kirkby).

In application for Operational Wings (24 August 1944) he stated he had flown 34 sorties (176 hours 35 minutes) from 22 March to 8 August 1944.

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BAILEY, WO1 Wesley Dynes (R71959) - **Air Force Cross** - No.6 SFTS - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in Honeywood, Ontario, 15 April 1918; educated Shelburne and Orangeville, Ontario; home in Orangeville. Enlisted in Toronto, 4 September 1940 as pilot instructor. To No.1 Training Command, 12 January 1941. Promoted Sergeant, 20 February 1941 and granted leave without pay that day. Apparently employed as civilian instructor until taken on RCAF strength again, No.12 EFTS, 1 December 1942. Posted to No.5 Manning Depot, 5 February 1943. To No.6 SFTS, 5 March 1943. To No.1 Flying Instructor School, 11 June 1943. To No.6 SFTS, 9 August 1943. Commissioned with effect from 8 October 1943. Posted to No.9 SFTS, 2 August 1944. Other references to training at No.1 ITS (graduated 30 June 1942), No.12 EFTS (graduated 3 February 1943) and No.6 SFTS (wings 28 May 1943) are confusing and possibly misleading, as he may well have been employed at No.12 EFTS when his civilian status was changed to RCAF status. It is also odd that his rank at the time of the award (June 1944) should be recorded as WO1, even though his commission dated from October 1943. Described as having flown 2,420 hours to

date, 2,062 hours as instructor, 285 hours in previous six months. Award presented 22 December 1946. Died in Belleville, Ontario, 26 August 1988 as per **Airforce Magazine** of January-February-March 1989. Medals and logbook displayed in RCAF Memorial Museum, Trenton, Ontario. Photograph PL-142313 shows him as a Flight Lieutenant in 1961.

This warrant officer has been employed on flying instructional duties for the past three years and has continuously displayed exceptional ability and determination in the execution of his duties. One night recently when the aerodrome was completely obscured by ground fog, he proved his skill and judgement by landing his plane successfully, guided only by flares sent up from the ground.

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BAILLIE, F/O Andrew Dollar (C13665) - **Mention in Despatches** - Station Tholthorpe (No.62 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 20 November 1912. Home in Morden, Manitoba; enlisted in Winnipeg, 4 July 1940 in Armament trade. To Trenton, 17 August 1940. Promoted AC1, 23 December 1940. Posted to No.2 BGS, 26 December 1940. To Trenton, 8 March 1941. Promoted to LAC and Corporal, 19 April 1941. To No.3 BGS, 21 April 1941. Promoted Sergeant, 24 April 1941. To No.5 BGS, 9 May 1941. To Air Armament School, 18 August 1941. Commissioned 4 September 1942. To No.5 Manning Depot, 17 September 1942; to No.1 Training Command, 2 October 1942; to No.4 BGS, 5 October 1942. Promoted Flying Officer, 15 January 1943. To "Y" Depot, Halifax, 13 March 1944. Taken on strength of No.3 PRC, Bournemouth, 22 March 1944. Promoted Flight Lieutenant, 4 September 1944. Repatriated to Canada, 23 March 1945. To No.8 Repair Depot, 3 April 1945. Retired 30 July 1945. Postwar geologist; died 2001. No citation but DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) gives recommendation submitted by F/L R.F.K. Hanna (Station Armament Officer) dated 8 July 1944 which originally was for an MBE:

Shortly after a bombed-up aircraft exploded and burnt at RCAF Station Tholthorpe, in the early hours of 28th June 1944, Flying Officer Baillie arrived on the scene and took immediate action to have the area cleared of on-looking personnel. In the dark, and with complete disregard for his own personal safety, he conducted a search for unexploded bombs in the vicinity of the wreckage. This, after a number of bombs were known to have already exploded from the intense heat. Flying Officer Baillie located several fuzed bombs, all of which were hot from the explosion and fire. He immediately unfuzed a hot bomb which might have exploded at any minute and, assisted by another officer and two Non-Commissioned Officers, he located and removed to a safe area two other hot bombs fuzed long delay.

In this work Flying Officer Baillie courageously exposed himself to danger over a period of several hours until all dangerous bombs were finally disposed of. When a misfire occurred during the demolition of the two long-delay bombs, he coolly and with great presence of mind persisted in the work of laying a second explosive charge and completing the demolition.

This officer's prompt action is responsible for the safeguarding of lives and the clearing of the aerodrome for further operations in a minimum of time.

For sustained courage and unusual initiative it is recommended that he is worthy of the award of the MBE.

BAILLIE, F/L Andrew Dollar (C13665) - **Mention in Despatches** - East Moor - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 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. No citation in biographical file or AFRO. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945 when he had served 33 months in Canada, nine months overseas. Station Armament Officer.

Flight Lieutenant Baillie as Armament Officer on this and other stations has contributed greatly to the successful completion of many operations. On numerous occasions his men have been exceedingly pressed for time and it was only by his inspiring leadership and careful supervision that the aircraft were bombed up and ready to go on time. He has the profound respect and admiration of all those associated with him.

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BAILLIE, F/O John James (J37488) - **George Medal** - No.194 Squadron - Award effective 26 February 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. Born 15 December 1919 in Westville, Nova Scotia (birth date in obituary notice); former mechanic in New Glasgow and ex-Pictou Highlanders (1937-1942); enlisted Halifax 17 January 1942. Posted to No.1 ITS, 9 May 1942; graduated 3 July 1942 and promoted LAC; to No.20 EFTS, 15 August 1942; to No.1 SFTS, 10 October 1942; ceased training 23 January 1943 and posted to Composite Training School, Trenton; to No.6 BGS, 17 April 1943; graduated 11 June 1943 and posted next day to No.10 AOS; graduated and commissioned 29 October 1943. Posted to No.1 GRS, 12 November 1943; to Eastern Air Command, 2 January 1944; to No.145 (BR) Squadron, 4 January 1945; to "Y" Depot, Halifax, 24 August 1944; taken on strength of No.3 PRC, Bournemouth, 29 August 1944. Repatriated to Canada, 7 December 1945; released

14 January 1946, settling in Toronto where his wife lived. Award presented 18 October 1947. Worked postwar for Toronto Transit Commission, Consumers Gas and Department of Highways. Last employment was as a commissionaire at Mossport Armouries. Died in Toronto, 14 December 1997. Photograph PL-60556 showed him (on left) with P/O J.M. Rice of Orillia with Japanese uniform souvenirs, taken 17 April 1945.

On June 14, 1945, Flying Officer Baillie was the navigator of a Dakota aircraft which crashed near Myingyan air strip in Central Burma. The fuel tank burst and fire soon spread to the fuselage. When he recovered consciousness Flying Officer Baillie discovered that his leg was entangled in the static line and that his clothes were burning. He freed himself by a great effort and although he was suffering from multiple head injuries, a broken cheek bone and concussion he dragged two Indian other ranks clear of the wreckage. On hearing screams from inside the aircraft he re-entered in spite of further burns which he sustained to hand and leg. He rescued the delirious wireless operator who resisted his efforts. By his great courage and complete disregard for his own safety, Flying Officer Baillie saved the lives of the wireless operator and two Indian other ranks.

NOTE: Public Records Office Air 2/9125 has recommendation dated 28 July 1945. Text does not add materially to what is in citation; cleared by AOC RAF Burma, 1 September 1945; cleared by AOC Allied Air Commander-in-Chief, Southeast Asia, 17 September 1945; cleared by AOC-in-Chief, Transport Command, 24 September 1945.

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BAILY, Sergeant (now FS) Francis Martin (R54730) - **George Medal** - Station Patricia Bay - Award effective 2 March 1943 as per **London Gazette** 2 March 1943 and AFRO 513/43 dated 26 March 1943. Born 28 July 1915. Home in Vancouver; enlisted Montreal, 12 January 1940 as Equipment Assistant. To School of Technical Training, St. Thomas, 29 February 1940. To "B" (whatever unit that may be), 19 April 1940. To No.6 (BR) Squadron, 17 January 1941. Reclassified as Disciplinarian, 1 July 1941 and promoted LAC. To "B" again, 31 July 1941. Promoted Corporal, 1 September 1941. Promoted Sergeant, 1 April 1942. To Station Patricia Bay, 15 August 1942. Promoted Flight Sergeant, 1 November 1942. Reclassified in Physical Training and Disciplinarian Trade, 14 October 1943. Remained in postwar RCAF (21203). Award presented 15 April 1944. DHist file 181.009 D.1283 (RG.24 Vol.20597) has a lengthy report on the incident. Goose 917 had crashed between Yakutat and Cordova, Alaska, on July 21st, 1942. Baily recommended September 11th, 1942 for a BEM. He was not a member of the crew but was en route to Anchorage. For more details, see H.A. Halliday, **Not in the Face of the Enemy** (Robin Brass Studio, 2000). Photograph PL-97886 shows him as Flight Lieutenant, 1961.

Sergeant Baily displayed devotion to duty and courage of the highest order when an aircraft in which he was a passenger crashed in a very remote part of Alaska. Although there was considerable danger that the aircraft would catch on fire, he repeatedly entered the aircraft and carried the injured occupants to safety. With no thought of himself and under the most adverse conditions, he took command of the situation after the crash. Faced by almost impossible odds, he cared for the injured, set a broken leg with such skill that when a medical officer arrived the leg did not need resetting. He then set out for help into country unknown to him. After several hazardous days of travel which involved the suffering of considerable hardships, he was instrumental in securing aid. He later guided the rescue party to the scene of the crash and assisted them with their work. His initial rescue work and subsequent care of the injured undoubtedly saved the lives of the other four survivors of the crash. Sergeant Baily's courage, leadership, and resourcefulness have set an inspiring example.

See also award entry for F/L George L. Preston. Summary of Aircraft Accident Investigation No.389 gives much detail. Place of accident was Yakataga, Alaska. The aircraft was Goose 917, on strength of Station Patricia Bay, accident at 1730 hours, 21 July 1942. Occupants were F/O or P/O P.H. Gault (pilot, slightly injured) and the following passengers: Sergeant F.M. Baily (slightly injured), Sergeant R.B. Roberts (seriously injured), Corporal T.B. Donald (killed), AC1 E.W. Maylor (slightly injured), AC1 J. McIntosh (drowned) and AC1 .S. Silberman (seriously injured). Flight was for transportation; weather was poor. Gault's flying times were given as follows: Elementary Trainers: 39.45 dual and 30.15 solo; Advanced Trainers, single engine, 36.40 dual and 65.50 solo; Advanced Trainers, twin engine, 11.15 dual, 22.05 solo; Goose, 15.40 as second pilot and 39.15 as first pilot.

Description of Flight

P/O Gault took off from RCAF Station Sea Island, 17 July 1942 with crew and passengers for Anchorage, Alaska under Operation Order No.11 arriving Yakutat at approximately 1510 hours, 21 July 1942, after having flown through bad weather. He again took off from Yakutat at 1545 hours 21 July 1942 for Anchorage via Cordova. The weather report given at Cordova and Portage Pass stated ceiling 3,000 feet, high overcast, visibility 20 miles, other aircraft flying in the vicinity reported that the weather information with regards to the weather between Yakutat and Cordova was very poor but the pilot had received no information with regards to the weather en route and expected it to improve. After flying about one hour on the Yakutat beams, the pilot knowing that this beam would take him inland, decided to contact the coastline and fly along it in

order to pick up the Cordova beam. After flying a short time on instruments, not being able to see the water, he finally found himself over land and commenced a climbing turn to the left in order to contact the shore line again. At this point trees appeared under the aircraft, the turn was stopped and throttles opened in order to climb the aircraft over land. This action, however, was of no avail and the aircraft crashed, becoming a total wreck. One crewman, Corporal Donald, T.B. was killed and AC1 McIntosh, J was later drowned when attempting to cross a river on the way to get help. The other members of the crew were injured, two seriously. All surviving members showed great fortitude, especially Sergeant Baily, F.M. who was apparently instrumental in rendering first aid to the seriously injured, organizing the camp and party which left the scene of the crash in order to find help.

Under the heading of "Cause" the report listed the Primary reason as "weather" and the Secondary as "pilot error". Under "Recommendations" it listed the following:

- (a) Larger and longer range aircraft for communication work.
- (b) Employing second pilot navigators on communications work in Alaska.
- (c) Importance of practice re instrument flying and radio range work.

Under the heading "Observations by Air Officer Commanding was the following:

The Air Officer Commanding, Western Air Command, concurred in the Findings with the exception of recommendation D, para (a); he states that he considers the accident was caused by an error of judgement on the part of the pilot. The Air Officer Commanding further states in his covering letter as follows:

"Para D (a) of the recommendation for the prevention of a repetition of this type of accident is not concurred in for the following reasons:-

- (a) The Goose is a satisfactory aircraft for transport purposes.
- (b) Larger and longer range aircraft are not at present available.

Steps will be taken to ensure that pilots in No.122 (Communication) Squadron receive as much instruction as circumstances will permit in instrument flying and radio range work.

Under the heading "Conclusions of Accidents Investigation Branch was the following:

Agree with recommendations (b) and (c).

The accident due to bad weather between the point of departure and arrival and error on the part of the pilot in that he did not turn back when bad weather was encountered and he was not sure of his position.

Pilot lacked confidence in his ability to navigate by instruments and radio beam. This did not allow him to fly at sufficient height to clear terrain along the route. The weather report facilities were poor in that the weather en route was not given (Aircraft Clearance Certificate Appendix "B") which only stated weather at points of arrival.

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BAIN, F/O Donald Thomas (J9412) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 26 July 1943 as per **London Gazette** dated 10 August 1943 and AFRO 1849/43 dated 10 September 1943. Born Van Anda, Texada Island, British Columbia, 26 June 1918. Educated at Alberni Public School (1924-1931); Coquitlam High School, Langley High School (1932-1936). Mining drill operator and truck driver (1936-1938) and First Aid attendant (1938 to enlistment). Home in Agaissiz, British Columbia; enlisted Vancouver 16 April 1941. To No.2 Manning Depot, Brandon, 24 April 1941. To No.11 Equipment Depot, Calgary, 23 May 1941; to No.2 ITS, Regina, 21 June 1941; graduated and promoted LAC, 8 August 1941; to No.19 EFTS, Virden, 9 August 1941; may have graduated 22 September 1941 but not posted to No.10 SFTS, Dauphin until 26 September 1941; graduated and commissioned 19 December 1941. To "Y" Depot, Halifax, 19 December 1941. Disembarked in Britain, 9 February 1942. To No.14 (Pilots) AFU, 14 April 1942. To No.1512 Beam Approach Training Flight, 2 June 1942. Promoted Flying Officer, 1 October 1942. To No.1659 Conversion Unit, 25 April 1943. To No.408 Squadron, 16 May 1943. To Station Leeming, 20 July 1943 and subsequent hospitalization, Loughborough. Repatriated on medical grounds, 3 December 1943. To Western Air Command Headquarters, 1 January 1944. Promoted Flight Lieutenant, 1 April 1944. To Sea Island, 14 August 1944 for service with No.166 Squadron. Award presented 8 December 1944. To Station Sea Island, 31 October 1945. To Trenton, 1 May 1946. To No.124 (Ferry) Squadron, 3 June 1946. To AFHQ, 30 September 1946. Remained in postwar RCAF (20009), reverting to Flying Officer, 1 October 1946. To No.14 (Photo) Squadron, Rockcliffe, 16 February 1947 (later No.414 Squadron). To Camp Borden, 10 June 1947. Reclassified as Technical Branch (Armament), 1 June 1948. Promoted Flight Lieutenant, 1 January 1948. To Trenton, 7 January 1948. To No.1 Fighter Wing Overseas, 1 October 1951. Promoted Squadron Leader, 1 January 1952. To RCAF Staff College, Toronto, 26 June 1954. To Air Material Command Headquarters, Ottawa, 27 June 1955. Promoted Wing Commander, 1 January 1957. To AFHQ, 1 June 1957. To Air Material Command Headquarters, Rockcliffe, 23 September 1957. To AFHQ, 21 November 1961. To Canadian Joint Staff, Washington, 9 July 1964. Retired 12 February 1970. Died in Vancouver, 28 October 1993 as per

Legion Magazine of February 1994. Photograph PL-104794 shows him in January 1957 upon promotion to Wing Commander.

One night in July 1943, this officer piloted an aircraft to attack Aachen. Whilst over the target area, the bomber was seriously damaged when engaged by an enemy fighter. Despite this, Flying Officer Bain made several determined runs over the objective. On the return flight two more enemy fighters were encountered but Flying Officer Bain out-maneuvred them. By superb airmanship and great tenacity he succeeded in flying the crippled bomber to this country. He displayed commendable courage and a fine fighting spirit in circumstances of great difficulty.

Directorate of History and Heritage file 181..009 D.2617 (National Library and Archives RG.24 Volume 20627) has recommendation drafted by W/C W.D.S. Ferris, 18 July 1943 when he had flown nine sorties (45 hours 41 minutes):

Flying Officer Bain has carried out nine operational sorties over enemy territory and against some of the most heavily defended targets in Germany.

On the night of 13th-14th July 1943, while carrying out an operational sortie on Aachen, Flying Officer Bain's aircraft was attacked by a night fighter whilst he was making his bombing approach to the target. The aircraft was considerably damaged, hydraulics being shot away, large holes from cannon fire in the wing and numerous holes from machine gun which came through the mid-upper turret and made it unserviceable. He evaded this night fighter and carried on with his bombing run and was unable to get his bomb doors open. Flying Officer Bain made three attempts to drop his bombs but was unsuccessful. He proceeded back to base and encountered two more night fighters which he successfully evaded, climbing his aircraft, and returned to base with full bomb load which he was unable to jettison. The undercarriage was not able to be lowered so it was ordered to head his aircraft for sea and bale out.

Flying Officer Bain showed great fortitude, skill and determination in the attempted pressing home of his attacks. I strongly recommend that he be awarded the Distinguished Flying Cross.

Halifax JD174, No.408 Squadron (EQ-A), target Aachen, 13/14 July 1943. This was one of two No.408 Squadron Halifaxes lost on this operation; the other was DT769. Airborne at 0009 hours, 14 July 1943 from Leeming. Badly shot about by a night- fighter and, on return to base, the Halifax with its bomb-load (including 2,000-lb bomb) intact was abandoned, crashing 0550

onto a hillside just east of Kepwick Quarry and exploding. F/L Bain, who sustained a broken leg, was awarded an immediate DFC. Others in crew were Sergeant J.J.Connolly (RAF Flight Engineer), Sergeant E.H. Wood (RCAF, Navigator, later commissioned and awarded DFC), P/O P.J.Madson or Magson (RCAF, Bomb Aimer), Sergeant J.W.Acorn (RCAF, WOP/AG), Sergeant J.I.Labow RCAF, Air Gunner) and Sergeant W.M. Haugen (RCAF. Air Gunner).

Notes: Accident, 23 November 1941, No.10 SFTS, Dauphin, Manitoba. Crane 7938; taxied into heavy snow, swung on runway, starboard propellor damaged.

Accident with No.124 (Ferry) Squadron, Rockcliffe, but at Malton Detachment 16 July 1946. Cornell II, serial EW732 was being ferried to Niagara Falls, New York. Engine cut on take-off, forced landing carried out. On inspection, excess oil covering engine. Oil filters removed and signs of metal cuttings similar to bearing max found. Cause obscure.

Operational Wing Denied: Applied for operational wings, 31 October 1944; turned down 14 November 1944 because his sorties were not deemed enough. The decision was reviewed and on 27 April 1945 the refusal was confirmed.

A form dated 29 November 1945 summarizes another attempt to obtain the Operational Wing:

4 April 1943 - No.22 OTU - Wellington - French Channel Defences (4.50)
6 April 1943 - No.22 OTU - Wellington - target not stated (6.40)
7 April 1943 - No.22 OTU - Wellington - target not stated (5.45)
15 May 1943 - No.1659 CU - Halifax - target not stated (5.10)
18 May 1943 - No.408 Squadron - Halifax - target not stated (4.55)
19 May 1943 - No.408 Squadron - Halifax - target not stated (4.25)
23 May 1943 - No.408 Squadron - Halifax - Dortmund (4.50)
25 May 1943 - No.408 Squadron - Halifax -Dusseldorf (4.35)
29 May 1943 - No.408 Squadron - Halifax -Wuppertal (6.05)
11 June 1943 - No.408 Squadron - Halifax -Dusseldorf (4.55)
12 June 1943 - No.408 Squadron - Halifax - Bochum (4.45)
19 June 1943 - No.408 Squadron - Halifax - Le Creusot (4.50)
21 June 1943 - No.408 Squadron - Halifax - Krefeld (4.15)
22 June 1943 - No.408 Squadron - Halifax - Mulheim (4.45)
24 June 1943 - No.408 Squadron - Halifax - Wuppertal (5.25)
26 June 1943 - No.408 Squadron - Halifax - Gelsenkirchen (6.35)
9 July 1943 - No.408 Squadron - Halifax - Gelsenkirchen (6.50)
13 July 1943 - No.408 Squadron - Halifax - Aachen (5.50)

In July 1943, while attacking Aachen, my aircraft was badly damaged by an enemy fighter. Despite several runs over the target, I was unable to release the bombs and on return to England found that the undercarriage failed to lower. As a result of the ensuing parachute jump, I suffered injuries which kept me off flying duties for over a year. I now have a non-operational category.

Training: Interviewed in Vancouver, 1 August 1940 by a F/O C.A.D. Evans. "Comes from good family, father a clergyman, brother also applied today. Interests are intellectual and he should therefore make a good observer. Plays sports extensively also, and it may be deduced that he could fly well. However, his developed aptitudes point more strongly to his becoming a good observer and first preference in considering him should be given to this. Has worked in the woods, is manly, agreeable and of good intellectual capability. Gentlemanly. Recommended."

Course at No.2 ITS was 21 June to 21 July 1941. Courses in Mathematics (97/100), Armament, practical and oral (77/100), Signals (99/100), Hygiene and Sanitation (31/40), Drill (90/100), Law and Discipline (49/60). Visual Link - 60. Placed fourth in a class of 88. "Very fine type of airman who has had two years university. He is musical and likes sports. He is the serious type, can think for himself, is mature for his years, has good leadership qualities. Stood fourth in his class and is recommended for a commission."

Course at No.19 EFTS was 8 August to 25 September 1941. Tiger Moth aircraft (29.55 dual, 51.15 solo - times include 10.10 instrument flying). Logged ten hours in Link. "Average student. Instrument flying above average. No bad habits. Keen, punctuality and discipline good." (W.J. McFee, Chief Flying Instructor). Ground courses in Airmanship (179/200), Airframes (84/100), Aero Engines (65/100), Signals, practical (100/100), Theory of Flight (59/100), Air Navigation (152/200), Armament, oral (158/200). Under "Quality as Officer" rated 130/200. "This pupil paid very good attention to his work throughout, gives evidence of good background and was always correct in his deportment." (Bjorn Stefanson, CGI, 22 September 1941). Placed 28th in a class of 58.

Course at No.10 SFTS was 25 September to 19 December 1941 (twin engine aircraft). Flew 52.25 day dual, 38.00 day solo, 6.30 night dual, 5.45 night solo. Times included 18.25 on instruments. Logged 12.35 in Link. "Progress slow but steady. Instrument flying average. Above average as a navigator." (F/L B.C. Andrew, OC No.1 Squadron). Ground courses in Airmanship and Maintenance (172/200), Armament, written (92/100), Armament, practical (90/100), Navigation (16/150), Meteorology (30/50), Signals, written (39/50) and Signals, practical (100/100). "Interested in work. Thorough and conscientious. Above average." (S/L C.F. Herington, Chief Ground Instructor). Graduated ninth in his class.

Course at No.22 OTU was 23 February to 25 April 1943. Wellington aircraft (3.30 day dual to first day solo, total 10.10 day dual, 29.30 day solo; 4.50 night dual to first night solo, 11.25 night dual total, 29.00 night solo - totals include 35 hours on instruments; also logged 15 hours in Link). Flying tests in General Flying (340/400), Applied Flying (170/200), Instrument Flying (200/250), Night Flying (80/100) and Link (40/50). No marks for ground courses. "Far above the average pupil pilot. Has been an asset to the Flight both in his own work and in the fine way he has led his crew. The crew as a whole work excellently and should go a long way on a squadron. The best crew we have trained for a long time."

Selected Assessments: "This officer has had a tour of duty overseas, is a hard worker and has readily adapted himself to the squadron requirements. I believe he will be a valuable asset to any unit." (F/L B. Foster, No.166 Squadron, 28 August 1944, endorsed by W/C H.O. Madden, Sea Island).

"Flying Officer Bain during his service with No.414 Photo Squadron proved to be a very capable officer with the ability to produce consistently good results on any task assigned to him. He takes pains with his appearance and is possessed of a personality that quickly wins him friends among his associates. Flying Officer Bain is recommended for promotion to the rank of Flight Lieutenant." (S/L R.F. Milne, 20 October 1947).

"Flight Lieutenant Bain, a recent graduate of a Technical Officers Armament course at Air Armament School, has been employed on the school staff approximately five months in charge of Armament Technicians courses. During that time he has displayed an aptitude for this type of work and has made every effort to improve his administrative and general service knowledge. With further experience he will develop talents which will make him a decided asset to the service generally and to the Armament Branch in particular." (S/L W. Tuller, Station Trenton, 12 August 1949)

"This officer is employed as the Wing Armament Officer and has done very commendable work during his employment at this Wing. Under the pooled system of maintenance in effect at this Wing, this officer coordinates and directs all Armament activities. This has been done with the best of cooperation from all squadron armament personnel. He has a very pleasing personality and is active socially. He is happily married and financially sound." (W/C T.A. Spruston, No.1 Wing, 15 September 1952).

"W/C Bain is an exceptionally energetic and capable officer. He is an ambitious officer and is well-informed, not only in his trade but in Supply and general Service matters. He has a great capacity for work, as is evidenced by his ability to carry a Staff Co-Ordinator job, and simultaneously over the past six months to do an outstandingly successful job as President of the Rockcliffe Officers Mess. He has considerable charm of manner and is well liked. Inclined

to be verbose in his speech. Maintains qualification as pilot, except for instrument rating. Has the ability to handle greater responsibilities." (G/C S.G. Cowan, Air Material Command SEGO, 20 January 1960).

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BAIN, P/O John Douglas Norman (J6027) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 30 May 1942 as per **London Gazette** dated 27 July 1943 and AFRO 1724/43 dated 27 August 1943. Born 31 July 1920 in Toronto. Home in Toronto; educated in Oakville and Toronto; enlisted there 8 October 1940. Posted to No.5 Equipment Depot, 28 October 1940. To No.1 ITS, 2 January 1941; graduated 8 February 1941 on promotion to LAC; posted to No.1 EFTS, 21 February 1941; graduated 10 April 1941 and posted to No.1 Manning Depot; to No.33 SFTS, 20 April 1941; graduated 4 July 1941 and commissioned; to Embarkation Depot, 4 July 1941; to RAF overseas 20 July 1941. To No.23 OTU, 9 August 1941. To No.149 Squadron, 25 September 1941. To No.40 Squadron, 12 November 1941. To No.156 Squadron, 14 February 1942. Killed in action, 31 May 1942 (Wellington X3598); buried in Holland. Award presented to next-of-kin, March 1944.

This officer is a very fine captain of aircraft whose courage, determination and leadership have been of a high order. He has participated in attacks on a wide range of enemy targets including Cologne, Bremen, Berlin, Brest, Essen, Mannheim and Rostock. On all occasions he has pressed home his attack with vigour. In one attack, in the vicinity of Kiel, his aircraft was forced down to 300 feet. He coolly machine gunned three searchlights and silenced several light gun positions.

NOTE: Public Record Office Air 2/9591 has recommendation drafted 21 May 1942 when he had flown 37 sorties (198 operational hours). Sortie list and submission as follows:

12 October 1941	Nuremburg
13 October 1941	Dusseldorf
15 October 1941	Cologne
20 October 1941	Bremen
22 October 1941	Mannheim
24 October 1941	Frankfurt
7 November 1941	Berlin
9 November 1941	Hamburg
11 December 1941	Le Havre
15 December 1941	Ostend
17 December 1941	Brest

23 December 1941	Brest
27 December 1941	Brest
31 January 1942	Le Havre
11 February 1942	Le Havre
12 February 1942	Enemy warships in Channel
13 February 1942	Cologne
28 February 1942	North Sea sweep
3 March 1942	Paris
9 March 1942	North Sea sweep
29 March 1942	North Sea sweep
2 April 1942	Le Havre
5 April 1942	Cologne
6 April 1942	Essen
8 April 1942	Hamburg
10 April 1942	Essen
12 April 1942	Essen
14 April 1942	Dortmund
19 April 1942	Gardening, Terschelling
22 April 1942	Cologne
25 April 1942	Dunkirk
26 April 1942	Rostock
28 April 1942	Kiel
29 April 1942	Paris
2 May 1942	Gardening, St. Nazaire
5 May 1942	Stuttgart
19 May 1942	Mannheim

This officer has carried out 37 operational sorties and has shown great courage and devotion to duty throughout his tour of operations. On one occasion when forced down to 300 feet in the vicinity of Kiel he shot out three searchlights and silenced several light gun positions. On all occasions he has pressed home his attack with courage and determination. By his persistent determination and outstanding skill as a captain of aircraft, this officer sets an example of the highest order.

Note: The book **Sweeping The Skies: A History of No.40 Squadron, RFC and RAF, 1916-56** by David Gunby (Bishop Auckland: The Pentland Press, 1995) had two references to him when he was serving with No.40 Squadron (pages 176 and 177). The first pertains to an operation on 31 January 1942 (Le Havre). On that occasion he showed great skill in returning to base with one engine unserviceable and ailerons locked. The ORB stated that the rest of the crew had been

prepared to bale out over Le Havre and a Sergeant declared that all that kept him from doing so was the fact that if he did so a commission would not come through. The second incident was the search for German warships on 12 February 1942. Five squadron aircraft took part but had no sightings; Bain, however, jettisoned his bombs on the approach of a Bf.110 which ultimately did not attack. This was the last mission of No.40 Squadron from England (it was then in process of moving to Malta), so Bain must have been posted immediately to No.156 Squadron.

The website "Lost Bombers" has the following account of the sortie on which he was killed. Wellington X3598, target Cologne, was one of two No.156 Squadron Wellingtons lost on this operation; the other was DV715. Airborne at 2315 hours, 30 May 1942 from Alconbury. Shot down by a night-fighter (Oblt Wilhelm Beier, 1./NJG1) and crashed at 0035 hours, 31 May 1942 into the Oosterscheld, West of Tholen. All are buried in Bergen op Zoom War Cemetery, the two RCAF pilots are buried in the Canadian section. Crew was P/O J.D.N.Bain, DFC, RCAF, Flight Sergeant W.T.Cormack, RCAF, P/O L.Newton, Sergeant A.T.Brunton, Sergeant D.H.Normington, and P/O E. Evans, all killed.

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BAIN, F/O James Hepburn (J14071) - **Mention in Despatches** - No.117 Squadron (Canada) - now No.164 Squadron - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born 15 November 1916. Home in Medicine Hat, Alberta. Enlisted in Calgary, 12 September 1940. To No.119 (BR) Squadron, 8 October 1940. To No.1 Equipment Depot, 31 December 1940. To No.2 WS, 31 January 1941. Promoted LAC, 3 March 1941; posted to 2 BGS, 20 June 1941; graduated 21 July 1941 and promoted Sergeant. To No.116 (BR) Squadron, 22 July 1941; to No.117 (BR) Squadron, 26 May 1942. Commissioned 1 July 1942. To Shelburne, 28 November 1943 (moving with No.117 Squadron). Posted to No.164 Squadron, 9 January 1944. To No.168 (Heavy Transport) Squadron, 21 December 1944. Returned to No.164 Squadron, 2 September 1945. To No.7 Release Centre, 9 October 1945. Released 12 October 1945. Died in Medicine Hat, 1 January 1993 as per **Legion Magazine** of April 1993. Governor General's Records (RG.7 Group 26, Volume 57, file 190-I) has citation; notes indicate that as of recommendation he had flown 1,570 hours, of which 1,315 were operational (128 sorties).

This officer, as a Wireless Air Gunner, has completed a tour and a half of operations during which time he has been employed continuously on anti-submarine patrol. He has at all times displayed a fine fighting spirit and loyalty of the highest order. His outstanding ability has set an inspiring example.

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BAIN, F/L John Kenneth (J90510) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September and AFRO 1704/45 dated 9 November 1945. Born in Halifax, 13 January 1921; home there (carpenter); enlisted there 27 October 1942). Posted to No.5 Manning Depot, 14 November 1942. To No.3 Training Command, 15 January 1943. Promoted LAC, 11 January 1943. To No.3 Flying Instructor School (non-flying duties), 3 March 1943. To No.5 ITS, 1 May 1943; graduated 10 July 1943 and posted that date to No.7 EFTS; graduated 18 September 1943 and posted to No.16 SFTS; graduated 11 February 1944. Posted to No.4 Air Gunner Training School, 25 February 1944; to "Y" Depot, Halifax, 22 March 1944; taken on strength of No.3 PRC, Bournemouth, 30 March 1944. Commissioned 3 October 1944. Repatriated 5 August 1945. Released 14 September 1945. Award presented in Halifax, 27 July 1949.

Flight Lieutenant Bain has completed a number of operational sorties over heavily defended enemy territory. On one occasion, while taking off, one engine of his aircraft failed. Despite this he attempted to continue his mission but, owing to a further failure, was forced to make an emergency landing in difficult circumstances. His coolness and presence of mind were of great value to his crew on this occasion. On all his flights Flight Lieutenant Bain has shown unflinching courage and devotion to duty.

DHist file 181.009 D.2618 (RG.24 Vol.20627) has original recommendation by W/C K.A. France dated 24 March 1945 when he had flown 19 sorties. Sortie list and submission as follows; it is not clear when or where the recommendation was changed to a DFC:

2 January 1945 - Mainz (6.50, second pilot, night)
2 February 1945 - Wanne Eickel (5.56, night)
4 February 1945 - Osterfeld (6.00, night)
7 February 1945 - Goch (5.25, night)
8 February 1945 - Wanne Eickel (5.55, night)
20 February 1945 - Mannheim (7.25, night)
21 February 1945 - Worms (7.50, night)
23 February 1945 - Essen (6.15, day)
24 February 1945 - Kamen (6.35, day)
5 March 1945 - Chemnitz (9.00, night)
7 March 1945 - Hemmingstadt (6.40, night)
8 March 1945 - Hamburg (2.05, night)
11 March 1945 - Essen (5.50, day)
12 March 1945 - Dortmund (7.00, day)
13 March 1945 - Wuppertal (5.50, day)
15 March 1945 - Castrop Rauxel (5.55, day)

18 March 1945 - Witten (7.25, night)
21 March 1945 - Rheine (5.15, day)
22 March 1945 - Dorsten (5.05, day)
24 March 1945 - Gladbach (6.00, day)
25 March 1945 - Munster (6.30, day).

On the 8th March 1945, at approximately 1800 hours the above mentioned officer took off on an operational sortie, target Hamburg. On take off the port outer engine cut and was successfully feathered. The pilot considered the consequences and decided to continue with the sortie and if necessary jettison part of the bomb load to maintain height and speed. When approximately 90 miles out over the North Sea, the starboard inner engine cut and was feathered. The bomb load was jettisoned and the bomb doors closed manually as the hydraulics were unserviceable with the starboard inner engine. By the time this was done and the aircraft turned round it had dropped from 2,000 to 500 feet. The pilot adopted emergency wireless procedure, jettisoned the ammunition and window and headed directly for Carnaby, where a successful landing was made. Indicated height crossing the coast was 400 feet. By his coolness and presence of mind the aircraft was saved.

For highly meritorious service of a high standard and performance of duty under dangerous and trying circumstances, Pilot Officer Bain is strongly recommended for Mention in Despatches.

The same day the Station Commander, G/C R.A. McLernon, wrote:

On the above mentioned occasion, Pilot Officer Bain, by his attempt to press on to the target on three engines from base, displayed a fine offensive spirit. Foiled, however, by the failure of a second engine, he successfully managed to fly back to an emergency airstrip, thereby proving himself to be an exceedingly cool and skilful pilot. I concur with his Squadron Commander's recommendation that he be awarded a "Mention in Despatches".

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BAIN, P/O Kenneth (C48210) - **Mention in Despatches** - No.5 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 16 October 1914 in Outremont. Educated there and considered it home. Enlisted in Montreal, 3 June 1937, rising to WO2 by 26 July 1941; commissioned 26 July 1944; promoted to F/O, 26 January 1945. First RCAF posting was Camp Borden (Airframe Technician course), after which

he went to Dartmouth (May 1938, fitter and aircrew duties), Scoudouc (January 1941, fitter), Torbay (May 1943, flight engineer), Yarmouth (July 1944, flight engineer), Greenwood (September 1945, Technical Adjutant), EACHQ (March 1946, Organization Branch), Camp Borden (May 1947, specialist course), Centralia (January 1948, OC Servicing), Camp Borden (June 1948, special AE course). Further career not known. Photograph PL-39338 shows F/O F.R. Benjamin and F/O K. Bain receiving instruction from Sergeant T.J. Picton at Camp Borden respecting Merlin engines of postwar RCAF Lancasters.

During his operational tour, Pilot Officer Bain proved himself to be a flight engineer of outstanding ability. His keenness was an example to all aircrew. At present, Pilot Officer Bain is employed as aircrew adjutant with this unit on a ground tour. His ability to organize the ground training and improve the overall efficiency of the squadron is most commendable.

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BAIRD, F/O Ernest McNea (J36619) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born 28 March 1923 in Nakup, British Columbia; home there (deck hand); enlisted Calgary, 21 August 1942. Trained at No.7 ITS (graduated 1 May 1943), No.6 EFTS (graduated 26 June 1943) and No.19 SFTS (graduated and commissioned 15 October 1943). Posted to No.31 GRS, 22 October 1943; to "Y" Depot, Halifax, 22 January 1944; to No.3 PRC, Bournemouth, 14 February 1944. Repatriated 18 June 1945; to No.8 OTU, 19 June 1945, serving there to 31 July 1945; released 19 September 1945. Award presented 6 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 13 May 1945 when he had flown 30 sorties (199 hours 45 minutes), 27 November 1944 to 25 April 1945.

27 November 1944 - Frieberg
15 December 1944 - Ludwigshaven
20 December 1944 - Bonn
29 December 1944 - Scholven-Buer
31 December 1944 - Osterfield
2 January 1945 - Nuremburg
5 January 1945 - Royan
7 January 1945 - Munich
28 January 1945 - Stuttgart
1 February 1945 - Ludwigshaven
2 February 1945 - Wiesbaden

7 February 1945 - Cleve
13 February 1945 - Dresden
14 February 1945 - Chemnitz
20 February 1945 - Dortmund
21 February 1945 - Duisburg
2 March 1945 - Cologne
8 March 1945 - Kassel
11 March 1945 - Essen
21 March 1945 - GARDENING
22 March 1945 - GARDENING
25 March 1945 - Hanover
27 March 1945 - Paderborn
31 March 1945 - Hamburg
4 April 1945 - Lutzkendorf
9 April 1945 - Kiel
14 April 1945 - Potsdam
18 April 1945 - Heligoland
22 April 1945 - Bremen
25 April 1945 - Berchtesgaden

Flying Officer Baird, a Canadian, has completed his first tour of operations against the enemy as pilot and captain of a Lancaster bomber. He has achieved a large measure of success in many raids in Germany such as Frieberg, Nuremburg, Munich, Chemnitz, Hamburg, Kiel, Bremen and targets in the Ruhr.

He has done all his flights with quiet efficiency, pressing home his attacks skilfully, frequently in the face of fierce opposition. He has proved himself an outstanding captain and provided a shining example of calm courage and determination instilling the utmost confidence in his crew.

The following recollections are transcribed from The Memory Project:

Well, we were on that conversion on Lancasters, [reference to flying Vickers Wellington bombers as part of his conversion training to the Avro Lancaster, the main heavy bomber used by the Royal Air Force and Royal Canadian Air Force] we were on what was called a satellite station from the main station and the main station was RAF Lindholme [RAF Station Lindholme, near Doncaster, England] and we were posted to the satellite station called [RAF] Sandtoft. And while we were flying, we saw some other planes crashed on taking off at the main station. And it turned out later that that one plane that crashed, it turned

out that this crew, one crew that had crashed, and the plane burned up and they turned out to be my crew. My friend, Jack East, who was from Keremeos [British Columbia], and his crew were all killed, except the rear gunner.

From there on, about two days later, as a pilot, I was sent on what was called a "second dicky" trip. [In the RAF, an inexperienced co-pilot flying with a veteran Vickers Wellington crew. A first, "dicky flight" was a training flight in which an inexperienced operational pilot flew with an experienced pilot on a real operation.] trip. They sent the pilot on, there was another crew there that had experience and so I went on a trip with their crew and my crew stayed home. And that was my first trip to over Germany, a place called Freiburg in southern Germany. And then the weather was bad for a long time, it was almost three weeks I guess before we got on an actual operation of our own. And we went to, I think the first one was Ludwigshafen. And I can't remember where that was in Germany, somewhere in Germany.

Anyway, from there on, we did all our regular trips, usual trips, long trips. I have since worked out that our trips varied. The longest trip I did was just under 10 hours. But the average was about just under seven hours, the average length of trip. And we flew without a second pilot or anything, we flew one pilot. But this particular mining trip [dropping mines along coastlines] was to Oslo [Norway] and you had to fly up this fjord and we weren't too high but it was a really narrow fjord. And I spoke to him [another interviewer] about that, how when you were dropping these mines in the water, which was to stop the enemy shipping from traveling, and the Germans had a lot of troops stationed in Norway. And the intelligence had word that they were going to be moving a bunch of these down to the front, back into Germany because the front was, D-Day had already happened and so our soldiers were advancing towards Germany. And so we were try to slow these troops from coming out, and that's why the purpose of the mines.

And our orders were, when we dropped our mines, you had to stay on a steady course for another 30 seconds. And in order to get another picture, because we had cameras to show exactly where it was, and these pictures would go to the [Royal] Navy intelligence and they could plot where those mines were, what would have landed and they would know where they were. And so we were supposed to stay nice and steady until we could get that last picture. Well, we were going along and suddenly, they started shooting anti-aircraft at us and we could see it in front of us. And we were flying right straight towards it and they had us charted, where they were going to putting these up.

And it works like a little sparklers you use at Christmastime or Halloween, you see these little sparklers, that's when the aircraft shells come up and they're predetermined height, they explode automatically and make a little flash of light and, and the shrapnel that would fly out from those would sometimes be red hot, you'd see this.

Anyway, we were sort of clenching our fists, flying into this and most of the crew didn't see all of it but I could, and my flight engineer. But we flew right into where this flak was all coming up, doing what we were told to do. And halfway through this, we got a sudden bang, just sounded like we, and it shuddered the whole aircraft and I said, "Well, let's get out of here," we didn't stay steady anymore and we did an evasive movement which got us away from the flak.

And we did a check, everything was okay and it wasn't until we landed back at base afterwards, we found out, we didn't find anything out the first night when we got in in the dark, couldn't see anything, it wasn't until the next morning, we went out and found out that the ground crew had taken the whole wingtip off of our plane. They had found that a shell had gone right through the wing without exploding. And a nice round hole in the bottom with the 88mm shell and a big two foot diameter hole in the top, came out the top. It took a hole right out. But it didn't affect our flying, fortunately, but it was one of those close things, where I always said, I was at the right place at the right time. Because had it been about three feet further in, it would have hit the outer gas tank and we probably would have had an explosion from that because that was high octane gasoline in that tank. Anyway, we survived that one. That was a close one.

Another close one was, well of course, over the target, always there was this anti-aircraft fire that was coming up and you just had to fly in and ignore it and keep throwing out the Window. [a radar counter-measure – aircraft crew spread a cloud of small, thin pieces of aluminum, metallized glass fiber, or plastic, which showed up as multiple targets on a radar screen]. It was called Window, that chaff stuff. And we had a couple times with little bits of shrapnel come from the anti-aircraft fire but nothing big. And leaving the target one time, this was over Germany, we had to usually make a right hand or left hand turn, whichever we were supposed to do, it was a few minutes away from the target. And we'd made our turn and another aircraft probably hadn't made his turn yet. And so out of the dark, I just spotted another aircraft just crossing our, we were just on a collision course at right angles. And I just had time, I threw the stick as hard forward as I could and we just went under and when he went over top of us just

like that, missed by about 10 feet. And that was the closest we ever came to what we called oblivion. Because you know, a crash like that, you were gone.

I want to tell you about the longest trip that I made, that we made and it happened to be this infamous trip to Dresden [Allied bombing of the city between 13-15 February 1945 became a contentious issue due to the level of destruction and number of civilian casualties]. And it was, as far as we were concerned, not a particularly outstanding trip except that we'd been advised that there'd be a lot of German troops who were at that time retreating from the Russians and they would be in Dresden. And the other thing that we were told about Dresden was that they manufactured a lot of porcelain and they were used as insulators and things like that. And that was one of the other targets. The target was generally, I don't think, I can't recall exactly where the specific target was but we bombed and we dropped incendiaries [fire bombs] as well and we didn't really, there was very little resistance from the enemy at that point. And we came out and on the way back home, we could see the fires, must have been 80 miles away on the way back home. And it was a lot of conflicting information about it but they kind of blamed "Bomber" Harris. [Sir Arthur Travers Harris, Air Officer Commanding-in-Chief of RAF Bomber Command – implemented the British government's policy of area bombing German cities]. Of course, Churchill said, "Well, we didn't mean it quite that way," when Bomber Harris had been told to bomb some of these places and Churchill sort of cleaned his skin by saying, "Well, I didn't really mean it that way, not quite so bad." And it was a dreadful trip in a way in the number of civilians that lost their lives at that time. Some of the estimates were from 30 to 40,000 people lost their lives [estimated 25,000 casualties]. I don't know how many German troops were lost in it. And the length of that trip, when we landed, was nine hours and 55 minutes and that's a long time to sit in one seat.

Having done, you'll see, anything, the citation [for the Distinguished Flying Cross] reads that I had done numerous flights over enemy territory and in the course of which displayed the utmost courage and devotion to duty. That was about all.

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BAIRD, F/L (now S/L) James Harold (J3260) - **Commended for Valuable Services** - No.10 SFTS - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944 - Born 28 August 1914 at Calgary, Alberta (RCAF Press Release of 27 December 1943 announcing award). . Home in Barrie, Ontario. Enlisted at Montreal, 6 June 1940. Trained at No.1 ITS (graduated 20 July 1940) and No.1 SFTS (graduated 14 November 1940). Posted to

No.10 SFTS, 5 March 1941; promoted Squadron Leader, 15 September 1943; to No.12 SFTS, 11 November 1943; to No.18 SFTS, 30 April 1945; retired in Calgary, 21 September 1945.

This officer has personally given in excess of 1,200 hours of instruction in both single and twin engine aircraft. From Flying Instructor to Squadron Commander he has displayed outstanding devotion to duty and a thoroughness which has been an inspiration to those who have served with him.

BAIRD, S/L James Harold (J3260) - **Air Force Cross** - No.18 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Governor General's Records (RG.7 Group 26 Volume 59, file 190-I, dossier 8) has citation. When recommended he had flown 1,859 hours of which 1,638 were as instructor (107 in previous six months).

This officer has been on instructional duties for a very long time. Throughout this period he has shown the highest devotion to duty. He has been instrumental by his aggressiveness in raising the standard of flying training at all of the units to which he has been attached. In addition to his instructional duties he has been responsible for many of the amenities of station life which help to maintain a high state of morale in both officers and airmen. By his enthusiasm, ability and diligence he has made a marked contribution to the training of qualified aircrew.

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BAIRD, F/L John Douglas (J45298) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September and AFRO 1704/45 dated 9 November 1945. Born 9 June 1922 in Vernon, British Columbia; home in Vancouver (farm hand); enlisted Vancouver, 18 June 1941. Trained at No.4 ITS (graduated 3 October 1941), No.18 EFTS (graduated 29 December 1941) and No.3 SFTS (graduated 22 May 1942). Posted to No.5 AOS, 6 June 1942, serving there to 10 December 1943. Commissioned 25 November 1943. To "Y" Depot, Halifax, 10 December 1943; to No.3 PRC, Bournemouth, 20 January 1944; repatriated with No.408 Squadron, 17 June 1945; released 26 September 1945. Award presented 29 January 1947.

Flight Lieutenant Baird, as captain of aircraft, has completed many missions against heavily defended targets. On an operational sortie to Wanne Eickel one engine of his aircraft caught fire and when efforts to extinguish it proved unsuccessful, Flight Lieutenant Baird ordered his crew to leave the aircraft, which was then at an altitude of 7,000 feet and losing height rapidly. In spite of

this experience, this officer's enthusiasm has remained unaffected and he has continued to display keenness, determination and devotion to duty of the highest order.

The original recommendation is found in DHH file 181.009 D.2618 (Library and Archives Canada RG.24 Volume 20627); drafted by W/C F.R. Sharp, 18 April 1945 when he had flown 23 sorties (152 hours 42 minutes). Although the citation refers to an incident during a raid on Wanne Eickel, that target is not listed among his sorties:

18 December 1944 - Duisburg (5.50)
24 December 1944 - Dusseldorf (4.15)
30 December 1944 - Cologne (6.40)
2 January 1945 - Ludwigshaven (7.15)
5 January 1945 - Hanover (6.15)
6 January 1945 - Hanau (7.15)
16 January 1945 - Magdeburg (6.05)
23 February 1945 - Essen (5.50)
24 January 1945 - Kamen (7.10)
27 February 1945 - Mainz (6.35)
1 March 1945 - Mannheim (7.25)
2 March 1945 - Cologne (6.25)
14 March 1945 - Zweibrucken (7.05)
15 March 1945 - Hagen (7.00)
18 March 1945 - Witten (7.05)
22 March 1945 - Dorsten (5.00)
24 March 1945 - Gladback (5.35)
25 March 1945 - Munster (5.40)
31 March 1945 - Hanover (6.10)
5 April 1945 - Harburg (6.15)
10 April 1945 - Leipzig (7.45)
15 April 1945 - Kiel (5.45)
16 April 1945 - Gablingen (7.40)

Flight Lieutenant Baird, as pilot and captain of aircraft, has completed many bombing missions against heavily defended German targets. At all times he has displayed outstanding ability and great personal courage. On an operational sortie to Wanne Eickel, he lost one engine which later caught fire. When efforts to extinguish the fire proved unsuccessful, displaying admirable coolness, Flight Lieutenant Baird ordered his crew to abandon the aircraft, which was then at 7,000 feet and losing height rapidly. All members of the crew baled out

successfully and Flight Lieutenant Baird resumed operations shortly after. In spite of this experience, this officer's spirits have remained unaffected. He is strongly recommended for the award of the Non-Immediate Distinguished Flying Cross.

On 21 April 1945, G/C W.P. Pleasance added his remarks:

Although Flight Lieutenant Baird was forced to abandon his aircraft with the other members of his crew when it caught fire after a successful raid on an enemy target, this officer resumed operations shortly after, and has continued to display keenness, determination and devotion to duty of the highest order. I strongly recommend he be awarded the Non-Immediate Distinguished Flying Cross..

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BAIRD, P/O Thomas McHenry (J93382) - **Distinguished Flying Cross** - No.625 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 17 September 1910. Home in Waterloo, Ontario; enlisted Toronto, 31 July 1942. Trained at No.1 ITS (graduated 22 January 1943), No.1 BGS (graduated 20 August 1943) and No.4 AOS (graduated 1 October 1943). To "Y" Depot, Halifax, 15 October 1943; to No.3 PRC, Bournemouth, 21 October 1943; commissioned 13 January 1945. Repatriated 9 July 1945; released 5 October 1945. Award presented 27 July 1949. Died in Southampton, Ontario, 31 January 2001. 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 2/9082 has recommendation dated 15 March 1945 when he had flown 31 sorties (180 operational hours), 26 August 1944 to 11 March 1945.

26 August 1944 - Russelsheim

27 August 1944 - Kiel

31 August 1944 - Raimbert

6 September 1944 - Le Havre

8 September 1944 - Le Havre

10 September 1944 - Le Havre

13 September 1944 - Frankfurt

17 September 1944 - Rheine-Salzbergen

20 September 1944 - Calais

23 September 1944 - Dusseldorf

26 September 1944 - Calais

11 October 1944 - Fort Frederik Hendrik

30 October 1944 - Cologne
2 November 1944 - Dusseldorf
27 November 1944 - Freiburg
4 December 1944 - Karlsruhe
21 December 1944 - Bonn
26 December 1944 - St.Vith
27 December 1944 - Rheydt
29 December 1944 - Gelsenkirchen
2 January 1945 - Nuremburg
5 January 1945 - Hanover
6 January 1945 - Hanau
16 January 1945 - Zeitz
3 February 1945 - Weisbaden
14 February 1945 - Chemnitz
21 February 1945 - Duisburg
23 February 1945 - Pforzheim
5 March 1945 - Chemnitz
7 March 1945 - Dessau
11 March 1945 - Essen

This Canadian Pilot Officer is the Air Bomber in a most gallant Lancaster crew and has completed 31 sorties comprising 180 hours operational flying. He has taken part in attacks on some of the most strongly defended targets in Germany including Frankfurt, Dusseldorf, Freiburg, Gelsenkirchen and Weisbaden, and has at all times shown a complete disregard for his own personal safety.

The accuracy with which Pilot Officer Baird has delivered his bombs has been exceptional and the close co-operation which he has maintained with his captain has enabled them, as a team, to obtain the most successful results.

He has carried out attacks on enemy targets both by day and by night and has shown a complete disregard for enemy defences, aiming his bombs with a cool and determined accuracy.

The high standard of his work and the success he has achieved have now become a by-word with the squadron in which he serves, and for his fine record of achievement, his outstanding ability and strong sense of duty he is most strongly recommended for an award of the Distinguished Flying Cross.

* * * * *

BAKER, FS Allan Jesse (R58636) - **British Empire Medal** - Western Air Command Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born in Victoria, 23 July 1913. Educated at George Jay Public School, Victoria, and Victoria High School. Draughtsman for 11 years (Survey Branch, Department of Lands, Victoria) before enlisting. Enlisted in Vancouver, 4 September 1940 as Draughtsman. Posted on 8 September 1940 to No.1 Manning Depot, Toronto. To AFHQ, 18 September 1940. To No.3 Repair Depot, Vancouver, 8 November 1940. Promoted AC1, 4 December 1941.. Promoted LAC, 4 March 1941; promoted Corporal, 1 June 1941; promoted Sergeant, 1 April 1941; promoted Flight Sergeant, 1 February 1944. To Western Air Command Headquarters, 1 November 1945. To No.7 REMU, Vancouver, 17 November 1945. To Station Uplands, 25 April 1946. Although period of service extended to 30 September 1947 he appears to have been released on 28 November 1946. Award presented 1 July 1947. Died in Malahat, British Columbia, 21 January 1984 as per **Legion Magazine** of May 1984.

This non-commissioned officer as Draughtsman (A.E.) is outstanding. In addition to his own duties he has been responsible for the general administration of the Orderly Room. A superior type who can carry out successfully any job given him.

The original recommendation was raised on 25 February 1946 by W/C A.T. Livingstone, SAEO Branch, Western Air Command. It was for a Mention in Despatches - not clear when the award was upgraded to BEM. Text as follows:

This NCO employed as Draughtsman (A.E.) is outstanding. In addition to his own duties he has been responsible for the general administration of the Orderly Room. A superior type who can carry out successfully any job given him.

Assessments: Described on 31 August 1940 by the Surveyor General of British Columbia as "alert, diligent and capable, and popular with his fellow workers, and can be relied on to carry out anything with which he is entrusted to the very best of his ability."

Subsequent assessments confirmed the above. On 17 January 1942, he was described as "Very able and capable NCO considered worthy of promotion. He has been the only qualified draughtsman in No.3 Repair Depot and in charge of all drawings, and has proved satisfactory in this position, so it is thought that with this responsibility he should be given a higher rank as soon as possible."

On 29 November 1944, W/C H.J. Phillips wrote, "This NCO, by his exceptional capabilities as a tradesman, and his pleasing personality, is proving a valuable asset to the depot and to the service."

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BAKER, Sergeant Charles Alexander (R53385) - **Mention in Despatches** - East Moor - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Enlisted in Galt, Ontario, 30 March 1940. Served in postwar RCAF (service number 21136). Retired as Master Warrant Officer and then spent twelve years in Civil Service. Died in Ottawa, 13 February 2005 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2005. 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 24 months in Canada, 33 months overseas. NCO in charge of Maintenance Flight.

This NCO despite all obstacles has at all times shown such outstanding keenness, enthusiasm and drive, coupled with his ability to get the utmost effort from every one of his men, that he has shown himself in every way to be an outstanding NCO. Sergeant Baker has never failed to meet any but a highly efficient state of maintenance of all armament equipment in his flight.

* * * * *

BAKER, F/L Edward Donald (J5060) - **Distinguished Flying Cross** - No.214 Squadron - Award effective 30 March 1942 as per **London Gazette** dated 16 March 1943 and AFRO 616/43 dated 9 April 1943. Born in Summerside, Prince Edward Island, 23 October 1918; home in Charlottetown. Educated at West Kent School 1924 to 1935 and Prince of Wales College, 1935-1936. Salesman in Charlottetown, 1936-1940. Enlisted in Moncton, 19 July 1940. To No.1 Mannig=ng Depot, 21 July 1940. To Station Dartmouth, 16 August 1940. To No.1 ITS, Toronto, 12 October 1940; graduated 4 November 1940 and promoted LAC; posted that day to No.3 EFTS; graduated 18 January 1941 and posted to No.8 SFTS; Moncton. Graduated 22 April 1941 on promotion to Sergeant. Commissioned 23 April 1941. To "Y" Depot, 3 May 1941; to RAF overseas, 30 May 1941, proceeding via Iceland. Arrived in United Kingdom, 28 June 1941; to No.3 PRC, 29 June 1941; to No.12 OTU, 3 July 1941; to No.23 OTU, 25 July 1941. Escaped injury when Wellington X9659 crashed at No.23 OTU, 13 August 1941; flap malfunction on landing approach and crashed from 30 feet near the runway, then caught fire. Posted to No.214 Squadron, 8 September 1941. Slightly injured in crash landing following operational sortie, 20 February 1942 requiring surgery to nose. Killed in action on 1 April 1942, flying Wellington Z8842. Name on Runnymede Memorial. Award presented to next-of-kin, March 1944.

This officer has completed numerous sorties since September 1941, involving attacks on Berlin, Stettin, Kiel, Brest, Hamburg, and Lubeck. He has at all times displayed enthusiasm for operations and has pressed home his attacks with

vigour. One night in February 1942, whilst attacking Kiel, his aircraft was extensively damaged by anti-aircraft fire, the undercarriage, flaps and turrets being rendered useless. The airspeed indicator ceased to function and the fabric was torn in numerous places. On the return journey height was lost continually owing to engine trouble. Despite this, Flight Lieutenant Baker skilfully flew his damaged aircraft to an airfield in this country where he landed with the undercarriage retracted. On impact the aircraft caught fire. The crew managed to escape but the second pilot and a gunner each sustained a fractured arm while Flight Lieutenant Baker's nose was broken. His experiences have in no way diminished his enthusiastic daring and fortitude.

NOTE: Public Records Office Air 2/8755 has original recommendation dated 30 March 1942 when he had flown 21 sorties (119 hours 53 minutes):

11 September 1941 - Berlin
29 September 1941 - Stettin
3 October 1941 - Antwerp (docks)
21 October 1941 - Bremen
23 October 1941 - Kiel (port)
31 October 1941 - Bremen
3 November 1941 - Brest (docks)
7 November 1941 - Berlin
9 November 1941 - Dunkirk (docks)
26 November 1941 - Emden
30 November 1941 - Hamburg
18 December 1941 - Brest (docks)
11 January 1942 - Brest (battle cruisers)
17 January 1942 - Bremen
26 January 1942 - Brest (docks)
28 January 1942 - Munster
12 February 1942 - **Scharnhorst** and **Gneisenau** in North Sea
17 February 1942 - Essen
25 Feb 2 - Kiel (port)
25 March 1942 - Essen
28 March 1942 - Lubeck

This officer has spent six months in this squadron. He came here on 9th September 1941 and has now taken part in 21 operations involving a total of 119.53 hours.

On every occasion he has displayed a great enthusiasm in carrying out operations against the enemy and has pressed home his attacks with great determination and courage. As second in command of "A" Flight he has proved himself an able organizer.

One night in February 1942 whilst attacking Kiel, Flight Lieutenant Baker's aircraft was heavily engaged by anti-aircraft fire and badly damaged. The hydraulic system was put out of action, the undercarriage, flaps and turrets being rendered completely useless. The undercarriage was dangling and could be neither raised or lowered. The trailing aerial was carried away and the airspeed indicator ceased to function and the fabric was holed in numerous places. Height was lost continually on the return journey due to engine trouble and the windscreen became covered with ice. A crash landing was made at Stradishall and on touching down, the starboard engine immediately caught fire. The fire spread to the rest of the aircraft which was soon a mass of flames. All the crew managed to escape but the second pilot and the front gunner each sustained a fractured arm and Flight Lieutenant Baker's nose was broken.

Such experiences as these have no diminishing effect whatsoever on Flight Lieutenant Baker's characteristic daring and fortitude. He is possessed of that unshakable disposition and high sense of duty so essential to an officer and bomber captain for the successful prosecution of this war.

NOTE ON TRAINING: At No.1 ITS the course was described as 14 October to 3 November 1940. He was 32nd in a class of 224; described as "Very fine type, good pilot material."

At No.3 EFTS, course was described as 6 November to 23 December 1940. He flew Fleet Finches (25.50 day dual, 23.55 day solo and three hours in Link). Described as "Smooth pilot, no outstanding faults except a weakness for aerobatics. More instrument flying required." The Chief Ground Instructor wrote of him, "Quiet and unassuming; conduct satisfactory". He placed 8th in a class of 24.

At No.8 SFTS, course duration was 8 January to 4 May 1941. He flew Anson I aircraft - 47.25 day dual, 44.10 day solo, 4.15 night dual, 5.45 night solo and 10.10 in Link. Chief Flying Instructor (S/L B.N. Harrop) wrote, "Confident and smooth in his flying. Has the makings of an above average pilot.. Has good knowledge of instrument flying and corrections, above average ability." The Chief Ground Instructor wrote, "Good officer material; deportment and attitude good." Graduated 2nd in a class of 20.

Note: The website "Lost Bombers" gives the following on his loss. Wellington Z8842, No.214 Squadron, target Hanau, 1-2 April 1942. This was one of seven No.214 Wellingtons lost on this operation; the others were R1789, X9979, Z1052, Z1156, Z8805 and Z8979. Airborne from Stradishall. Lost in the North Sea. Cause of loss or whether outbound or homebound not established. Crew was F/L E.D.Baker, DFC, RCAF (killed), Sergeant V.L.Stephens (killed, body recovered from the sea), Flight Sergeant S.S.Dawes, RCAF (killed), Sergeant G.E.Newman (killed), Sergeant E.G.W.Shotter (killed), Flight Sergeant E.H.Erby (killed).

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BAKER, Sergeant Edward Howard (R74734) - **Mention in Despatches** - No.21 Staging Unit - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born in Smithwick, England, 4 October 1909. Educated in Ontario. Stock keeper, railway survey party worker and seven years a salesman before the war. Home in Victoria; enlisted Vancouver 10 October 1940 as service policeman. Promoted Acting Corporal, 15 November 1940. To No.111 (F) Squadron, 20 November 1940. Reverted to AC1, 10 January 1941. To No.120 (BR) Squadron, 20 February 1941. Promoted LAC, 10 April 1941. To Patricia Bay, 12 December 1941. To Western Air Command Headquarters, 14 January 1942. Promoted Corporal, 1 March 1942. To No.2 Group Headquarters, 24 January 1943. Promoted Sergeant, 1 May 1943. To Port Hardy, 5 September 1943. To No.21 Staging Unit, Port Hardy, 31 March 1944. To Patricia Bay, 5 August 1944. To Victoria, 8 November 1944. O Western Air Command Headquarters, 2 December 1944. To Release Centre, 22 August 1945. Released 25 September 1945. Died in Union Bay, British Columbia, 11 April 1963. Cited with Sergeant Felix Londeau, Sergeant Henry Arnold Joseph Rosko, Sergeant Larus Scheving, Sergeant Michael George Svos, Sergeant Ronald James Ward, and Sergeant Frederick John Wells.

These Sergeants showed complete disregard for their own safety when assisting in the rescue of fourteen occupants of a large transport aircraft which crashed recently in British Columbia. The aircraft crashed in a wooded area, which had windfalls up to fifteen feet. In order to effect the rescue, they had to work within a few feet of the wreckage, where there was no chance of escape in the event of explosions, which occurred shortly after the rescue. As a result of their able work, eight of the occupants of the burning aircraft were saved. These airmen displayed outstanding courage and devotion to duty in the face of grave danger.

Original recommendation (for an MiD) raised by W/C E.W. Bdeardmore, Commanding Officer, Coal Harbour, as follows:

This Non-Commissioned Officer showed total disregard for his personal safety in that, after a Douglas Transport Aircraft had crashed at Port Hardy, British Columbia, 18 July 1944, and was burning in the woods which had windfalls up to 15 feet high, helped to rescue eight passengers from the aircraft. In order to do this he had to work within a few feet of the aircraft and on the aircraft wing where there was no chance of escape from explosions, which happened shortly after the rescue. It is due to his able work, while in the face of grave danger of explosions, which resulted in the saving of the eight passengers from the burning aircraft. Six other persons were killed in the crash.

The incident in question occurred on 18 July 1944 and is described in the diary of No.21 Staging Unit as follows:

Dakota 966 crashed on take-off. Piloted by Flight Lieutenant Daniels, the aircraft appeared to swerve to the left just after take-off. The aircraft caught the high trees along the runway 10-28 and crashed in that vicinity. On contact with the ground it immediately burst into flames. There were 14 persons aboard the aircraft at the time, six of whom were killed, the rest escaping although the majority were seriously injured. A good show was put on by all ranks who aided at the scene of the crash and without a doubt those who escaped were saved by the presence of mind of the men at the scene of the crash.

The aircraft belonged to No.165 Squadron. Those killed were F/L William John Curtis (second pilot), F/L Theron E. Daniels (pilot), Sergeant Claremont D. Kippan (passenger), Warrant Officer Lorne C. Rideout (wireless operator), Lieutenant-Colonel O.W. Steele (passenger) and F/L Wallace D. Stroud (passenger).

A more complete report was filed by F/L J.H. McQuarrie (AIB) to SASO, Western Air Command, 31 July 1944:

Of the 14 passengers aboard the above aircraft at the time of the crash, six were killed and eight survived.

The crash siren was sounded at the moment of first impact, and immediately, the following personnel proceeded to the scene of the accident and assisted in fighting the fire and in rescuing the survivors:

C9700 F/L Beavor-Potts, Linnel - Commanding Officer
R51274 Sergeant Wells, Fred John - Wireless Operator Ground
R661019 Sergeant Ward, Ronald James - Service Police

R53522 Sergeant Rosko, Henry Arnold - NCO in charge No.3 Storage Unit, No.3 RD
R74734 Sergeant Baker, Edward Howard - Service Police
R147391 Sergeant Scheving, Larus - carpenter, W & B.
R117297 Sergeant Svos, Michael George - in charge Orderly Room
R194414 Sergeant Raby, Raphael - telephone maintenance
R125314 Corporal Wylie, William Ralph - Driver Transport
R107143 Corporal Brettell, William Henry - Fire Fighter
R160835 Sergeant Londeau, Felix - in charge Fire Department
R212652 LAC Robson, John Crozier - Fire Fighter

When F/L Beevor-Potts, CO, arrived at the scene, the aircraft was burning furiously in the centre section. He noted that all the injured were lying on the port side of the aircraft and some slightly forward on the port side. He ordered the fire fighters to direct their attention to the port wing of the aircraft and to do their utmost to prevent the flames from consuming it, and thus protect the injured people, lying underneath and near that wing. These efforts were completely successful and the port wing of the aircraft was not destroyed by fire.

The aircraft was lying on a tangle of fallen trees and dead falls approximately eight to ten feet above the ground. It was necessary for the fire fighters and the rescue crew to scramble over these logs and move the injured people out through this difficult terrain.

The persons mentioned worked without thought of the danger to themselves from the gasoline tanks, which had not yet exploded. Two explosions occurred after the first impact, the second of which was approximately 45 minutes later. The first impact was some time before that. Before the first explosion, however, the rescue party was successful in moving all the eight survivors of the crash away from the scene and out of immediate danger.

It is felt that the personal example of F/L Beevor-Potts in personally directing the efforts of the fire fighters and rescue crew, and in assisting their efforts himself, was largely responsible for the success of the party in saving the lives of the eight survivors.

Inquiries, while the investigation of the flying accident was being made, indicate that at the very least, two of the survivors definitely owe their lives to the efforts of the personnel mentioned, and there is a distinct possibility that two more also owe their lives to the efforts of these people.

The Fire Fighting crew consists of Sergeant Londeau, Corporal Brettell and LAC Robson. These men carried out their work with great speed and efficiency. The remainder of the personnel mentioned found it necessary to lift the survivors from their positions on the ground underneath the burning aircraft to a place of safety. Due to the very difficult nature of the ground at that point, and the great risk to themselves from the fire and explosions from the burning aircraft, it is felt that their efforts are particularly worthy of commendation. At the same time, without the fine personal example of the Commanding Officer and his quick and accurate appraisal of the best method of dealing with the situation, there is no doubt that more lives would have been lost.

Note: He was consistently assessed highly as a Service Policeman, trained at Investigative work, though inclined to push into the domains of other service police.

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BAKER, F/L Edward Saunders (J5090) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 13 August 1943 and AFRO 1849/43 dated 10 September 1943. Born Calgary, 16 April 1915; home there; enlisted there 18 July 1940. To No.1 ITS, 12 October 1940; ; promoted LAC, 8 November 1940; to No.3 AOS, 8 November 1940; to , 2 February 1941; graduated and promoted Sergeant, 16 March 1941; posted that day to No.1 ANS. Commissioned 25 April 1941. To Embarkation Depot, 13 May 1941; to RAF 14 May 1941 but appears to have been retained in Canada until 22 September 1942 when posted to No.31 Personnel Depot. To No.31 ANS, 25 September 1942. To No.31 Personnel Depot again, 20 January 1943. To RAF overseas, 32 February 1943. Shot down and taken prisoner, 12 August 1943; held in Stalag Luft III. Repatriated to Canada, 1 June 1945. Released August 1945. Award presented May 1946. Died in Toronto, 10 December 1997.

This officer has taken part in a large number of operational sorties during which his ability as a navigator has been outstanding. A most dependable member of aircrew, his skill and perseverance have been invaluable in the training of junior navigators.

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BAKER, F/L Eli (J14781) - **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 20 November 1920; home Ottawa; enlisted there 20 January 1941 as Airframe Mechanic. To Technical Training School, St. Thomas, 14 February 1941. Promoted AC1, 5 July 1941; to No.2 SFTS, 9 July 1941. To Boundary Bay, 12 December 1941. Promoted LAC, 1 January 1942.

Remustered to aircrew and posted to No.4 ITS, 4 April 1942. Graduated 19 June 1942 and posted to No.2 AOS; graduated and promoted Sergeant, 9 October 1942; subsequently commissioned with effect from that date. To "Y" Depot, 23 October 1942. To RAF overseas, 27 October 1942. Ottawa **Citizen** of 6 August 1943 reported that he had had a harrowing experience with No.408 Squadron during a recent raid on Gelsenkirchen; aircraft had been damaged by flak and then was struck by eight incendiaries from another aircraft just as they dropped their own bombs. Four hit the centre of the aircraft and started a fire which took crew 15 minutes to subdue while the pilot dived from 20,000 to 14,000 feet. One of the bombs narrowly missed Baker, bounced off his table, destroying his charts and maps but not exploding. Flames had melted large holes in fuselage. They took another flak hit, endured bitter cold (- 25 C.) and all sustained frostbite. Minus lights, petrol gauges, electrical system, hydraulics or heat, they made southern England. Pilot, F/O Gordon Bennett, awarded DFC; he declared, "Baker was just like a homing pigeon - he did a swell job in getting us back to England". Missing (prisoner of war), 24 May 1944. Repatriated June 1945; released 11 September 1945. Award sent by registered mail from Government House, 2 December 1948. 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 by W/C R.J. Lane when he had flown 32 sorties (207 hours), although the sortie sheet cites 33 trips, even when two incomplete missions are deducted:

* Duty not carried out; did not count as sortie

25 June 1943 - Gelsenkirchen (4.45)
28 June 1943 - Cologne (5.00)
2 July 43 - GARDENING (5.00)
3 July 43 - Cologne (6.00)
8 July 43 - Gelsenkirchen (5.55)
13 July 43 - Aachen (5.45)
3 August 1943 - Sea search (5.15)
15 September 1943 - Montlucon (2.20)*
16 September 1943 - Modane (7.15)
22 September 1943 - Oldenburg (4.41)
23 September 1943 - Mannheim (5.45)
27 September 1943 - Hanover (4.40)
2 October 1943 - Munich (7.00)
3 October 1943 - Kassel (5.45)
7 October 1943 - Stuttgart (6.25)
8 October 1943 - Hanover (4.55)
20 October 1943 - Leipzig (2.30)*
22 October 1943 - Kassel (5.02)

3 November 1943 - Dusseldorf (3.37)
17 November 1943 - Mannheim (5.00)
18 November 1943 - Berlin (7.05)
2 December 1943 - Berlin (5.55)
16 December 1943 - Berlin (8.00)
20 December 1943 - Mannheim (5.10)
23 December 1943 - Berlin (6.50)
29 December 1943 - Berlin (6.50)
1 January 1944 - Berlin (6.35)
2 January 1944 - Berlin (6.20)
5 January 1944 - Stettin (8.45)
20 January 1944 - Berlin (7.25)
21 January 1944 - Magdeburg (6.30)
27 January 1944 - Berlin (6.50)
28 January 1944 - Berlin (7.30)
19 February 1944 - Leipzig (6.30)
20 February 1944 - Stuttgart (6.00)

This officer is an outstanding navigator who is now on his second tour of operations. Flying Officer Baker has taken part in sorties against such heavily defended targets as Berlin, Hamburg and Cologne. Invariably this officer has displayed skill, courage and devotion to duty of a very high order, which has set a fine example to his comrade in the squadron. Strongly recommended for the award of the Distinguished Flying Cross.

Note: For a Combat Report involving his career (27/28 September 1943), see entry for Warrant Officer F.C. Davies, RCAF.

The website "Lost Bombers" provides the story of his last sortie. Lancaster ND526 (LQ-M), target Aachen was airborne at 0024 hours, 25 May 1944 from Gransden Lodge. Shot-up on the way to the target but was able to complete the operation. Attacked again by a Ju.88 night-fighter on the return trip and shot down, crashing at Hilvarenbeek (Noord-Brabant), 9 km SSE of Tilburg. Crew consisted of S.L G. Bennett, DSO, DFC, RCAF (killed, now in the Canadian area of Bergen op Zoom War Cemetery), Flight Sergeant J.I. Rees (POW), F/L E. Baker, DFC, RCAF (POW, Flight Sergeant A. Rogers, RCAF (POW), P/O F.C. Davies, RCAF (POW), F/O S.A. Walker, RCAF (injured, POW), Warrant Officer H.V. Noel, RCAF (POW), Warrant Officer J.H. Frame, RCAF (evaded). S/L Bennett had in fact completed his tour, having done two "second dickey" operations on his arrival from No.408 Sqdn. He elected to see his crew out on this operation, the last of their tour. F/L Baker initially evaded but was captured on 20 June 1944 in Brussels and was interned in Camp L3 (POW number 6384) with P/O Davies (POW number 6625) who

had been captured in Erquennes 16 June 1944. WO2 Joel, also evaded until captured in Brussels 20 June 1944 and interned in Camp L7 (POW number 268), joining Flight Sergeant Rodgers (POW number 49). Flight Sergeant Rees also evaded and was captured, probably with P/O Davies, 16 June 1944 in Erquennes, near Turnhout, Belgium and interned in Camp L7 (POW number 324).

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire compiled from interview on 10 May 1945. He stated he had flown 45 sorties.

Set course 0100 hours night of 23rd. All was well till we crossed enemy coast at Belgium on way in. There we were attacked by fighter but soon lost him. Before reaching target (Aachen) we were attacked again by fighter. But no damage was done. Dropped bombs and markers. At 0240 on way home set operator just gave me a bearing and distance from Tilburg, Holland when I heard a crashing noise. The port wing and engines were on fire. We then went in a dive and at 6,000 feet the skipper [Bennett] pulled her out long enough to allow everybody to jump. The weather was very good. Out of front hatch.

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BAKER, F/L Gordon Stanley (J29073) - **Distinguished Flying Cross** - No.582 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 7 July 1921 in Matador, Saskatchewan (birth date in obituary notice); home there; enlisted Saskatoon, 4 January 1941) as Aero Engine Mechanic. Posted to School of Technical Training, St. Thomas, 14 March 1941. Promoted AC1, 18 October 1941. To No.16 SFTS, 22 October 1941. Promoted LAC, 1 April 1942. Remustered for aircrew and posted to No.1 ITS, 5 December 1942; graduated 20 February 1943 and posted to No.2 EFTS that date; graduated 17 April 1943 and posted that date to No.12 SFTS; graduated and commissioned 6 August 1943. To "Y" Depot, Halifax, 20 August 1943; taken on strength of No.3 PRC, Bournemouth, 13 October 1943. Repatriated to Canada, 23 July 1945. Released 11 September 1945. Award presented 18 June 1949. Died in Saskatoon, Saskatchewan, 13 December 1999. 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 2/8750 has recommendation dated 16 April 1945 when he had flown 42 sorties (211 hours 32 minutes), 12 August 1944 to 14 April 1945.

12 August 1944 - Falaise
15 August 1944 - Volkel
25 August 1944 - Russelheim
29 August 1944 - Stettin

10 September 1944 - Le Havre
12 September 1944 - Stuttgart
17 September 1944 - Westkapelle
20 September 1944 - Calais
12 October 1944 - Wanne Eickel
14 October 1944 - Duisburg
15 October 1944 - Wilhelmshaven
28 October 1944 - Cologne
30 October 1944 - Cologne
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
8 November 1944 - Wanne Eickel
11 November 1944 - Dortmund
16 November 1944 - Julich
18 November 1944 - Munster
21 November 1944 - Worms
12 December 1944 - Essen
15 December 1944 - Ludwigshaven
23 December 1944 - Cologne
27 December 1944 - Munchen Gladbach
28 December 1944 - Munchen Gladbach
30 December 1944 - Cologne
1 January 1945 - Dortmund
2 January 1945 - Nuremburg
6 January 1945 - Hanau
1 February 1945 - Ludwigshaven
9 February 1945 - Goch
13 February 1945 - Bohlen
14 February 1945 - Chemnitz
20 February 1945 - Monheim
22 February 1945 - Duisburg
19 March 1945 - Hanau
22 March 1945 - Dulmen
24 March 1945 - Sterkrade
25 March 1945 - Hannover
11 April 1945 - Nuremburg
13 April 1945 - Kiel
14 April 1945 - Potsdam

Flight Lieutenant Baker, as captain of a Visual Marker crew, has always pressed home his attacks with the greatest skill and determination. A keen operational pilot and an excellent captain, his example to his crew has been outstanding.

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BAKER, FS John Bertram (R69847) - **Distinguished Flying Medal** - No.150 Squadron - Award effective 4 August 1942 as per **London Gazette** dated 11 August 1942 and AFRO 1371/42 dated 28 August 1942. Born Toronto, 4 February 1921; home there (student); enlisted there 28 August 1940. Posted to No.2 ITS, 31 August 1940. Promoted LAC, 13 October 1940 and posted that day to No.2 WS; to No.4 BGS, 14 February 1941. Promoted Sergeant, 16 March 1941. Warned for embarkation that same day. Struck off strength in Canada to RAF overseas, 8 April 1941. Invested with award at Buckingham Palace 10 November 1942. Commissioned 19 January 1943 (J17066). Repatriated to Canada, April 1943 and hospitalized.. To No.1 ITS, 22 August 1943; to No.7 EFTS, 13 November 1943; to No.1 SFTS, 11 February 1944; to No.10 BGS, 24 July 1944; to "Y" Depot, date uncertain. Taken on strength of No.3 PRC, Bournemouth, 24 November 1944. Repatriated to Canada on 11 June 1945; released 25 March 1946. Died in North Bay, Ontario, 19 June 2011 as per **Legion Magazine**, September/October 2011 issue. Photograph PL-17692 is a portrait.

This airman is a skilful air gunner who has a fine record of achievement. Possessed of a strong sense of duty and a fine offensive spirit, he displays exceptional fearlessness in the face of danger. His courage and determination in action have been a source of inspiration to all air gunners in the squadron.

NOTE: Public Record Office Air 2/9595 has recommendation dated 20 June 1942 when he had flown 34 sorties (188 hours 45 minutes); this includes a sortie list and a more detailed text. Described as a rear gunner on all trips.

24 October 1941 - Frankfurt (7.15)
25 November 1941 - Cherbourg (5.25)
30 November 1941 - Hamburg (6.50)
17 December 1941 - Brest (6.10)
27 December 1941 - Dusseldorf (6.00)
6 January 1942 - Brest (7.00)
10 January 1942 - Brest (6.35)
21 January 1942 - Bremen (2.35)
11 February 1942 - Brest (5.55)
14 February 1942 - Mannheim (7.20)
21 February 1942 - Geisson (7.15)
3 March 1942 - Renault works (6.30)

8 March 1942 - Essen (5.30)
9 March 1942 - Essen (5.20)
13 March 1942 - Cologne (5.00)
25 March 1942 - Essen (4.50)
28 March 1942 - St.Nazaire (6.40)
2 April 1942 - Poissy (5.55)
12 April 1942 - Cologne (3.20)
14 April 1942 - Dortmund (7.30)
3 May 1942 - Hamburg (5.50)
5 May 1942 - Stuttgart (7.00)
19 May 1942 - Mannheim (6.10)
30 May 1942 - Cologne (5.15)
1 June 1942 - Essen (5.00)
2 June 1942 - Dieppe (4.25)
3 June 1942 - Bremen (5.15)
5 June 1942 - Essen (5.30)
6 June 1942 - Emden (4.30)
8 June 1942 - Essen (5.20)
11 June 1942 - GARDENING (3.30)
16 June 1942 - Essen (2.25)
19 June 1942 - Emden (4.40)
20 June 1942 - Emden (5.00)

Sergeant Baker is a Canadian who joined the squadron in October 1941 and has completed 34 operational sorties over Germany and occupied countries.

This Non-Commissioned Officer has a fine record of achievement and his courage, skill and determination in action have been an inspiration to his own crew and all the other gunners in the squadron. He sets his mind on the task in hand, fearlessly and with a fine offensive spirit inspiring a high standard of morale in his crew. He possesses coolness and displays exceptional fearlessness in the face of danger, proving himself to be an outstanding member of a gallant crew.

His outstanding ability, strong sense of duty and fine offensive spirit well deserves recognition by the award of the Distinguished Flying Medal.

The Officer Commanding, RAF Station Snaith, endorsed the recommendation on 21 June 1942, commenting:

This Non-Commissioned Officer is a cheerful fighter and a skilful air gunner, who by his example has inspired great confidence and helped to maintain the very high standard of morale in this squadron. I strongly recommend the award of the Distinguished Flying Medal.

On 29 June 1942 the Air Officer Commanding, No.1 Group, concurred.

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BAKER, F/O Katherine Marguerite (C7870) - **Associate, Royal Red Cross** - No.10 RD (now Station Rockcliffe) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 11 April 1913 in Medicine Hat, Alberta (RCAF press release 2659 announcing award). Home in Calgary; enlisted there 20 August 1941 as Nursing Sister. Promoted Flying Officer, 20 February 1942. To No.10 Repair Depot, 5 October 1942. To Rockcliffe, 3 December 1943. Graded as Senior Nursing Sister, 6 December 1943. To "Y" Depot, Lachine, 23 March 1944. To Eastern Air Command, 15 July 1944. To "K", 17 July 1944. To No.1 Release Centre, 16 January 1945. Released 25 January 1945. Married a man called Leslie. Award presented 24 April 1944.

This Nursing Sister has consistently carried out her duties in the hospital at this unit in a most efficient and commendable manner. She has shown initiative and ingenuity on all occasions and is a ceaseless and tireless worker. Her efforts have undoubtedly been of great assistance in the organization of the hospital. At all times the uppermost thought in her mind has been to improve the medical facilities to which end she has always given her best efforts.

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BAKER, S/L Oliver Nelson Watson (J7804) - **Distinguished Flying Cross** - Skipton-on-Swale - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 24 April 1918 in Middlesex County, Ontario. Home in Preston, Ontario; enlisted in London, Ontario, 18 December 1940. Posted to St. Thomas, 6 January 1941. To No.1 ITS, 5 March 1941; graduated 28 April 1941 on promotion to LAC; to No.1 AOS on 28 April 1941; to 1 BGS, 21 July 1941; graduated 30 August 1941 and promoted Sergeant; posted that day to No.2 ANS; commissioned 29 September 1941. To No.31 OTU, 15 October 1941. To RAF overseas, 13 December 1941. Repatriated 3 December 1944. Released 9 February 1945. Award presented in 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." Public Records Office Air

2/9039 has recommendation dated 26 October 1944 when he had flown 26 sorties (148 hours five minutes). Station Navigation Officer at the time.

* Wellington aircraft

Halifax aircraft

11 October 1942 - Paris, Nickling (4.00, on Whitley aircraft)

19 February 1943 - Wilhelmshaven (5.45)*

25 February 1943 - GARDENING, Juist (5.30)*

28 February 1943 - St.Nazaire (6.00)*

12 March 1943 - Essen (5.00)*

26 March 1943 - Duisburg (4.35)*

28 March 1943 - St.Nazaire (6.50)*

4 April 1943 - Kiel, DNCO (5.15)*

8 April 1943 - Duisburg (5.35)*

28 April 1943 - GARDENING, Egmond (3.15)*

28 April 1943 - GARDENING, Elbe (4.40)*

12 May 1943 - Duisburg (5.00)*

15 May 1943 - Sea Sweep (3.55)*

25 May 1943 - Dusseldorf (4.55)*

28 May 1943 - GARDENING, Brest (6.40)*

21 June 1943 - Krefeld (4.45)*

26 June 1943 - Brest (5.40)*

2 July 43 - Brest (4.45)*

24 July 43 - Hamburg (5.50)*

25 July 43 - Essen (4.50)*

3 August 1943 - GARDENING, St.Nazaire (6.25)*

15 September 1943 - Montlucon (7.20)#

27 September 1943 - Hanover (6.00)#

29 September 1943 - Bochum (6.55)#

3 October 1943 - Kassel 6.35)#

22 October 1943 - Kassel (6.35)#

3 November 1943 - Dusseldorf (5.30)#

This officer has shown a high degree of skill as a navigator. He has made a total of 26 sorties over enemy territory and against many of the most highly defended targets. His courage, coolness and devotion to duty contributed in a large manner to the success of these operations. His cheerful confidence has instilled a high standard of morale in his crew and has inspired the whole squadron.

The gallant manner in which he has carried out his duties has been an example to his unit as a whole, and he is strongly recommended for the award of the Distinguished Flying Cross.

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BAKER, Flight Sergeant Richard Peyton (R92071) - **Commended for Valuable Services** - No.6 (O) AFU (AFRO gives unit as No.343 Lancaster Finishing School) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 809/44 dated 14 April 1944. Born 5 June 1922 in London, Ontario. Home in Ganges, B.C. (ex-Royal Canadian Artillery). Enlisted in Vancouver, 6 February 1941. To No.11 Equipment Depot, 27 March 1941. To No.2 ITS, 15 May 1941; graduated 20 June 1941 on promotion to LAC and posted that date to No.5 EFTS; graduated 8 August 1941 and posted to No.7 SFTS; graduated 24 October 1941 and promoted Sergeant. To "Y" Depot, Halifax, 25 October 1941. To RAF overseas, 19 November 1941. Commissioned 22 February 1944. Repatriated 13 November 1944; retired 5 February 1945. Award sent by registered mail 5 February 1952. Public Records Office Air 2/8959 has recommendation which identifies unit and gives total flying hours as 866, of which 367 were in previous six months.

This airman is a staff pilot whose steadiness and persistence have been an example to his fellow pilots and have greatly helped to raise the standard of flying among them.

BAKER, Flight Lieutenant Richard Peyton (J19777) - **Distinguished Flying Cross** - No.15 Squadron - Award effective 2 October 1944 as per **London Gazette** of 13 October 1944 and AFRO 2637/44 dated 8 December 1944.

This officer has completed many operations against a variety of targets, including Augsburg, Stuttgart, Essen and Cologne. On one occasion, whilst over Essen, he was caught in searchlights for eight minutes. He finally extricated himself and made his attack. A keen, determined and reliable captain, he has set an outstanding example.

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BAKER, Sergeant Robert Arthur Milford (R52640) - **Mention in Despatches** - No.426 Squadron (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 14 November 1917. Home in Port Colbourne, Ontario. Enlisted in Niagara Falls, Ontario, 14 April 1940 as Armament Assistant. Promoted AC1, 29 July 1940. To No.6 Repair Depot, 30 November 1940; to a Bombing and Gunnery School (not identified), 28 December 1940; promoted LAC, 1 January 1941. Promoted Corporal, 1 July

1941. Promoted Sergeant, 1 August 1942. To No.2 SFTS, 23 January 1943; to "Y" Depot, Halifax, 29 March 1943. To RAF overseas, 15 May 1943. Repatriated 18 June 1945. Released 8 September 1945. RCAF photo PL-26975 (ex UK-8515 dated 3 March 1944) shows F/O S.A. Moore supervising the loading as a 4,000-pound "cookies" on a trolley is positioned below a bomb-bay, ready to be winched into aircraft; Sergeant R.A. Baker (Port Colbourne, Ontario) drives the tractor. Recommended as NCO in charge of personnel, "B" Flight. Recommendation dated 15 August 1944 in DHist file 181.009 D.1719 (PAC RG.24 Volume 20606); served in Canada 37 months, overseas 15 months, as Fitter/Armourer:

Sergeant Baker is an exceptionally capable and efficient Armament non-commissioned officer whose work at all times has been of a high order. Under arduous conditions he has maintained a high standard of efficiency in having all aircraft bombed up and ready for operations. This non-commissioned officer's devotion to duty has been in no small way responsible for the fine operational record of this squadron.

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BAKER, F/L Sanford (C6697) - **Member, Order of the British Empire** - No.3 Personnel Reception Centre, Bournemouth (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 1 August 1902. Enlisted in Winnipeg, 24 April 1925. Graded as Cook, 1 May 1937. Promoted Sergeant, 1 April 1938. Promoted Flight Sergeant, 1 June 1940. Commissioned in the Administrative Branch, 30 August 1941 as Pilot Officer (simultaneous promotion to Flying Officer). Posted to Newfoundland, 13 October 1941. To "Y" Depot, Halifax, 16 March 1942. Embarked for overseas, 17 March 1942. Promoted Flight Lieutenant, 12 August 1942. Repatriated to Canada, 13 November 1945. To No.6 OTU, 9 January 1946. To Station Patricia Bay, 1 February 1946. Continued in postwar RCAF and promoted Squadron Leader, 1 January 1949. Award for work in Messing Branch. No citation in Canadian sources. Public Records Office Air 2/9004 has recommended citation and identifies unit. Photograph PL-117483 taken 18 February 1932. Photograph PL-35000 is a formal portrait. The Canadian War Museum holds his medals (AN 19790459-001 and AN 19790459-002) consisting of the following: Member, Order of the British Empire; Defence Medal; Canadian Volunteer Service Medal with Clasp; War Medal 1939-1945; Royal Air Force Long Service and Good Conduct Medal.

This officer is the Station Catering Officer. His duties involve the organization, operations and supervision of nine messing centres accommodating a large number of service personnel. Some of the centres are very extensive and they must be so organized that the messing accommodation can be greatly expanded at very short notice. Flight Lieutenant Baker, by his unselfish devotion to duty,

leadership and ability to organize, train and maintain his staff in a high state of efficiency, has set a very high standard. He has contributed much to the morale and contentment of the personnel at the station.

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BAKER, S/L Sidney Raymond (C9801) - **Medal of Merit, 1st Class (Czechoslovakia)** - **Canada Gazette** dated 24 January 1948 and AFRO 81/48 dated 6 February 1948. Born in Toronto, 12 June 1900. Home in Toronto. Administration. No citation. Photograph PL-38764 shows him with his wife following investiture.

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BAKER, F/O William (J23291) - **Mention in Despatches** - No.570 Squadron (deceased) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 22 October 1919 in Red Wood Falls, Minnesota. Home in Minneapolis, Minnesota. Served in Minnesota National Guard as Private, 21 April 1936 to 10 June 1938. Had a Private and Commercial Pilots License, 1938-40. Enlisted in RCAF, Winnipeg, 18 December 1941. Trained at No.7 ITS, Saskatoon (graduated 5 June 1941), No.20 EFTS Oshawa (graduated 11 September 1942) and No.5 SFTS, Brantford (graduated and commissioned 5 February 1943). To No.34 OTU, Pennfield Ridge, 6 February 1943. To "Y" Depot, Halifax, 16 May 1943. Embarked from Canada 27 May 1943; arrived in Britain 4 June 1943. To No.42 OTU, 20 July 1943. Detached to Parachute Training School, Ringway, 10-25 October 1943; to No.1665 Conversion Unit, 1 December 1943; to No.196 Squadron, 3 January 1944. Attended USAF Medical Board, London, 31 January to 2 February 1944. To No.570 Squadron, 4 August 1944. Killed in action 23 September 1944 (Stirling EF298) on re-supply mission to Arnhem; buried in Holland. Others in the crew were 138324 F/L D. Dickson, DFM (navigator), 144583 F/O R.C. Booth (navigator), 56123 P/O F.G. Totterdell (WOP), 1818376 FS D.J. Blencowe (air gunner) and 1287244 Sergeant R.B. Bond (flight engineer). At least four squadron aircraft were shot down in the Drop Zone that afternoon.

Involved in accident at Tarrant Rushton, 29 January 1944, Stirling BF520. Aircraft was being marshalled for a night Horsa glider tow exercise. Starboard wingtip struck nose of a stationary aircraft. Mishap blamed on Corporal who was signalling the aircraft movements on the ground. His crew were mostly RCAF - J23749 F/O J.K. Anderson (navigator, killed 6 June 1944 with No.196 Squadron), R170676 Flight Sergeant L. Andrews (bomb aimer), R.129688 Flight Sergeant R.G. Pearce (WOP), 1287244 Sergeant R. Bond (flight engineer, later killed with Baker), and R.105460 Flight Sergeant J.B. McGovern (rear gunner, killed 21 February 1945 with No.196 Squadron). At the time he was described as having flown 13 hours (night) and 32 hours (day) on Stirlings (48 hours night, all types and 299 hours day, all types).

Involved in forced landing of Stirling EF492, 3 March 1944, Tarrant Rushton. He was taking part in a Horsa glider-tow exercise by day. Weather was fine with no low cloud. Soon after take off the glider pilot advised that a return was necessary owing to unserviceability of the glider (control problems). When turning into the circuit the flight engineer reported that port outer engine temperature was high and pressure was low. Baker completed the turn and throttled back the engine in preparation for feathering. Without further warning the engine failed entirely and began to smoke. Baker completed feathering and smoke ceased. Three-engine landing then executed. At the time he was described as having flown 70 hours 40 minutes day and night solo on Stirlings and 387 hours day and night solo on all types. Same crew as earlier incident.

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BAKER, F/O William Elstan (J87677) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 23 March 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 24 March 1924 in Vancouver; home in Lethbridge; enlisted Vancouver 28 March 1942. To No.15 SFTS (non-flying duties), 11 May 1942; to No.4 ITS, 6 June 1942; graduated 31 July 1942 and promoted LAC; not posted to No.5 EFTS until 12 September 1942; course completed 20 November 1942; posted on 24 November 1942 to No.7 SFTS; graduated 19 March 1943 and promoted Sergeant. To "Y" Depot, Halifax, 2 April 1943; to RAF overseas, 15 May 1943. Repatriated to Canada, 18 June 1945. To No.8 OTU, 19 June 1945. To Station Greenwood, 31 July 1945. To "Y" Depot, 11 September 1945. Released 23 September 1945. With RAF in 1950. Died 26 October 2012 in Vancouver.

This officer, who has completed very many sorties against strongly defended targets, has set a splendid example of determination and devotion to duty. One night in February 1945 Flying Officer Baker was pilot and captain of an aircraft detailed to attack an oil refinery at Politz. On the outward flight the starboard inner engine failed. This did not deter Flying Officer Baker from continuing his mission and he reached the target on time and executed a successful attack. He afterwards flew safely to base where he landed his aircraft safely in difficult conditions. Flying Officer Baker is a most conscientious captain whose thoroughness has won him much success.

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BALCOMBE, P/O Alfred Alexander (J18378) - **Mention in Despatches** - No.7 Squadron (deceased) - Award effective 21 February 1947 as per **London Gazette** of that date and AFRO 120/44 dated 7 March 1947. Born 29 August 1918 in St. Leonards, England. Educated at Port

Colborne High School. Cooper for one year, bricklayer for two years, unit operator with International Nickel, Port Colborne for three years. Militia service in Brantford, Lincoln and Welland Regiment, 9 October to 7 November 1940. Enlisted in Hamilton, 8 July 1941. To No.1 Manning Depot, Toronto, 23 July 1941. To No.5 ITS, Belleville, 21 August 1941. Graduated and promoted LAC, 9 October 1941 but not posted until 27 October 1941 when sent to No.12 EFTS, Goderich. Considered a slow pupil (took twelve hours dual before going solo) and finally judged as "lacks airsense and is too inconsistent for a service pilot." Ceased training on 3 December 1941 and posted next day to Trenton. To No.6 BGS, Mountain View, 4 January 1942. Qualified for Air Gunner Badge, 20 February 1942 when promoted Sergeant, 20 February 1942, although he had been posted to "Y" Depot, 4 February 1942. To RAF Trainee Pool, 27 February 1942. Taken on strength of No.3 PRC, 10 March 1942. To No.7 AGS, Stormy Down, 24 May 1942. To No.26 OTU, Wing, 29 June 1942. To No.218 Conversion Flight, 29 September 1942. To No.1657 Conversion Unit, 2 October 1942. To No.149 Squadron, 23 November 1942. To No.7 Squadron, 8 March 1943. Commissioned 5 July 1943. Missing, presumed dead, 15 August 1943 (Lancaster JA850, shot down by a night fighter with bombs still on board). Wife in Toronto; certificate sent there, 31 December 1948.

Public Record Office Air 50/219 has the following Combat Report from No.149 Squadron, 3 March 1943:

Captain Flight Sergeant Street, Stirling Mark I, serial EF327. Target Hamburg. Outward bound, position 54.18 North 09.25 East, time 2110 hours, course 153 degrees indicated, air speed 145, height 10,000 feet.

The aircraft was held by a searchlight from the port side which was reported by the rear gunner [Balcombe] as coming from the nose of an unidentified aircraft, approximately 200 yards distant.

Having been warned of the tactics of the German night fighters, the rear gunner immediately searched to starboard for an accompanying aircraft, the Mid-Upper gunner taking on the searchlight-carrying aircraft.

The rear gunner saw a Ju.88 at 180 yards range coming in to attack from the starboard quarter down. He immediately gave the skipper the evasive action to take, and opened fire at the same time as the enemy aircraft, giving it a one-second burst.

By this time the Captain was taking evasive action of what might be called a "diving corkscrew". The enemy aircraft followed our aircraft down in the turn, but dropped astern and again fired at our aircraft, the rear gunner replying with

a short two-second burst, which can only be described as of a "scare" nature. The enemy aircraft was then lost.

The height lost in the original turn to starboard was between five and six thousand feet, 4,000 of which was regained in a climbing turn to port.

No damage was sustained by our aircraft. The rear gunner is of the opinion that his original one second burst damaged the enemy aircraft.

The searchlight carrying aircraft searched for by the mid-upper gunner was not seen by him, as during the diving turn it became lost amongst the mass of searchlights which were on the ground.

There was no cloud at the time of the attack, and searchlight activity was not directed at our aircraft.

Public Record Office Air 50/178 has the following Combat Report for 21/22 June 1943. Captain identified as F/O S.G. Matkin, mid-upper gunner as Flight Sergeant A. Balcombe and rear gunner as Flight Sergeant Dugen [?] from West Head, Australia:

Reference Form Y No.350. On the night of the 21/22 June 1943, Stirling aircraft EF338, M/7 was over target area, 12,500 feet, heading 177 M at 0156 hours.

Pilot was making a turn to port when the rear gunner sighted an unidentified aircraft slightly on the port, 400 yards away. Rear gunner instructed Captain to steepen his turn to port. Unidentified aircraft came in to 200 yards and opened fire and trace was seen to pass under Stirling tail.

Rear gunner identified aircraft as Ju.88 and fired a two-second burst, and his trace was seen to hit enemy aircraft on the wings. Enemy aircraft broke off attack by diving away to port and was not seen again.

Flak and searchlights at time but Stirling was not held. Stirling was not damaged but the Ju.88 is claimed as damaged.

Circumstances of death: Lancaster JA850 M/7 was airborne, 2102, 14 August 1943 to bomb Milan. Crew listed as 112440 F/O and A/F/L S.G. Matkin, DFC (captain), J17065 P/O J.W. O'Hara (second pilot), NZ404426 P/O and A/F/L R.C.C. Taylor (navigator), H123684 F/O K.A. Gough (WOP), 1554260 Flight Sergeant J.B. Patterson (bomb aimer), Aus 411217 Warrant Officer J.A.

Duncan (Rear Gunner), R114240 Flight Sergeant A.A. Balcombe (Mid-Upper Gunner) and 36166 Sergeant A. Whatmore (flight engineer).

One has the odd feeling that his Mention in Despatches was the result of some RCAF lobbying on behalf of a family that wanted a medal. On 19 February 1946, one Maisie Scott, living in Toronto, wrote to the Hon. Colin Gibson about Balcombe. Her letter read, in part:

In his last letter he said he has just completed his 60th tour [sic] and hoped to get a medal as his father. grandfather had citations and medals in the two previous wars and he naturally hoped for the same honour. His CO wrote that "his courage, efficiency under the most harassing conditions were outstanding", etc and his Padre wrote of his gallantry, etc., also these letters can be forwarded to you for your consideration. In October 1945 word came from Ottawa that he was shot down by night fighters 14th to 15th 1943. An buried in "Sasse, France. Heard such a lot lately from boys who have received citations, D.S.O. and Medals (some wonder why) we thought that if you knew how an acknowledgement would be treasured you would give this your interest and kind attention.

This was referred to AOC Overseas, 25 February 1946, requesting an investigation. Overseas HQ bugged repeatedly for a substantive reply and on 31 August 1946 they reported:

Confidential information that this officer will be awarded a Mention in Despatches posthumously has been received from Air Ministry. It is doubtful, however, if this award will be promulgated in the London Gazette before January 1947. and the matter, of course, must be regarded as confidential until then.

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BALDUFF, P/O Marion Albert (J26982) - **Commended for Valuable Services** - No.12 EFTS - Award effective 26 October 1943 as per **London Gazette** and **Canada Gazette** of that date and AFRO 2386/43 dated 19 November 1943. American citizen; born 14 March 1911 in Marland, Oklahoma. Educated in that state. Had 50 hours as a passenger with U.S. Army Air Corps, Brooks Field, Texas, 11 April 1929 to 16 May 1930. Enlisted in Ottawa, 20 May 1940 and posted to No.4A Manning Depot. To No.3 ITS, 27 July 1941; graduated and promoted LAC, 24 September 1941 when posted to No.4 EFTS; graduated 20 November 1941 and posted next day to No.9 SFTS; graduated and promoted Sergeant, 10 April 1942. To No.15 SFTS, 23 May 1942. Took Flying Instructor Course at Claresholm, being graded Class "C" (Twin Engine) 16 July 1942. To No.12 EFTS, 2 August 1942. Promoted Flight Sergeant, 10 October 1942. Tested at Goderich and category changed to "B" (Elementary), 13 October 1942. Promoted WO2, 10 April 1943. Subsequently commissioned, backdated to 20 November 1942. Promoted Flying Officer 20

May 1943. Tested at Goderich and category raised to "A2 Elementary", 29 October 1943. Resigned commission, 25 May 1944. Transferred to U.S. Army Air Corps. Died in Williamson County, Texas, 19 September 1991.

Pilot Officer Balduff, who has been employed as a flying instructor for the past year, has shown outstanding devotion to duty and superior ability. He is extremely conscientious and hard working and his cheerful eagerness to do more than his normal duties has set a splendid example to all flying personnel at this unit.

This began as a recommendation for an AFC, raised 26 August 1943 by F/L John G. Edwards. As of submission he had flown 1,373 hours to date (519 in previous six months) and 927 hours as an instructor (509 in previous six months):

Pilot Officer Balduff, a graduate of the C.T.E., has been employed as a flying instructor since July 1942. At all times he has shown outstanding devotion to duty and a superior ability as a flying instructor. He is extremely conscientious and hard working and has set a splendid example to all flying instructional personnel at this Unit.

This was minuted on 6 September 1943 by F/L E.I. Swanbergson - "This instructor has been very cooperative and always eager to help out by doing more than his share of work. He has set a splendid example and is deserving of recognition." As of 9 September 1943 a Commendation was being suggested by A/V/M F.S. McGill and this was approved at AFHQ on 24 September 1943.

Training: Interviewed by F/L J.E. Drummond, Ottawa, 17 May 1941 - "Well built, clean cut man. Rather serious, fair personality. Very keen to fly and fight. Should make a good member of aircrew."

Course at No.3 ITS was 20 August to 25 September 1941. Courses in Mathematics (56/100), Armament (94/100) Signals (88/100), Hygiene and Sanitation (36/40), Drill (89/100), Law and Discipline (52/60). Placed 31st in a class of 151. "Mature and serious. Dependable. Calm. Disciplined" (W/C D.D. Findlay)

Course at No.4 EFTS was 25 September to 21 November 1941. Fleet Finch aircraft (30.50 dual, 33.45 solo; included are 9.45 on instruments. Also ten hours in Link. "A steady worker who has made good progress. Has expressed a wish to become an instructor and should do well in this capacity." (CFI, name illegible, 19 November 1941). Ground school courses in Airmanship (188/200), Airframes (99/100), Aero Engines (93/100), Signals (65/100), Theory of Flight

(84/100), Air Navigation (120/200), Armament (190/200), Character and Leadership (155/200), Placed eighth in a class of 30. "Very capable, steady and reliable. Mature judgement and ideas. Would make good instructor." (J.J. Tenhope, Chief Ground Instructor).

Course at No.9 SFTS was 24 November 1941 to 10 April 1942. Harvard aircraft (48.45 day dual, 61.10 day solo, 6.15 night dual, 7.45 night solo). Had 22.20 on instruments and 24.30 in Link. "Somewhat rough with throttle and should watch airspeeds more accurately while landing." (S/L E.T. Webster, 10 April 1942). Above average in formation flying, average in all else. "No difficulty during training. Good average pilot, Clear logical thinker in air and on ground." (W/C E.F. Davenport, 10 April 1942). Ground courses in Airmanship and Maintenance (156/200), Armament, written (90/100), Armament, practical (67/100), Navigation (105/150), Meteorology (35/50), Signals, practical (55/100) and Signals, written (29/50). "Average student. Keen and conscientious. Conduct and deportment goof." (F/L A.F.M. Wilson, Chief Ground Instructor, 11 March 1942. Placed 25th in a class of 58.

Flying Instructor Course at Claresholm taken when he had already flown 190.20 solo, 85.50 dual on Finch and Harvard aircraft. Time on course involved 16.35 day solo and 13.35 day dual on single-engine aircraft, 16.15 day solo on twin-engine aircraft, 3.00 night solo on twin-engine aircraft, 19.35 day dual on twin-engine aircraft and 2.00 night dual on twin-engine aircraft. Instructor (WO J.W. Munro) assessed him as follows: "Above average pilot. Very keen and eager. Quick to learn. Should make an above average instructor." Ground courses in Instruments (70/100), Airmanship (80/100), Meteorology (50/100) and Administration (77/100). Instructor named McLachlan wrote "Average student in class. Willing and keen type." Tested 16 July 1942 on Crane and assessed in following: Sequence ("Very good"), Voice ("Clear"), Manner ("Impressive"), Ability to Impart Knowledge ("Very good"), Ability as Pilot ("High average") and Remarks ("Good average pilot who has evidently worked hard on course. Presents sequences in an impressive manner. Should make a very good instructor.") Awarded Category "C" (Twin Engine) by S/L F.R. Sharp.

Selected Assessments: Tested by Central Flying School Visiting Flight, 13 October 1942. At that time he had 490.10 solo (single engine), 101.50 dual (single engine), 33.35 solo (twins) and 21.25 dual (twins). He had flown 274.50 instructing at No.12 EFTS. Checked out on Tiger Moth and described as follows: Sequence ("Above average"), Voice ("A little rushed"), Manner ("Interesting"), Ability to Impart Knowledge ("Above average"), Ability as Pilot ("High average") and Remarks ("Needs practice on spin recoveries on instruments."). Awarded Category "B" (Elementary) by F/O J.W. McLurge (?) and S/L G. Ingram.

"This NCO while still a junior instructor has diligently applied himself to his work, being promoted to Flight Leader, and is considered very good commission material." (Memo dated 20 November 1942 at No.12 EFTS).

"A very capable, hard working, conscientious instructor whose work is outstanding in all respects. At present employed as a deputy flight commander. Recommended for promotion to the rank of Acting Flying Officer." (F/L W.L. Holmes, No.12 EFTS, 7 August 1943). To this on the same day, F/L E.G. Edwards adds, "This man has held position of Examining Officer for two months, and has for the past two been Flight Commander. This instructor has proven himself to be an outstanding instructor and capable of handling a Flight. Recommend promotion as he is eligible and filling a vacancy on the establishment."

Examined by Central Flying School Visiting Flight, 29 October 1943. By then he had flown 1,298.05 (single engine day solo), 196.45 (single engine day dual), 33.35 night solo (twin engine) and 21.25 night dual (twin engine). By then he had flown 1,200 hours as an instructor. Checked out on Tiger Moth and described as follows: Sequence ("Complete"), Voice ("Clear and strong"), Manner ("Instructive"), Ability to Impart Knowledge ("Above average"), Ability as Pilot ("Above average on type") and Remarks ("Above average instructor with experience and sound knowledge of his work."). Awarded Category "A.2 (Elementary) by S/L O.B. Pulsifer.

"This officer has been employed as Deputy Flight Commander, Squadron Testing Officer and is at present employed on the Testing Flight at this unit. Recommended for promotion to Acting Flight Lieutenant to fill a vacancy on the establishment of Testing Officers with Flight Lieutenant's rank." (F/L E.I. Swanbergson, 22 March 1944).

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BALDWIN, P/O Cecil Elmer (J94878) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born 6 February 1923 in Moose Jaw; home in Glen Bain, Saskatchewan; enlisted Regina 8 October 1942 and posted to No.2 Manning Depot. To No.10 SFTS (guard duty), 22 November 1942. To No.2 ITS, 6 February 1943; graduated and promoted LAC, 17 April 1943 when posted to No.15 EFTS. Ceased training and posted to No.3 Manning Depot, 12 May 1943; to No.5 BGS, 24 June 1943; graduated 2 October 1943 when posted to No.7 AOS; graduated and promoted Sergeant, 26 November 1943; to "Y" Depot, 10 December 1943; to "Y" Depot, Lachine, 1 February 1944; to uncertain posting, 17 February 1944; taken on strength of No.3 PRC, Bournemouth, 25 March 1944. Commissioned 23 April 1945. Repatriated 14 May 1945. To Moncton, 27 May 1945; retired 4 August 1945. No citation, "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty."

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BALDWIN, F/O David Gilmore (J5702) - **Distinguished Flying Cross** - No.5 Squadron (Canada) - with No.3 OTU at time of award) - Award effective 26 November 1943 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 28 March 1918 in New Orleans; gave his home as Alexandria, Louisiana. Enlisted Ottawa, 8 October 1940 To No.5 SFTS, 5 November 1940 (guard duty). To No.1 ITS, 10 December 1940; graduated and promoted LAC, 15 January 1941 when posted to No.7 EFTS; graduated 17 March 1941 when posted to No.1 Manning Depot; to No.5 SFTS, 10 April 1941; graduated and commissioned 21 June 1941. To No.13 (Operational Training) Squadron, 19 June 1941. To No.5 (BR) Squadron, 6 October 1941. Promoted Flying Officer, 1 March 1942. Promoted Flight Lieutenant, 1 May 1943. To No.3 Operational Training Unit, 30 September 1943. To "Y" Depot, 31 October 1944. Taken on strength of No.3 PRC, Bournemouth, 24 November 1944. Repatriated 23 November 1945. Retired 7 November 1945. Joined his father's firm (Baldwin-McLean) as Assistant Director of Public Relations. Then hired by the **New Orleans Item** where he wrote a column and did special assignments. In 1955 he became a speech-writer for George Leader (Governor of Pennsylvania). Later hired by the American Medical Association as Communications Director (Chicago and Washington), retiring in 1980. Died in Chicago, 27 November 1996 at age 78.

This officer as pilot and captain of an aircraft on anti-submarine operations for the past year and a half has led his crew with inspiring leadership through a series of the most difficult situations. Recently he carried out two attacks on submarines with skilful courage and his outstanding work in convoy patrol has been a valuable contribution to the successful record of his squadron.

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BALDWIN, F/L Norman Scarlett (J5814) - **Air Force Cross** - No. 10 EFTS - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944 - Born 27 April 1920. Home in Toronto; enlisted there 10 October 1940. To Trenton, 23 October 1940. To No.1 ITS, 22 December 1940; graduated and promoted LAC, 27 January 1941 when posted to No.1 EFTS; graduated 17 March 1941 when posted to No.1 Manning Depot; to No.2 SFTS, 6 April 1941; graduated and commissioned 21 June 1941. To Central Flying School, Trenton, 22 June 1941. To No.2 SFTS, 13 September 1941. Promoted Flying Officer, 22 June 1943. To No.13 EFTS, 12 December 1942. Promoted Flight Lieutenant, 1 March 1943. To No.10 EFTS, 30 November 1943. To Release Centre, 3 August 1945. Retired 7 August 1945. Photograph PL-2915 shows Torontonians recently awarded wings at No.2 SFTS - G.H. Bayley, D.J. Sinclair, T.R.C. Adams, R.W. Gardiner, N.D. Mara, N.S. Baldwin, T.W. Gain, S.W. Pearce, D.A. Court, H.V. Thompson, W.B. Randall, J.A. Long; PL-117282 is a portrait taken when he was at No.10 EFTS but had not yet been decorated. Award sent by registered mail 13 November 1949. Had flown 1,830 hours to date, 1,603 hours as instructor, 142 hours in previous six months.

This officer, in over two and a half years of association with flying training, has set an admirable example amongst flying instructors. He has continually turned out a high standard of aircrew trainees. He has been an outstanding leader, a most proficient pilot and untiring in his devotion to duty.

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BALDWIN, F/L William Gordon (J23096) - **Distinguished Flying Cross** -No.160 (Bomber Reconnaissance) Squadron - Award effective 1 December 1945 as per **Canada Gazette** dated 15 December 1945 and AFRO 183/46 dated 22 February 1946. Born 29 June 1921. Enlisted in Windsor, Ontario, 14 October 1940. To St. Thomas, 31 October 1940. To No.1 ITS, 22 December 1940; graduated and promoted LAC, 27 January 1941 when posted to No.12 EFTS; graduated 29 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.1 SFTS, 29 August 1941. Promoted Flight Sergeant, 21 December 1941. Commissioned 3 December 1942. Promoted Flying Officer, 1 June 1943. To No.1 GRS, 12 August 1943. To Western Air Command, 31 October 1943. To No.9 (BR) Squadron Detachment, Prince Rupert, 2 November 1943. Promoted Flight Lieutenant, 3 February 1944. To No.7 Squadron, 23 August 1944. To Eastern Air Command, 6 September 1944. To No.160 (BR) Squadron, 21 September 1944. To Moncton, 30 June 1945. To No.124 (Ferry) Squadron, 9 September 1945. To Release Centre, 5 June 1946. Retired 6 June 1946. His brother, Flight Sergeant John Stanley Baldwin, was killed in action 3 January 1944. Died in Manotick, Ontario, 1 March 2002. Award presented 22 June 1949. As of award had flown 2,658 hours, 554 operational hours (60 sorties).

This pilot has completed many hours of operational flying from the East Coast of Canada. He has continually displayed courage and devotion to duty of a high order. He has cheerfully carried his assignments to a successful conclusion despite harassing circumstances. His skill and reliability as a pilot have been outstanding and an inspiration to his fellow crewmen.

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BALDWIN, F/L William Henry (J15169) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 16 June 1942 as per **London Gazette** dated 22 September 1942 and AFRO 1653/42 dated 16 October 1942. Born in Ottawa, 12 January 1910; home there (worked in Metropolitan Life Insurance, 1928-1929, RCAF Photo Section, 1929-1932; commercial artist; did lettering for almost all the **Book of Remembrance**, 1934-1940; also a radio announcer for CKCO, 1937-1939); enlisted Ottawa, 28 June 1940. To No.1 ITS, 20 July 1940; graduated and promoted LAC, 16 September 1940 when posted to No.1 AOS; to No.1 BGS, Jarvis, 6 January 1941; promoted Sergeant and posted to No.1 ANS, 15 February 1941. To Embarkation Depot, 28 March 1941.

To CPR, Montreal, 22 April 1941 for Ferry Command duty, attending OTU at St. Hubert, 23 April 1941 to 14 June 1941. Embarked for overseas as of 14 June 1941. Taken on strength of No.3 PRC, Bournemouth, 17 June 1941. To No.12 OTU, 19 June 1941. To Chipping Warden, 17 August 1941. To No.405 Squadron, 4 September 1941. Commissioned, 26 January 1942. With No.405 Squadron, 5 September 1941 to 13 September 1942 (31 sorties). Promoted Flying Officer, 1 October 1942 (Appointments, Promotions Retirements dated 20 November 1942). Promoted Flight Lieutenant with effect from 8 July 1942 (Appointments, Promotions, Retirements dated 20 April 1943). Award presented 8 December 1942. On leave or detached duties in Canada, 17 December 1942 to 29 June 1943 (much of on leave to Ottawa). RCAF wished to retain him in a Training Command function "to proceed on a tour of all ITS's and AOS's to lecture aircrew on the latest Bomber Command practice in Navigation." However, his release on leave from Bomber Command had been on condition of his returning to Bomber Command. Reposted to No.405 Squadron, 6 July 1943. Promoted Squadron Leader, 7 July 1943 (Appointments, Promotions, Retirements, 18 September 1944, having been Acting Squadron Leader, paid since 12 October 1942). Killed in action, 23/24 August 1943 (No.405 Squadron, Halifax HR918); buried in Germany.

Pilot Officer Baldwin is a navigator of exceptional ability which, combined with his courage and initiative, has contributed materially to the success of the operations in which he has participated. His unfailing cheerfulness and optimism, in spite of all hazards, has proved a source of inspiration.

NOTE: The above is worth comparing to the original citation and sortie list, drafted 13 July 1942. Sortie list is unusually detailed. Source: Public Records Office Air 2/9598.

10 October 1941 - Ostend (3.51) - Successful attack on docks
16 October 1941 - Duisburg (4.55) - Target attacked in cloud
22 October 1941 - Mannheim (7.25) - Target attacked - successful
24 October 1941 - Frankfort (5.35) - Target attacked, 10/10 cloud
7 November 1941 - Berlin (7.46) - Bombed target on ETA in 10/10 cloud
9 November 1941 - Hamburg (5.46) - Successful attack on docks.
22 November 1941 - Wilhelmshaven (4.51) - Attacked seaplane base in 10/10 cloud.
7 January 1942 - St.Nazaire (6.40) - Very successful attack carried out.
17 January 1942 - Bremen (5.16) - Target bombed in 10/10 cloud.
26 February 1942 - Kiel (6.01) - Very successful attack.
3 March 1942 - Paris (6.05) - Highly successful attack on engine works.
7 March 1942 - St.Nazaire (4.36) - Successful attack on target area.
10 March 1942 - Essen (4.54) - Target attacked in poor visibility.
26 March 1942 - Essen (4.37) - Successful attack on target.
28 March 1942 - Lubeck (7.14) - Highly successful attack on aircraft factory.

5 April 1942 - Cologne (6.41) - Target attacked with success.
8 April 1942 - Hamburg (6.49) - Attacked target in 10/10 cloud.
10 April 1942 - Essen (5.18) - Successful attack on target.
15 April 1942 - Dortmund (6.07) - Jettisoned in 10/10 cloud.
17 April 1944 - Hamburg (6.14) - Successful attack on target.
30 May 1942 - Cologne (5.42) - Bomb release unserviceable; brought bombs back.
1 June 1942 - Essen (5.01) - Very successful attack on target.
6 June 1942 - Emden (5.12) - Docks attacked with success.
8 June 1942 - Essen (5.35) - Target attacked despite terrific opposition.
25 June 1942 - Bremen (5.11) - Docks hit in successful attack.
2 July 42 - Bremen (4.58) - Successful attack on target.

Pilot Officer Baldwin has shown great presence of mind and cool courage in all his sorties. His confidence has inspired the other members of this squadron. In view of the consistency of this officer's work it is recommended that he be awarded the Distinguished Flying Cross.

Training: Interviewed on 29 May 1940 by F/O R.H. Cowan who noted, "Very much above average in all respects - is taking Air Crew assignment through eagerness to serve."

Course at No.1 ITS was 22 July to 17 August 1940. Marked as follows: Mathematics (52/100), Armament, P and O (94/100), Drill (84/100), Law and Discipline (88/100). Placed 102nd in a class of 126. Assesses as "Good observer material. No doubt he will do well."

Course at No.1 AOS lasted from 14 October 1940 to 4 January 1941. Flew in Anson aircraft - 19 hours 34 minutes as First Navigator (day) and 21 hours 35 minutes as Second Navigator (day). Air work assessed as follows: "Work in air showed improvement towards end of course to bring his marks above the class average." Ground Training courses and marks as follows: D.R. Plotting (75/150), D.R. Written (103/150), Compasses and Instruments (103/150), D/F with W/T (85/100), Signals (25/50), Maps and Charts (57/100 following a Supplemental Exam), Meteorology (61/100), Photography (58/100), Reconnaissance (63/100). Ground School Instructor noted, "Hard worker. Slow to grasp things. Failed to pass examination in Maps and Charts but successfully passed the supplemental." In Ground School he placed 40th in a class of 43. Assessed overall as "Average", suitable for a commission but unsuitable to instruct. The Chief Instructor, F/L W.F. Stapley, wrote, "Very neat in his work. Will make a good officer with a little more experience. Pleasing personality. Well liked by his class mates and the instructors."

At No.1 BGS, course lasted 6 January to 17 February 1941. All air training on fairley Battles (19 hours ten minutes on day bombing, five hours 15 minutes on day gunnery plus 100 minutes as

a passenger. In air exercises his average high level bombing error was 219 yards (best was 184 yards) while in low level bombing his average error was 77 yards. In Air Gunnery he scored 8.5 percent hits on Beam Test, 2.7 percent hits on Beam Relative Speed Test and 2.7 percent hits on Under Tail Test. In "Proficiency as Bomb Aimer" he obtained 207 out of 300 marks ("Average") and under "Proficiency as Air Gunner" he was graded 143 out of 200 marks ("Average"). Placed 40th in a class of 40 and deemed unsuitable for commission. G/C G.E. Wait wrote of him, "Energetic and confident. Tried hard but did not stand out in any way."

At No.1 ANS for Advanced Air Observer training, the course lasted 17 February to 15 May 1941. All training on Anson aircraft - six hours five minutes as First Navigator (day), six hours 40 minutes as Second Navigator (day), five hours 45 minutes as First Navigator (night) and 13 hours 50 minutes as Second Navigator (night). Air training assessed as "Not very consistent - spotty." In Ground School he truly terrible marks (28 percent in Astronomical Navigation, Plotting and 25 percent in Astronomical Navigation, Written). He failed the course and ranked 82nd in a class of 82. The Chief Instructor wrote, "This NCO seemed to have difficulty with arithmetical figures but otherwise is a good student." The Commanding Officer of the school (W/C F.R. Miller) nevertheless wrote, "A good NCO but failed to absorb Astro Navigation."

No record of overseas training.

Particulars of Death: Crew of Halifax HR918 (lost 24 August 1943) were as follows: J15655 F/O F.A. Harman (pilot), J15169 S/L W.H. Baldwin, DFC (navigator), 1230164 Sergeant S. Cugley (WOP/AG), 52286 P/O L.R. King, DFM (Flight Engineer), J20912 F/O P.J.A. Magson (Air Gunner), R112570 Sergeant A. Menzies (Air Gunner) and R151487 Sergeant J.A. Miller (Air Gunner). Burial site investigated by Berlin Detachment, MRES, on 20 September 1947 (Baldwin) and 16 December 1947 (other members of the crew). Aircraft had been shot down in flames about 0315 (German time) and bodies initially buried as "unknown American soldiers."

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BALES, S/L Robert Phillip (C9887) - **Mention in Despatches** - Middleton St.George - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born in York Township, Ontario, 29 March 1915. Home in Dauphin, Manitoba; enlisted in Montreal, 16 January 1942. Attended Aeronautical Engineering School, Montreal, 31 January to 11 July 1942; at No.7 BGS, Paulson, 12 July 1942 to 4 January 1943; to "Y" Depot, Halifax, 5 January 1943; arrived in Britain 3 February 1943; to Headquarters, No.6 Group, 1 March 1943; to No.1664 Conversion Unit, 10 May 1943; to No.405 Squadron, 30 June 1943; to No.419 Squadron, 1 October 1943; to Middleton St.George, 3 November 1943; to No.64 Base, 17 April 1944; to No.62 Base, 14 June 1945; repatriated to Canada, 16 June 1945 (Station Greenwood); released 7 December 1945. No citation in AFRO or biographical file. DHist file

181.009 D.4364 (RG.24 Vol.20648) has recommendation for OBE dated 31 August 1944 which evidently became the basis of this Mention in Despatches. He had then served 13 months in Canada, 19 months overseas.

Squadron Leader Bales, first as Engineer Officer of 419 Squadron and later as Chief Technical Officer of the station, has made an outstanding contribution to Bomber Command's effort during a critical phase of the war, when every serviceable aircraft was invaluable. He filled both positions for a considerable period in a most efficient and willing manner, which consistently produced an extremely high number of serviceable aircraft to take part in the ceaseless flow of operations preceding and following the invasion of France.

During this time the station concerted to Canadian-built Lancaster X aircraft with a rapidity and smoothness largely due to this officer's extraordinary devotion to duty, organizing ability and personality, which gained him the esteem of aircrew and groundcrew alike, promoting complete harmony between Central Maintenance and squadron personnel. Under his guidance the two squadrons have set a standard of Merlin engine serviceability which is outstanding both in Bomber Command and in the records of Rolls Royce.

In recognition of this exceptionally meritorious service I recommend the award of the OBE.

BALES, S/L Robert Phillip (C9887) - **Mention in Despatches** - No.64 Base (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. No citation in AFRO or biographical file. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation for an OBE dated 2 February 1945 when he was Chief Technical Officer.

Squadron Leader Bales has been Chief Technical Officer at this Station for two years two months. He has efficiently organized his servicing wing into the smooth machine it now is. During the peak operational period of this last summer this officer not only worked himself to exhaustion point many times but so inspired his men that they carried on under seemingly impossible conditions.

BALES, S/L Robert Phillip (C9887) - **Member, Order of the British Empire** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. No citation.

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BALFOUR, LAC James Craig (R192089) - **British Empire Medal** - Station Sydney - Award effective 5 May 1945 as per **Canada Gazette** of that date and AFRO 918/45 dated 1 June 1945. Born 1 August 1922. Home in Regina; enlisted there 28 September 1942 as Tradesman and posted to No.1 Manning Depot. Reclassified as Armourer, 28 November 1942 and posted that date to Mountain View. Promoted AC1, 25 January 1943. To Halifax, 26 January 1943. To Shellburn, 25 February 1943. To No.116 (BR) Squadron, 31 March 1943. Promoted LAC, 1 October 1943. To No.5 Equipment Depot, 19 June 1945. To No.6 Release Centre, 16 September 1945. Released 25 September 1945. Award presented 14 February 1948.

On February 15, 1945, the explosion of a depth charge demolished a hangar and precipitated a violent fire which raged with great fury owing to some two thousand gallons of gasoline contained in the tanks of aircraft in the hangar. The hangar and contents were completely destroyed in thirty minutes. When the explosion occurred, Leading Aircraftman Balfour was on duty in the ammunition room of the hangar. All those in the ammunition room at the time were severely injured. Although injured himself, this airman, completely disregarding his own safety, assisted in the rescue of two of his companions who were critically injured and trapped in the debris of the demolished room where ammunition was exploding. In the face of very great danger and despite his own injuries, this airman displayed great courage and presence of mind in helping to rescue two fellow airmen.

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BALGE, FS Joseph Peter Gordon (R74946) - **Mention in Despatches** - Western Air Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Vancouver, 9 March 1905. Home in Vancouver (store manager); enlisted there 2 November 1940 as Equipment Assistant. To Technical Training School, 29 November 1940. Promoted AC1, 2 January 1941. To Station Vancouver, 17 January 1941 and eventually assigned to No.3 Repair Depot. Promoted LAC, 1 July 1941. Promoted Corporal, 1 June 1942. Promoted Sergeant, 1 December 1942. To Western Air Command Headquarters, 1 June 1943. Promoted Flight Sergeant, 1 February 1944. To Release Centre, 3 April 1946. Retired 17 April 1946. Died in Zeballos, British Columbia, 1 January 1969 .

This non-commissioned officer who has been completely responsible for the supply of petroleum products to all units since May 1944, has by his energy, tact and ability maintained complete co-operation between the Oil Companies and units to such effect that in spite of most difficult supply problems no unit has been held up for the lack of gasoline. Further, he has been directly responsible

for saving the Royal Canadian Air Force many thousands of dollars by having the gasoline prices at some stations lowered.

The recommendation (worded as above) was raised by G/C W.M. Smith on 23 July 1945.

Notes: "This NCO engaged in the intricate duty of assisting in control of distribution of petroleum products to all units in the Command. This necessitates daily contact with representatives of all companies with whom he conducts his business in complete harmony." (G/C W.E. Baker, SESO, Western Air Command, 26 August 1943).

"Possesses to a marked degree a detailed knowledge of transportation facilities for movement of petroleum products on the West Coast." (G/C W.E. Baker, 29 May 1944).

"Flight Sergeant Balge has been carrying out duties of a Flight Lieutenant, Petroleum Officer since May 1944." (W/C W.M. Smith, Western Air Command Headquarters, 29 November 1944).

"This NCO has been recommended for a commission as Petroleum Officer. Has a very complete grasp of all petroleum problems in this Command and is able to command respect and cooperation of petroleum companies." (W/C W.M. Smith, 21 February 1945)

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BALKWILL, Sergeant Stanley Herbert (R83899) - **Distinguished Flying Medal** - No.39 Squadron - Award effective 19 May 1943 as per **London Gazette** dated 25 May 1943 and AFRO 1247/43 dated 2 July 1943. Born in Burford, Ontario, 23 May 1921. Educated in Burford for eight years, then in Toronto. Home in Toronto (clerk); enlisted there 9 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, Picton, 29 December 1940 for general duties. To No.8 (BR) Squadron, North Sydney, 11 January 1941. To No.3 ITS, Victoriaville, 10 April 1941; graduated and promoted LAC, 14 May 1941. Taken on strength of No.17 EFTS, Stanley, Nova Scotia, 15 May 1941; graduated 2 July 1941 when posted to No.8 SFTS, Moncton. Graduated and promoted Sergeant, 13 September 1941. Taken on strength of No.31 GRS, Charlottetown, 27 September 1941. Taken on strength of No.32 OTU, Patricia Bay, 30 November 1941. To "Y" Depot, Halifax, 8 February 1942. Embarked for overseas, date uncertain; disembarked in Britain, 9 March 1942. Taken on strength of No.5 (Coastal) OTU, 25 April 1942. Promoted Flight Sergeant, 1 July 1942. To Middle East, 12 August 1942. To No.5 Middle East Training School, 16 August 1942 and took Torpedo Training course at Shallufa (2 September to 15 October 1942). To No.39 Squadron, 17 October 1942. To Malta, 12 February 1943. Commissioned (J17111) with effect from 24 February 1943 (Appointments, Promotions, Retirements dated 21 June 1943). Promoted Flying Officer, 24 August 1943. Posted away from No.39 Squadron, 30 October 1943. With No.132 OTU, 26 November 1943 to 8 April 1944. Repatriated to Canada,

19 April 1944. To No.31 OTU, Debert, 30 May 1944; subsequently renumbered No.7 OTU. Award presented 28 March 1944. Killed 18 April 1945 at No.7 OTU, Truro, Nova Scotia (Mosquito KA968, low flying; Corporal Joseph R. Richard, passenger, also killed). At the time of his death he was reported as having flown 200 hours dual and 925 hours solo. Photograph PL-28305 taken after investiture with his uncle (Edwin Balkwill) and a Miss A. Balkwill (residents of Devon).

As pilot, this airman has taken part in twenty sorties from Malta, three of which have been torpedo. In February 1943, he was detailed to make an attack on enemy shipping off Maritimo. While over the target the aircraft was subjected to intense anti-aircraft fire and repeatedly hit in the fuselage and tail. Serious damage was sustained which made the aircraft difficult to control, but despite this, Flight Sergeant Balkwill, with great skill and courage, succeeded in returning to base safely. He has at all times exhibited exceptional courage and resource during his operational duties and has proved himself to be a first-class torpedo bomber pilot.

NOTE: Public Records Office Air 2/8952 has recommendation initiated 20 March 1943 and communicated 13 April 1943 from RAF Headquarters Middle East to Air Ministry:

This airman pilot joined No.39 Squadron on 17th October 1942 and has completed 125 hours operational flying, 95 hours being flown from Malta. He has taken part in 24 sorties, 20 of which have been from Malta, including three torpedo strikes.

On 21st February 1943 he was detailed as captain of a Beaufort aircraft to carry out a dawn attack on enemy shipping of Maritimo. At 0445 hours a medium-sized merchant vessel was sighted and attacked, the aircraft being subjected to intense anti-aircraft fire and repeatedly hit in the fuselage and tail. The hydraulic and electrical system was put out of action, the rudder controls on one side completely severed and one elevator shot away. In spite of the fact that the aircraft was severely damaged, Flight Sergeant Balkwill, by great skill and courage, succeeded in returning to base safely. He has also carried out a number of torpedo rover patrols and many minelaying operations.

This Non-Commissioned Officer has at all times exhibited great courage and determination in carrying out his operations and has proved himself to be a first-class torpedo bomber pilot.

At No.17 EFTS, course lasted 16 May to 2 July 1941. Flying in Fleet Finch II, logged 30 hours day dual, 25 hours 30 minutes day solo. Six hours of this on instruments. Also logged five hours in Link. Flying described as "Slow - appearance, good discipline fair." In ground school his courses and marks were as follows: Airmanship (160/200), Airframes (64/100), Aero Engines (79/100), Signals, Practical (97/100), Theory of Flight (88/100), Air Navigation (189/200), Armament, Oral (125/200 following a supplemental exam). Qualities as an officer graded as 145/200. Placed 15th in a class of 31.

At No.8 SFTS, course lasted 3 July to 13 September 1941. All flying on Anson aircraft. He flew 41 hours 25 minutes day dual, 38.35 day solo, 3.35 night dual, 6.25 night solo. This included 20.50 on instruments. Logged 20 hours in Link. Flying described as follows: "Reactions on instruments are slow. Appears to be a slow thinker. Will bear watching on instruments. Average in all other respects. Slow on night flying but now considered average." Ground training courses and marks as follows: Airmanship and Maintenance (137/200), Armament - W (66.5/100), Armament - P (72/100), Navigation and Meteorology (171/200), Signals - W (83/100) and Signals - P (48.5/50). Ground School Instructor (F/L J. Williamson) wrote, "Keen, intelligent and easy going. Appears to be somewhat immature but will probably overcome that in a short time." Placed 21st in a class of 34.

Course at No.31 GRS, Charlottetown was 29 September to 29 November 1941. All training was on Anson aircraft and a navigation course (44 hours 50 minutes, all by day). Assessed as "Average - Not a very successful navigator as yet, but may improve with maturity." Ground School subjects and marks as follows: DR Navigation I (77/100), DR Navigation II (230/300) Astro Navigation (89/100), Compasses and Instruments (116/200), Meteorology (138/200), Signals (84/100), Reconnaissance (141/.200), Coding (84/100), Ship Recognition (156/200), Photography (83/100), Visual Signals (Pass). He was further described as "Inclined to be inattentive. Seldom if ever shows any great interest or intelligence." The Commanding Officer of the school wrote, "This NCO has shown little keenness despite the fact that he has obtained fairly good results. he will need considerable air experience before he can be considered a useful G.R. pilot." On 28 November 1941 the Commanding Officer, Station Charlottetown, concluded, "Casual. Could be a better NCO and would be more use as a G.R. pilot if he could develop a sense of responsibility. Does not appear to be interested in G.R. work."

At No..32 OTU course lasted 4 December 1941 to 5 February 1942 and was chiefly to convert to Beauforts. He flew two hours by day as first pilot in an Anson plus one hour 35 minutes as an Anson passenger; flew 17 hours ten minutes day dual and 30 hours 25 minutes day first pilot on Beauforts (three hours ten minutes on instruments). Also logged 13 hours 30 minutes in Link. There was no night flying, navigation, bombing, gunnery or torpedo training. Described as "Average ability as pilot. Has made satisfactory progress and should make a sound operational pilot with further experience."

At No.5 (Coastal) OTU his course was on Beauforts (15 April to 30 June 1942). Flew four hours five minutes day dual and ten hours 40 minutes day solo; "Day Crew Training" time given as 21 hours 45 minutes. Night dual was two hours 45 minutes, night solo three hours 15 minutes and "Night Crew Training" as six hours 10 minutes. Instrument Flying was two hours five minutes, formation flying four hours ten minutes, and 19 hours in Link. Ground Examination marks were Armament (56,5 percent), Signals, Practical (68 percent), Navigation (75 percent). Aircraft Recognition was included under "Armament". Link average was 68 percent. Flying Aptitude was listed under several headings - Natural Aptitude (Average), Skill in Landing (Above Average), Airmanship (Average), Cockpit Drill (Above Average), Instrument Flying (Average), Formation Flying (Average) and Night Flying (Above Average). Either no training or no assessments for Aerobatics, Map Reading or Flying for Bombing. Under "Distinctive Qualities" (marked as "Exceptional", "Above Average", "Average", "Below Average" and "Poor") the following Categories were Listed:

1. Persistence (Does he keep on trying or is he easily discouraged ?) - Above Average
2. Sense of Responsibility (Has he common sense or is he over-confident ?) -Average
3. Endurance (Does he put up a consistently satisfactory performance under conditions of strain ?) - Average.
4. Leadership (Has he taken the lead in any activities ? Would he make a good captain of aircraft or Flight leader ?) - Average
5. Method (Does he work systematically to a plan ?) - Above Average.
6. Deliberation (Does he act decisively **for reasons** or on impulse ?) - Average
7. Initiative (Does he want to try things on his own ?) Above Average.
8. Dash (Is he quick and decisive in action ?) - Average
9. Distribution of Attention (Does he find it difficult to do more than one thing at a time ?) - Average
10. Self Control (Does he get flustered ?) - Average
11. General Assessment of suitability as Operational Pilot - Average

In training at No.5 (C) OTU he dropped 34 bombs and two depth charges (all by day) and in his best low stick exercise scored four hits.

With No.39 Squadron, involved in an accident at Luqa, Malta, 13 September 1942 with Beaufort DW817. He described this as follows:

On the night of 13.11.42, after returning from a night operation, I landed and taxied from the runway. I stopped and awaited ground crew and receiving a circling light I taxied towards it. Meanwhile, three other lights, each waving separately, were visible from the cockpit. Following the ground crews instructions I taxied straight ahead and upon the appropriate instruction commenced to turn. I was then given the signal to apply brake and did so, but the starboard propellor had entangled itself in the wing of a Wellington. I closed switches and immediately turned off the fuel

The subsequent inquiry did not agree. W/C M.L. Gaine, concluded that Balkwill had failed to obey ground crew signals and wrote:

I consider that the ground crew gave the correct signals for the Beaufort to avoid the parked Wellington. Other lights were flashed on the rear turret of the Wellington to tell the pilot that he was running into danger. I consider that the pilot was careless, which warrants and endorsement.

Upon repatriation he reported he had flown 197 operational hours (46 sorties).

Assessed at No.7 OTU, Debent, 7 September 1944 as "A competent officer and flying instructor. His is keen and his work is satisfactory."

As of 5 October 1944 he reported the following flying times: Fleet (30 hours), Anson (40.35 by day and 6.25 by night), Beaufort (206 hours by day and 114 by night), Beaufighter (90 hours by day, 3.15 by night), Oxford (76.55 by day, 2.30 by night), Mosquito (87 hours by day and 9.05 by night).

* * * * *

BALL, Corporal Edward Allen (R61847) - **Mention in Despatches** - Skipton - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 27 July 1919. Home in Silton, Saskatchewan. Enlisted in Regina, 30 July 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 30 August 1940. Promoted AC1, 26 January 1941. To No.8 SFTS, 29 January 1941. Promoted LAC, 25 April 1941. To "B", 11

December 1941. To No.3 Repair Depot, 31 March 1942. To "Y" Depot, 1 February 1943. To RAF overseas, 8 March 1943. Repatriated 7 August 1945. Retired 22 September 1945. No citation in AFRO or biographical file. 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 42 months in Canada, ten months overseas.

This junior NCO has exceptional qualities of trade and character. He has a sound, thorough and detailed knowledge of his work and applies to it an honesty of labour that is most commendable. He is at all times conscientious of his task and the fact the safety of others depends on him.

He suffered a bad injury when a starting crank struck him in the cheekbone, yet he endeavoured to carry on with his task, although he was subsequently taken away in an ambulance.

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BALL, W/C Frank Westoby (C841) - **Distinguished Flying Cross** - No.415 Squadron - Awarded effective 8 September 1945 as per **London Gazette** of that date and AFRO 1704/45 dated 9 November 1945. Born 17 September 1916, Brandon, Manitoba (birth date in obituary notice); home in Belleville, Ontario; enlisted in Toronto, 4 July 1938; qualified for pilots wings, 17 June 1939 at Trenton. Early in war employed at various flying schools; January 1943 made Deputy Director of Air Training at AFHQ; posted overseas, February 1944. Flew with Nos.427 and 415 Squadrons. Postwar RCAF (rose to Major-General). Major postings included CO of Station Aylmer (March 1947); attendance at USAF War College (August 1948 to June 1949); Director of Air Operations, AFHQ (January 1951); National Defence College (November 1952 to July 1953); CO, Station North Bay (July 1953 to July 1955); Chief Instructor, RCAF Staff College (July 1955); Assistant Chief of Staff for Plans and Policy, HA, Allied Air Forces Central Europe (September 1958 to December 1961); Chief of Operational requirements at AFHQ (December 1961 to September 1964); Commandant, Air Force College, Toronto (September 1964 to 15 July 1965); Deputy Chief of Plans (July 1965 to October 1966); Chief of Operations (October 1966); Chief of Staff, 4th Allied Tactical Air Force (July 1967); retired May 1969. Died in Toronto, 16 April 1999. Photograph PL-36366 is a 1946 portrait; PL-40862 and PL-40863 taken with No.415 Squadron; PL-42993 (20 March 1945) taken with F/L T.J. McGill, Strasburg, Saskatchewan, completing his first tour; 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 squadron members." Should the last part read, "...and Barlow and Atkins are former squadron members."

members." ? 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." ? RCAF photo PL-43837 (ex UK-21139, circa 4 May 1945) has the following caption: "Appropriate wide grins are sported by this Swordfish Squadron trio as the letter confirming the adoption of their Canadian Bomber Group squadron by the San Antonio Gold Mines in Bisset, Manitoba is tacked up in their Nissen hut headquarters in England. Sergeant G.K. Booth, Swordfish member for two and a half years is the tacker, watched by W/C F.W. Ball of St. Thomas, Ontario, commanding officer, and F/L Arthur Carveth of Montreal and Toronto, adjutant." PL-133781 is a 1962 portrait. Award presented at Government House, 14 November 1950; photo PL-50462 shows him with his 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.2618 (RG.24 Vol.20627) has recommendation compiled by G/C R.A. McLernon, 3 April 1945, when Ball had completed 20 sorties (114 hours 50 minutes) from 20 September 1944 to 21 March 1945.

Wing Commander Ball has completed a large number of sorties against some of the most heavily defended and deeply situated targets in Germany. As a captain of a heavy bomber, his operational record proves him to be exceptional. He has displayed at all times great keenness to participate in operations and on each operation he has inspired his crew with great confidence by his fine offensive spirit.

As a Squadron Commander, Wing Commander Ball is indeed outstanding. Admired and respected by all those associated with him, he has moulded, by astute leadership and great professional skill, one of the finest squadrons in Bomber Command. It is my considered opinion that his exceptionally fruitful and tireless efforts, and the great courage he has constantly displayed, fully warrant the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

20 September 1944 - Calais (3.05)
24 September 1944 - Calais (4.30)
25 September 1944 - Channel guns (4.40)
27 September 1944 - Sterkrade (4.25)
28 September 1944 - Cap Gris Nez (4.20)

6 October 1944 - Dortmund (5.55)
25 October 1944 - Hamburg (5.10)
28 October 1944 - Cologne (6.15)
30 October 1944 - Cologne (6.05)
21 November 1944 - Castrop Rauxel (7.00)
27 November 1944 - Neuss (5.25)
2 December 1944 - Hagen (6.55)
28 January 1945 - Stuttgart (7.15)
2 February 1945 - Wanne Eickel (6.10)
7 February 1945 - Goch (6.40)
21 February 1945 - Worms (7.40)
24 February 1945 - Kamen (6.30)
3 March 1945 - Cologne (6.05)
15 March 1945 - Castrop Rauxel (6.00)
21 March 1945 - Rheine (5.25)

RCAF Press Release No. 6444 dated 3 September 1944 from P/O M.N. Negru, transcribed by Huguette Oates, reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- In more than six years from his debut with the RCAF as provisional pilot officer, Wing Commander F.W. Ball, St. Thomas and Belleville, Ontario, has taught many men to fly, has risen to his present rank and held the post of Deputy Director of Air Training at Air Force Headquarters, Ottawa, Ontario. But only now is he within sight of his major goal since war began; he expects imminently to make his first trip against the enemy as captain of a heavy bomber.

W/C Ball now is himself a pupil at a heavy conversion unit in England, undergoing final training to handle the four-engined giants of this Canadian group. Within a day or so, he will be ready to begin his first tour of "ops". "I've been teaching pupils for almost five years now," said the 27-year-old pilot, "and I'm very keen to get a chance to put my own teachings into practice myself."

When his overseas posting came through at last in February, he made sure of getting here fast. He came at the controls of a transport plane which he ferried from Canada. During the recent investiture held there by His Majesty, W/C Ball acted as commander of his station parade. "All the rest of the people there were getting gongs (decorations)," as he modestly put it, "and there was no one else to do the job."

While walking along the lines with the inspection party following presentation of the decorations, he was asked by the King what his job was with the unit. "I'm afraid I must have 'shaken' His Majesty when I told him I was only a pupil," he commented.

W/C Ball entered the permanent Air Force on graduation from McMaster University, Hamilton, Ontario, in 1938. He had just started a flying instructors' course at Camp Borden when war broke out. On completion of the course, he taught at Central Flying School there until appointed examining officer of civilian flying clubs for Ontario in June, 1940, with headquarters at No.1 Training Command, Toronto, Ontario.

He became chief supervisory officer of 12 SFTS, Goderich, Ontario, and also served at 5 SFTS, Brantford, Ontario, and 10 SFTS, Dauphin, Manitoba, before being named deputy director of air training.

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BALL, W/C Kenneth Edward (C2274) - **Member, Order of the British Empire** - AFHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 6 January 1912. Educated at Glasham Public School (1917-1926), Glebe Collegiate (1927-1929), Ottawa Technical School (1929) and Dunbar Business College (1930). Enlisted in RCAF, 15 September 1930 (Number 990). At Station Rockcliffe, as Clerk/Administration and Stenographer to October 1936 (General Orderly Room procedures in all subjects; purchasing for Rockcliffe and Pendleton). Promoted LAC, 1 May 1934. To Trenton, October 1936 (in charge of Orderly Room). Promoted Corporal, 30 September 1936. To AFHQ, September 1939 (Administrative duty, AMP liaison, Ministerial inquiries). Promoted Sergeant, 1 April 1938. Classified as Clerk, 29 April 1939. Attained rank of Flight Sergeant, 15 December 1939. Promoted WO2, 15 June 1940. Commissioned in Administration Branch, 15 July 1940. Promoted Flying Officer, 15 August 1940. Promoted Flight Lieutenant, 15 May 1942. Promoted Squadron Leader, 1 July 1942. To No.1 Training Command, 4 January 1943. Returned to AFHQ, date uncertain. Promoted Wing Commander, 1 December 1943. To "Y" Depot, 15 January 1944. Embarked from Halifax, 3 May 1944. Arrived in Britain, 10 May 1944. To Headquarters, No.6 Group, 22 May 1944. To RCAF Overseas Headquarters, 7 September 1944. Repatriated 15 February 1946. To No.1 Air Command, 24 February 1946. To AFHQ, 4 April 1946. Reverted to Squadron Leader, 1 October 1946. Promoted Wing Commander, 1 September 1951. To Air Material Command Headquarters, 10 October 1951. To No.1 Air Division, 23 April 1954. To No.4 (Fighter) Wing, 2 December 1954. To Air Materiel Command Headquarters, 22 August 1957. To AFHQ 4 December 1962. Retired 9 March 1964. Award presented 9 December 1947. Died in Ottawa, 24 September 1989. Photograph PL-1262 is a 1940 portrait; PL-31849

(ex UK-14032 dated 18 August 1944) taken with No.6 Group Headquarters, when he assumed Personnel Staff responsibility; RCAF photo PL-31850 (ex UK-14033 dated 18 August 1944) shows S/L Ken Ball at handover from S/L Arthur H.C. Bruce, "P" staff duties, No.6 Group Headquarters. PL-104019 is a portrait about 1951; PL-110254 a 1954 portrait.

This officer has demonstrated ability, to a marked degree, as an Administrative Officer, specializing on personnel work. As Chief Administrative Officer in the Directorate of Postings and Careers for the past twenty-six months he has shown exceptional devotion to duty. In addition to his regular duties he has assumed responsibility for various other tasks which he has carried out with extraordinary zeal. For instance, he was selected as senior Royal Canadian Air Force administrative officer on the Joint Canadian-American Military Board assembled for the purpose of effecting transfers of Americans from the Royal Canadian Air Force to the United States Armed Forces. His work in this regard was warmly lauded by the senior American Officers. He is a cheerful and most tactful officer who can be relied upon to carry the most difficult assignments to a successful conclusion.

Selected Assessments: "Squadron Leader Ball is responsible for all administration surrounding honours and awards. His long RCAF experience, thorough grasp of the attendant regulations and exceptional memory of policy and details have produced consistently excellent results. Capable of assuming any staff administrative duties." (S/L B.D. Kehee, AMP Division, 17 April 1948).

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BALLACHEY, F/L John MacDonald (J13609) - **Distinguished Flying Cross** - No.107 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45 dated 2 March 1945. Born 31 July 1918 in High River, Alberta; home there (ex-15th Alberta Horse). Graduated from Mount Royal College; worked in the drilling industry with Halliburton. Enlisted in Calgary, 12 August 1941. Granted Leave Without Pay until 9 October 1941 when posted to No.3 Manning Depot. To No.15 SFTS (guard duty), 21 October 1941. To No.2 ITS. 6 December 1941; graduated and promoted LAC, 31 January 1942 but not posted to No.5 EFTS until 28 February 1942; may have graduated 24 April 1942 but not posted to No.14 SFTS until 9 May 1942. Graduated and commissioned, 28 August 1942. To No.1 Flying Instructor School, 26 September 1942. To No.6 SFTS, 14 November 1942. Promoted Flying Officer, 28 February 1943. To No.36 OTU, 22 October 1943. To "Y" Depot, 14 January 1944. Taken on strength of No.3 PRC, 20 January 1944. Obituary read, in part, "He was a part of the Battle of Arnhem and D-Day." Repatriated 3 November 1944. To No.2 Air Command, 11 December 1944. To No.3 SFTS, 14 December 1944. To No.7 Release Centre, 8 August 1945.

Retired 10 August 1945. Award presented 9 July 1947. After the war he earned a law degree from the University of Alberta and worked for two years at the law firm Burnet and Co., which his father co-founded in High River. Resumed his interests in the petroleum business, working for the next five decades in various aspects of the industry, including helping to form Redwell Servicing Company, Bighorn Drilling, and Northeastern Drilling, and an extended tenure with the Alberta Gas Trunk Line Company. As much a rancher as an oilman, he raised cattle at his family ranch, Chinook Ranch west of Millarville. Founding member and first secretary of the Canadian Charolais Association. Died in Calgary, 1 January 2012. Photograph PL-30315 shows W/C M.E. Pollard, Commanding Officer, with several Canadians - F/O L.J. DeRosier, F/O John Ballachey, F/O A.R. Sanderson, F/O Karl Aitken, F/O W.M. Taylor, F/L John McLurg.

This officer has completed many sorties during his present tour, including three daylight operations. He has attacked mechanical transport, trains and barges with excellent results in spite of opposition from anti-aircraft fire. He participated in the attack against Arnhem in support of the airborne landings. Flight Lieutenant Ballachey is an extremely conscientious and determined pilot. He has always shown the greatest keenness to operate against the enemy. His high courage and consistent devotion to duty have been most commendable.

NOTE: Public Records Office Air 2/9033 has recommendation dated 7 October 1944 when he had flown 49 sorties (139 hours 55 minutes); there is no sortie sheet as this is a 2nd Tactical Air Force submission, not one from Bomber Command.

This officer has completed 49 sorties during his present tour, including three daylight operations.

He has had some excellent results from his sorties at night, strafing mechanical transport, trains, barges, etc. with observed results. He has always done his utmost during his sorties to find something to attack and often in spite of flak defences.

He has taken part in some very successful daylight sorties, including that on the Chateau at Chatellerault and the attack on the barracks at Arnhem in support of the airborne landings.

He is extremely conscientious and has always shown the greatest keenness to operate. He has determination and has always displayed an excellent offensive spirit.

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BALLANTYNE, FS James Hamilton (R85860) - **Distinguished Flying Medal** - No.229 Squadron - Award effective 1 December 1942 as per **London Gazette** dated 4 December 1942 and AFRO 2069/42 dated 18 December 1942. Born 14 January 1918 in Toronto; home there; clerk for three years with General Accident Assurance Company (1935-1938); part-time bookkeeper with Woolworth Company and the John S. Hepburn Company. Enlisted in Toronto, 20 December 1940. To No.1 Manning Depot, Toronto, 21 December 1940. To Technical Training School, St. Thomas, 7 January 1941. To No.1 ITS, Toronto, 5 March 1941; graduated and promoted LAC, 10 April 1941; posted next day to No.1 EFTS, Malton; graduated 28 May 1941 when posted to No.2 SFTS, Uplands; graduated and promoted Sergeant, 8 August 1941). To Halifax, 10 August 1941; taken on strength of No.3 PRC overseas, 2 September 1941; to No.58 OTU, 28 October 1941; to No.111 Squadron, date uncertain; to No.222 Squadron, 10 January 1942; to HQ, Middle East, 26 May 1942; Promoted Flight Sergeant, 1 June 1942; flew off HMS **Eagle** on 3 June 1942 and assigned to No.603 Squadron; to No.229 Squadron, August 1942 upon disbandment of No.603 Squadron; Promoted WO2, 8 August 1942. Commissioned 29 October 1942. To UK, 16 November 1942; to No.59 OTU, 3 December 1942; to Warrington for repatriation, 30 September 1943; embarked for Canada, 18 October 1943; arrived Canada, 29 October 1943; returned to UK, 21 December 1943; to No.403 Squadron, 4 January 1944; killed in action, 8 March 1944. Aircraft hit by flak near Evreux, France during a sweep and either caught fire or exploded. Two other aircraft in the eight-plane formation also hit. When he was shot down the Germans gave him a very ceremonious funeral (possibly because of his decoration), then took the body away for burial. Their records noted the crash but not the identity of the pilot, and his body was not located until 15 May 1946. Photo PL-14178 is a portrait; PL-15688 (with P/O Henry Keane); PL-15691 taken after investiture (F/O Wayne Merrick, Ballantyne, P/O Henry Keane); PL-15694 also taken after investiture (with Scottish relatives); PL-28558 shows him in his Spitfire.

Since June, 1942, this airman pilot has destroyed at least five enemy aircraft and damaged others. One day in July 1942, he became separated from his section but with courage and determination attacked three Messerschmitt 109s, destroying one. Some days later Flight Sergeant Ballantyne was leading his section when the squadron attacked a formation of enemy heavy bombers. The bombers were successfully intercepted and pursued to within ten miles of the Sicilian coast. On yet another occasion this pilot attacked two Junkers 88s and then while separated from his squadron was attacked by four enemy fighters. By skilful manoeuvring and great tenacity he fought off the enemy fighters and landed his aircraft safely. Flight Sergeant Ballantyne is a most courageous and brave fighter pilot, who has played a worthy part in the defence of Malta.

NOTE: Public Records Office Air 2/9606 has recommendation transmitted to Air Ministry on 4 November 1942 which was thereafter edited to the form above. Original text as follows:

This airman pilot arrived at Malta on 9th June 1942 and his score up to date is five and one-quarter enemy aircraft destroyed, one and one-half probably destroyed and six damaged.

Between 11th and 16th October when intense aerial activity was experienced over Malta, he destroyed four enemy aircraft and damaged four. On 1st July 1942 he was separated from his section and attacked three ME.109s with great determination, destroying one of them and probably destroying another. On 12th October he was leading his section when the squadron attacked a formation of Ju.88s approaching the island from the north. The enemy bombers were turned back and he with others pursued them to within ten miles of the Sicilian coast.

Flight Sergeant Ballantyne badly damaged two of the Ju.88s and separated from his squadron was attacked by four ME.109s. By skilful manoeuvring and great tenacity he fought off the enemy fighters to within a few miles of Malta, landing his aircraft safely. He has led his section on numerous occasions with outstanding courage and keenness. Pressing home his attacks in the face of odds, he is a most courageous and brave fighter pilot who has played a worthy part in the offensive fighting from Malta.

Training: Course at No.1 ITS was 5 January to 7 February 1941. Courses and marks as follows: Mathematics (74/100), Armament, practical and oral (73/100), Signals (90/100), Hygiene and sanitation (41/40), Drill (82/100), Law and Discipline (47/60). Placed 106th in a class of 139. "Good pilot material. Plenty of dash and determination. Will do quite well."

At No.4 EFTS course was 5 March to 4 May 1941. Flew 43 hours day dual and 40 hours day solo in Finch (6.20 on instruments) plus ten hours in Link. Deemed "Low average" as a pilot; CFI wrote, "Rather poor progress as a pilot. Required a progress test before soloing and later was transferred to the class following due to losing through an accident (not flying). Progress was still slow after resuming flying and was not up to average at the end of his course. Will require experience and good instruction to become a good service pilot." (F/O D.B. McPherson). Ground courses as marks as follows: Airmanship (169/200), Airframes (71/100), Aero Engines (88/100), Signals, practical (50/100), Theory of Flight (43/100), Air Navigation (152/200), Armament, oral (159/200). Placed 31st in a class of 34.

At No.2 SFTS he flew 35.05 day dual, 42.40 day solo, 2.00 night dual, 8.00 night dual. Of this, 10.15 on instruments. "General flying average. Instrument flying erratic at times." Ground

courses and marks as follows: Airmanship and Maintenance (160/200), Armament, written (68/100), Armament, practical (67/100), Navigation and meteorology (172/200), Signals, written (79/100), Signals, practical (45/50). "Interested in reconnaissance, tries very hard. Wants to know the reason for everything and has inquiring mind." Placed 32nd in a class of 58.

At No.58 OTU, course was 16 September to 27 October 1941. His previous flying was listed as 61 hours 25 minutes day dual. 70 hours ten minutes day solo, two hours night dual and two hours night solo. At OTU he flew 40 hours ten minutes in Spitfire plus two hours 40 minutes day dual and three hours 50 minutes day solo in Master; of his total flying he logged 3.30 on instruments and 7.50 in formation. Also logged six hours 15 minutes in Link. Flying aptitude assessed under following headings: Natural Aptitude (average), Skill in Landing (average), Airmanship (average), Aerobatics and Dogfighting (above average), Cockpit Drill (average), Instrument Flying (average), Formation Flying (above average), Air Firing and Cine Gun (average), Map Reading (average). The following points were noted under "Distinctive Qualities":

Persistence: Does he keep on trying or is he easily discouraged ? (above average)

Sense of Responsibility: Has he common sense or is he over-confident ? (average)

Endurance: Does he put up a consistently satisfactory performance under conditions of strain ? (average)

Leadership: Has he taken the lead in any activities ? Would he make a good captain of aircraft or Flight leader ? (average)

Method: Does he work systematically to a plan ? (average).

Deliberation: Does he act decisively for reasons or on impulse ? (average).

Initiative: Does he want to try things on his own ? (above average)

Dash: Is he quick and decisive in action ? (above average).

Distribution of Attention: Does he find it difficult to do more than one thing at a time ? (average).

Self-Control: Does he get flustered ? (average).

General Assessment of Suitability as Operational Pilot: (above average)>

Overall he was described as follows on 27 October 1941: "A keen and capable pilot who thinks for himself. A first rate dog-fighter with surprisingly good eyesight in spotting other aircraft. Should be watched with a view to taking a commission later."

Crashes:

12 December 1941 with No.111 Squadron, in Spitfire AD260, while dogfighting with another Spitfire became lost and R/T went unserviceable; touched down in a field, lifted over a fence, settled again and aircraft was on soft ground, went on nose and then on back. Fuselage buckled immediately behind cockpit and at stern frame attachment. Fin, rudder and airscrew smashed. Both main planes slightly damaged. Port oleo strut torn away from attachment bolts. "This accident is due to thoughtlessness of the part of the pilot, who should not have been dogfighting as he was not authorised to do so, but should have landed when the section leader broke up the section. Some consideration, however, should be given to the fact that the pilot had just come from OTU and is not very familiar with the sector."

31 July 1942, Spitfire BR562, with No.603 Squadron, Luqa, engine failed to maintain power and he began losing height. Throttle did not respond; eventually he, had to retract wheels at end of runway to avoid going into ravine. Throttle control found defective due to improper maintenance.

22 December 1942 on Hurricane Z7059 at No.58 OTU crashed a Hurricane when he took off on gravity tank and failed to switch to main tank. Although it was due to his carelessness, investigator wrote, "Pilot concerned is an excellent instructor and it is felt that for this one lapse he should not be punished."

Assessments: Interviewed 15 October 1940 by F/O J.O. Plummer who wrote, "Clean cut, well spoken lad. Failed to get full junior matriculation as noted above, but consider him suitable material for pilot or observer and think it would be in order to make allowance for subjects he is short on Junior Matric. Officer material."

"Posted to No.59 OTU as Flying Instructor, 3 December 1942. A good, reliable instructor, above average operational. Efficient and reliable officer. Would make a good flight commander."
(unknown officer, 30 June 1943)

"Lots of personality and should make a good leader. This officer is RCAF and mixed very well with RAF. This officer has been employed as an instructor at No.59 OTU. He is very keen and capable at his work. Has a pleasant and engaging personality." (S/L H. West, 8 October 1943, at which time he had flown 510 hours, 110 in previous six months. To these comments, G/C J. Addams added on 8 October 1943: "The opinion and remarks of the reporting officer are

concluded in. This officer was an asset to the unit; he was an example to the instructors in the zeal and initiative he displayed. He should do so well in an operational unit."

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BALLARD, F/O Arthur Wray (J91082) - **Distinguished Flying Cross** - No.83 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September and AFRO 1704/45 dated 9 November 1945. Born 8 June 1914 in Toronto; home there (photographer); enlisted North Bay, 11 June 1942 and granted Leave Without Pay until 6 September 1942 when posted to No.1 Manning Depot. To No.4 Manning Depot, 29 October 1942. To No.1 ITS, date uncertain; promoted LAC, 5 March 1943. To No.1 AOS, 3 April 1943. Graduated and promoted Sergeant, 20 August 1943. To "Y" Depot, 3 September 1943; to United Kingdom, 12 September 1943. Commissioned 23 October 1944. Repatriated 8 April 1945. Retired 23 May 1945. Award presented in Toronto 30 November 1949. Died in Toronto, 4 April 2001. Photograph PL-42636 (ex UK19499 dated 15 March 1945) is captioned as follows: "These three Ontario airmen fly with Lancaster squadrons in the RAF. Among them they have participated in more than 85 bombing operations against enemy targets. F/O A.W. Ballard, navigator (left) of Toronto has more than 35 trips as the only Canadian in his crew. F/O J.B. Ward (centre), wireless operator, Woodstock, Ontario, has flown with an Australian crew on more than 35 operations. F/O F.T. McNabb (right), air bomber, St. Thomas, Ontario has bombed more than 15 targets."

Flying Officer Ballard has participated in numerous sorties against many of the most heavily defended targets, operating in a most important role. His coolness and courage in the face of severe opposition have enabled his crew to attain a very high degree of efficiency, which has had a direct bearing on the success of many attacks. In December 1944 he was detailed to attack Munich. His outstanding accuracy, in the face of the heaviest opposition, enabled the complete success of the attack which followed. Flying Officer Ballard's fine work has been an example to the other navigators in his squadron.

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BALLINGER, Sergeant Edward John (R78308) - **Mention in Despatches** - No.406 Air Stores Park (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 18 May 1913 in Hereford, England. Home in Toronto, enlisted there 18 October 1940; certificate sent there 22 September 1948. A baker before the war, he enlisted as a cook, serving at No.8 SFTS, Moncton (15 January 1941 to 8 May 1942), promoted Corporal, 3 June 1942; to No.2 OTU, Pennfield Ridge (25 June to 25 July 1942), No.1 OTU, Bagotville (26 July to 1 September 1942) and then posted overseas, arriving in Britain on 9 October 1942. Posted to No.425 Squadron, 26 October 1942. Posted to Station

Dunsfold, 12 January 1943; attended RAF School of Cookery, 27 January 1943; to No 129 Airfield, 10 July 1943 (reclassified as Chef, 1 July 1943); to France, 25 June 1944; to No.406 Air Stores Park, 28 July 1944; embarked from Ostend, 20 December 1945 for UK; repatriated to Canada, 15 February 1946; released 5 March 1946. Died in May 2009 (notice published in Toronto **Star** between 10-12 May 2009).

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BALMER, WO David Henry (R118197) - **Distinguished Flying Cross** - No.570 Squadron - Award effective 14 July 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born 20 April 1919 (MI.9 Report). Home in Courtney, British Columbia (lumberman); enlisted Vancouver, 19 July 1941. Granted Leave Without Pay until 13 August 1941 when posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 10 October 1941. To No.34 EFTS, 21 November 1941 (guard duty). To No.2 ITS, 4 January 1942; graduated and promoted LAC, 28 February 1942 but not posted to No.16 EFTS until 14 March 1942; to No.7 SFTS, 5 May 1942; graduated and promoted Sergeant, 25 September 1942. To "Y" Depot, 9 October 1942; to RAF overseas, 27 October 1942. Commissioned 12 June 1944. Shot down on 18 September 1944 during Arnhem operation but evaded capture. Promoted Flying Officer, 12 December 1944. Repatriated 14 June 1946. Discharged 25 July 1946. Award presented 13 July 1949. Photograph PL-45281 taken after Buckingham Palace investiture shows him with Miss D.A. Warren (left) and Mrs, D. Waller (right), both of Bournemouth, English relatives.

On the night of 5th June 1944, Warrant Officer Balmer was the pilot of an aircraft detailed to transport and drop a force of paratroops whose role was to prepare and illuminate a landing zone for the use of later airborne forces representing a spearhead of the Allied invasion of Northern France. Much depended on the success of his important mission and the result obtained reflects the greatest credit on the skill and determination of this pilot. Warrant Officer Balmer has completed several sorties and his example of keenness and devotion to duty has been most commendable.

NOTE: Public Record Office Air 2/9157 has recommendation drafted at uncertain date; he had flown seven sorties (32 hours 45 minutes) plus 19 Army exercises of 33 hours 40 minutes.

Warrant Officer Balmer is the captain of a crew specially selected for the vital task of dropping paratroops of the 22nd Independent Parachute Company on the night of Monday, 5/6th June 1944. The role of these paratroops was that of preparing and lighting a landing area for the use of further paratroops and gliders as the spearhead of the Allied invasion of the German fortress of Europe. On the successful completion of this vital mission depended to a large measure

the success of the Airborne Forces landed in the Caen area of Normandy. In spite of adverse weather conditions this task was faithfully undertaken.

The special selection of Warrant Officer Balmer and his crew for the above task is a tribute to the hard work which he as captain and his navigator and bomb aimer, have put into training themselves up to the high standard of skill in flying and navigation, and the determination which an operation of this nature demands.

His MI.9 (from interviews on 31 October 1944) describes events of 18 September 1944, also recounted by Arie-Jan Van Hees, **"Green On": A Detailed Survey of the British Parachute Re-Supply Sorties During Operation MARKET GARDEN, 18-25 September 1944**, page 71. The crew consisted of Balmer (pilot), F/O Geoffrey Mombrun (second pilot, on loan from No.571 Squadron), F/O Victor Keay (navigator, evaded), Pilot Officer Blight (bomb aimer, evaded), Flight Sergeant Ronald Kempton (WOP, evaded), Corporal Alfred Barker (RASC Despatcher, killed), Driver W.H. Bridgeman (RASC, Despatcher, evaded), Sergeant R.W. Crabb (passenger, believed to be on press duties, evaded), Flight Sergeant Archer (rear gunner, POW), and Sergeant Ireland (POW). Aircraft was Stirling LJ594 (V8-N), coming down about 1445 hours two miles southeast of Oudenbosch.. Balmer's account read:

I was the pilot of a Stirling which took off from Harwell on 18 September 1944 at 1230 hours for the purpose of dropping supplies in the Arnhem area (Holland, 1:100,000, Sheet 5, 700790).

On the route to our target we were severely hit by flak in the region of Stampersgat (Sheet.4, 720400). The aircraft immediately caught fire and I gave the order to bale out. Flight Sergeant Archer, Sergeant Crabb, Pilot Officer Blight, Sergeant Ireland, and Flying Officer Keay all baled out, but as the aircraft was by this time too low for a safe jump I told the remaining members of the crew that I was going to make a crash landing, and that they should assume emergency positions. Flying Officer Mombrun at great risk to himself, strapped me into my seat, using his arms as a strap, realising that if this was not done I stood a grave risk of being killed on landing. By doing so he thereby jeopardised his own chance of escape.

I landed the aircraft in a grass field. I was badly bruised and shaken but otherwise unhurt and Flying Officer Monbrun and Sergeant Kempton were in the same state. Drive Bridgeman sustained a dislocated shoulder and Corporal Barker was very seriously injured about the head. Subsequently I learned that he had been taken to hospital at Roosendaal (730310) where he died.

The aircraft which was burning was immediately surrounded by Dutch people and a Catholic priest who spoke English took us to a nearby house where a young girl tended our wounds. From there on my movements were arranged for me.

Survivors hidden in Breda until 31 October 1944 when it was liberated by Polish troops.

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BALSDON, F/O Clifford Glenn (J25124) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 23 June 1914 in Medicine Hat; educated at McDougall School (Calgary), Western Canada High School (Calgary); home in Calgary (postal clerk); enlisted there 16 April 1942. Granted Leave Without Pay until 11 May 1942 when posted to No.3 Manning Depot. To No.10 Repair Depot, 6 July 1942. To No.2 ITS, 28 August 1942; graduated and promoted LAC, 24 October 1942; to No.1 BGS, 21 November 1942; graduated 19 February 1943 and posted next day to No.1 AOS; graduated and promoted Sergeant, 2 April 1943; subsequently commissioned with effect from that date; to "Y" Depot, 16 April 1943; to RAF overseas, 22 June 1943, embarking from Canada 23 June 1943. Taken on strength of No.3 PRC, 2 July 1943. To No.6 (Observer) AFU, 12 July 1943. To No.24 OTU, 16 August 1943. Promoted Flying Officer, 2 October 1943. To Dalton Battle School, 4 November 1943. Attached to No.1679 Conversion Unit, 24 November 1943. To No.432 Squadron, 4 January 1944. To No.24 OTU, 12 July 1944. Repatriated 14 May 1945. Retired 1 October 1945. Photo PL-28369 shows him at interrogation after a raid (F/O H.H. Smith of Clondeboy, Manitoba on left; Balsdon on right); PL-28924 shows F/O R. Jack (Powell River, British Columbia), F/O Bob Plommer (Vancouver) and Balsdon chatting with G/C H.H.C. Rutledge (back to camera); PL-34942 is a formal portrait. Award sent by registered mail 30 December 1949. Died in Vancouver, 10 December 1984 (Source: **Legion Magazine**, March 1985). No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 18 June 1944 when he had flown 27 sorties (156 hours 30 minutes), 14 January to 14 June 1944.

This officer has shown a high degree of skill as an Air Bomber on his total of 27 trips over enemy territory without failing to complete a mission successfully. The majority of these trips have been over heavily defended targets in Germany, including Berlin (five times), Frankfurt, Essen, Dusseldorf, Stettin, Stuttgart, Schweinfurt, Magdeburg and Brunswick. His co-operation, coolness and devotion to duty contributed in a large measure to the success of these operations. His cheerful confidence, reflected in the high standard of morale in

his crew, has inspired the whole unit. For his devotion to duty and high degree of technical ability, this officer is strongly recommended for the Distinguished Flying Cross.

The sortie list was as follows:

14 January 1944 - Brunswick (5.47)
20 January 1944 - Berlin (7.22)
21 January 1944 - Magdeburg (6.42)
27 January 1944 - Berlin (8.54)
28 January 1944 - Berlin (7.50)
30 January 1944 - Berlin (6.16)
22 February 1944 - Schweifurt (8.00)
1 March 1944 - Stuttgart (8.05)
6 March 1944 - Trappes (4.20)
7 March 1944 - Le Mans (4.50)
15 March 1944 - Stuttgart (8.20)
18 March 1944 - Frankfurt (5.20)
22 March 1944 - Frankfurt (5.40)
24 March 1944 - Berlin (5.14)
26 March 1944 - Essen (6.47)
18 April 1944 - Noisy-le-Sec (4.45)
22 April 1944 - Dusseldorf (4.40)
26 April 1944 - Essen (4.45)
27 April 1944 - Montman (4.00)
1 May 1944 - Ghislain (3.50)
7 May 1944 - Valerie-en-Caux (3.35)
11 May 1944 - Boulogne-sur-Mer (3.30)
19 May 1944 - Le Cripon (3.15)
5 June 1944 - Houlgate (4.20)
6 June 1944 - Courtrances (4.40)
8 June 1944 - Mayenne (5.50)
14 June 1944 - St. Pol (3.45)

Notes: On repatriation form dated 27 April 1945 he wrote that he had completed one tour (33 sorties, the last on 27 June 1944) and 176 hours 35 minutes operational time plus 252.25 non-operational. Subsequently ground instructor at an OTU. Types flown overseas were Anson (42.15), Whitley (108.35), Wellington (3.55), Lancaster (96.00) and Halifax (178.15).

Application for Operational Wing dated 12 July 1944 stated he had flown 32 sorties (175.20), 14 January to 27 June 1944.

Assessed 25 April 1945 at No.24 OTU when he had flown 486 hours (3.55 in previous six months): "Was very slack for a period but recently has pulled himself together and is now working hard. Has above average lecturing ability." (W/C H.H.J. Miller).

Training: Interviewed early April 1942 by F/LO L.C. James: "Genial, pleasant, resolute and cooperative. Plenty of personality and pep. Had leadership experience in late teens and accustomed to creating a favourable impression in the public. Has had experience in emergencies and capable of cool, calm thinking and simultaneous action."

Course at No.2 ITS was 30 August to 24 October 1942. Courses in Mathematics (124/150), Law, Order and Discipline (84/100), Navigation (99/150), General Studies (78/100), Anti-Gas (39/50), Armament (33/50), Aircraft Recognition (56/100), Drill (88/100), Signals (150/150) and Meteorology (25/50). Placed 86th in a class of 145. "He is a good natured, mature and dependable type of trainee. He is quite cooperative and very willing. He should do well in aircrew."

Course at No.1 BGS was 23 November 1942 to 19 February 1943. Bombing course on Anson and Bolingbroke (18.25 day, 8.20 night); gunnery on Bolingbroke (15.10 by day). Dropped 35 bombs by day and 35 by night. Air Gunnery tests were Beam Test (400 rounds, six percent hits), Beam Relative Speed Test (800 rounds, 13.7 percent hits) and Under Tail Test (350 rounds, 4.6 percent hits.) Courses in Bombing, written (161/250), Bombing, oral (187/250), Proficiency as Bomb Aimer (328/400), Gunnery, written (70/100), Gunnery, oral (76/100), Proficiency as Air Gunner (145/200), Aircraft Recognition (46/50), and Signals (45/50). Bombing assessed as "Good average results" and Gunnery as "A satisfactory air gunner." Placed 8th in a class of 20.

Course at No.1 AOS was 22 February to 2 April 1943. Anson aircraft (31.20 day and 13.30 night). Courses in Navigation, air work (74/100), Bombing, air work (70/100), Photography, air work (72/100), Elements of Navigation (36/50), Signals, Practical (72/75), Photography (38/50), Reconnaissance (39/50), Aircraft Recognition (65/75). Placed 8th in a class of 22. "A hard working pupil. Seems to be a trifle on the 'smooth' side. Took a keen interest in the course and thus achieved above average results. Should prove a capable Air Bomber with experience."

Course at No.6 (Observer) AFU was 12 July to 9 August 1943. Spent 2.30 day bombing, 18.50 daytime combined exercises, 1.05 "other" by day, 9.55 combined exercises by night. Dropped six bombs by day but none at night (average error, 150 yards). Assessed in air on Bombing, day (165/200), Bombing, night (155/200), Map Reading, day (140/200) and Map Reading, night (130/150). Ground school assessments in Bombing Theory (125/150), Bombing, practical

(160/200), Air Sighting (36/50), Gunnery, practical (66/100), Map Reading (165/200), Signals (45/50), Recognition (90/100). "Slow but a keen and steady worker."

No training report from No.24 OTU.

Course at No.1679 Heavy Conversion Unit involved 12 giurs flying by day, 15.05 by night (two cross-country flights). Dropped eight bombs by day; took 25 photos by day and one infra-red by night. Spent eight hours on Gee (ground) plus four hours in air. Spent 20 hours on map reading. Took 20 astro sightings on ground and eight in air. Fired 2,000 rounds.

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BAMFORD, F/O Jack (C22669) - **Distinguished Flying Cross** - No.421 Squadron - Award effective 4 August 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born in Hamilton, 12 February 1916; home there; enlisted Toronto 17 January 1941. Graded as pilot instructor and promoted Sergeant, 7 June 1941; posted to No.19 EFTS to instruct. To No.6 SFTS on 10 October 1942 (graduated 30 December 1942 and commissioned next day). To "Y" Depot, Halifax, 13 January 1943; overseas 2 February 1943; missing (POW), 27 June 1944; safe in UK, 12 May 1945; repatriated 30 May 1945; released 13 December 1945. Award sent by registered mail 20 November 1948. Action mentioned in citation was 15 June 1944. Notwithstanding the text, this engagement was assessed by 2nd Tactical Air Forec as two Bf.109s destroyed and one probably destroyed. Photo PL-36544 shows him among a group of former Ontario-born Prisoners of War on ship back to Canada, 14 May 1945: Front Row - WO J.A. Armstrong (Kirkland Lake), F/L P.G. Chipman (Toronto), F/L W.H. Stephenson (Belleville), F/L G.H. Soper (Englehart), WO1 H.R. Trice (Hamilton), F/L E. Jack Bamford (Hamilton) - Back Row - F/L J.R. Gordon (Islington), F/L R.W. Dunn (sutton West), S/L F.F. Mills (Toronto), F/L D.J. Corcoran (Toronto), F/O L.W. Baines (London), WO1 A.J. Galuche (Toronto).

This officer has participated in many sorties and has invariably displayed commendable courage and keenness. In June 1944, Flying Officer Bamford took part in an engagement against a large force of enemy fighters, three of which he shot down. In this spirited action he displayed skill and resolution of a high order.

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BAMFORD, F/O Robert (J27401) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 1 January 1923 in Belfast, Ireland; home in Montreal; enlisted there 8 June 1942. Granted Leave Without Pay until 8 September 1942 when posted to No.5

Manning Depot. To No.5 ITS, 7 November 1942; graduated and promoted LAC, 23 January 1943; to No.1 BGS, 20 February 1943; graduated 14 May 1943 and posted next day to No.9 AOS; graduated and commissioned 25 June 1943. To "Y" Depot, 9 July 1943; to United Kingdom, 20 July 1943. Repatriated 28 October 1944. Award presented in Montreal, 25 November 1949. Photo PL-29417 shows F/O Tom Ellison of Vancouver (left) and F/O Bamford. 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.2609 (RG.24 Vol.20627) has recommendation dated 17 September 1944 when he had flown 36 sorties (180 hours 35 minutes), 18 April to 26 August 1944.

This officer, the Air Bomber of the crew captained by Acting Flight Lieutenant D.J. Linklater, has completed 36 operational trips over enemy territory including such heavily defended targets as Karlsruhe, Stuttgart and Hamburg. The courage, skill and determination in action displayed at all times by Flying Officer Bamford has been a great inspiration to his crew, and his coolness and devotion to duty has contributed in a large measure to the success of his many operational flights.

I consider that in every way this officer merits the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

18 April 1944 - Noisy-le-Sec (6.00)
20 April 1944 - Lens (5.17)
22 April 1944 - Dusseldorf (5.40)
24 April 1944 - Karlsruhe (7.40)
26 April 1944 - Essen (5.30)
27 April 1944 - Alnoie (4.30)
30 April 1944 - Somain (5.05)
3 May 1944 - Lorient (5.00)
15 May 1944 - Kattegat (5.55)
19 May 1944 - Le Calipon (3.05)
21 May 1944 - Frisians (4.50)
22 May 1944 - Le Mans (5.25)
24 May 1944 - Aachen (5.20)
27 May 1944 - Le Clipon (3.10)
28 May 1944 - Brest (5.00)
31 May 1944 - Dufevre (4.50)
3 June 1944 - Dunkirk (2.35)

5 June 1944 - Houlgate (5.15)
7 June 1944 - Acheres (4.55)
12 June 1944 - Arras (4.55)
14 June 1944 - Cambrai (4.20)
15 June 1944 - Boulogne (4.10)
16 June 1944 - Sautrecourt (4.15)
21 June 1944 - Oisemont (6.05)
4 July 1944 - Villeneuve St. George (6.25)
6 July 1944 - Sautrecourt (4.15)
9 July 1944 - Ardouval (3.45)
10 July 1944 - Frisians (3.20)
18 July 1944 - Caen (4.15)
19 July 1944 - Heligoland (4.05)
25 July 1944 - Stuttgart (8.30)
28 July 1944 - Hamburg (5.55)
15 August 1944 - Soesterburg (4.10)
24 August 1944 - La Rochelle (6.50)
25 August 1944 - Ferfay (4.05)
26 August 1944 - La Rochelle (ten minutes)

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BANCROFT, F/O Henry James (J15914) - **Mention in Despatches** - No.21 Operational Training Unit - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. See **Field of Honour**, (Bank of Montreal, c.1950). Born 17 July 1909. Home in Montreal; enlisted there, 12 August 1940. To No.2 BGS, 17 March 1941. Promoted LAC, 17 April 1941. Promoted LAC, 17 April 1941. Promoted Sergeant, 1 June 1941 on which date he was classified as a Gunner. However, he has been posted to the Embarkation Depot as of 28 April 1941 and to the RAF overseas, 29 May 1941, a pattern not in accordance with standard sequences. Commissioned 17 August 1942. Promoted Flying Officer, 17 February 1943. Promoted Flight Lieutenant, 4 September 1944. Repatriated 29 October 1944. To No.3 Air Command, 4 December 1944. To No.10 BGS, 9 December 1944. To Mountain View, 7 June 1945. Retired 6 November 1945. Flew tours with Nos.77 and 142 Squadrons. No citation.

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BANCROFT, Corporal James Arthur (R57646) - **British Empire Medal** - No.2 ITS - Awarded 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Home in Burnaby, B.C. Born in Vancouver, 17 July 1915; enlisted there, 21 March 1940 as Master Motor Mechanic. To No.2 ITS, 30 May 1940. Promoted AC1, 21 June 1940. Promoted

LAC, 1 October 1940. Promoted Corporal, 10 November 1941. To No.7 SFTS, 29 November 1942. To No.2 WS, 5 February 1943. Promoted Sergeant, 29 March 1943. To No.4 Training Command, 29 July 1943. To Northwest Air Command, 6 July 1944. To Station Edmonton, 14 July 1944. To Northwest Air Command again, 1 June 1945. Promoted Flight Sergeant, 1 July 1945. Reverted to Sergeant, 1 October 1946 (postwar number 26124). Retired 1966 after service in Canada and Europe. Joined Transport Canada and was instrumental in developing their Motor Vehicle Accident Investigation teams. Died in Ottawa, 21 December 2008. Award presented 16 April 1943. PL-13965 shows him being invested with his BEM.

Corporal Bancroft has done exceedingly fine work as NCO in charge of the Motor Transport Section of his unit. He is extremely efficient in the performance of his duties and his diligent supervision has resulted in the provision of transportation even under the most adverse conditions. He is cheerful and courteous regardless of the many extra duties which at times have been imposed upon him and his devotion to duty and exceptionally meritorious service have been a splendid example to all.

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BANIKA, P/O Nicola (J86552) - **Distinguished Flying Cross** - No.578 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 23 December 1920 in Niagara Falls, Ontario. Home in Welland or Niagara Falls, Ontario; enlisted Hamilton, 28 September 1942 and posted to No.1 Manning Depot. To No.16 SFTS (guard duty), 23 November 1942. To No.4 Manning Depot, 5 March 1943. To No.9 BGS, 17 April 1943; graduated and promoted Sergeant, 28 May 1943. To "Y" Depot, 11 June 1943. To RAF overseas, 15 June 1943. Commissioned 30 May 1944. Promoted Flying Officer, 30 October 1944. Repatriated 1 February 1945. To Mountain View, 15 April 1945. Retired 11 March 1946. Living in Welland, 1950. Photo PL-26215 shows Sergeant Mitchell Powell (Hamilton, Ontario), Sergeant Nick Banika and WO Hugh MacKenzie (Sintaluta, Saskatchewan); PL-35216 is a formal portrait photo. Award sent by registered mail 9 February 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". Public Records Office Air 2/9026 has recommendation dated 22 July 1944 when he had flown 31 sorties (260 hours 47 minutes), 8 October 1943 to 23 July 1944. The list of sorties is almost identical to that of F/O E.J. McConkey; they must have been in the same crew.

* daylight sortie

8 October 1943 - Hannover (6.22)

22 October 1943 - Kassel (6.24)

14 February 1944 - Berlin (6.29)
19 February 1944 - Leipzig (7.17)
20 February 1944 - Stuttgart (7.23)
24 February 1944 - Schweinfurt (8.19)
25 February 1944 - Augsburg (7.27)
13 March 1944 - Le Mans (4.58)
18 March 1944 - Frankfurt (5.40)
22 March 1944 - Frankfurt (6.04)
24 March 1944 - Berlin (7.34)
30 March 1944 - Nuremburg (7.35)
9 April 1944 - Lille (4.15)
20 April 1944 - Ottignes (4.41)
22 April 1944 - Dusseldorf (4.53)
8 May 1944 - Berneval (3.27)
11 May 1944 - Trouville (3.33)
22 May 1944 - Orleans (4.44)
24 May 1944 - Aachen (3.47, on return attacked by fighter)
31 May 1944 - Trappes (5.16)
4 June 1944 - Boulogne (3.09)
5 June 1944 - Mont Fleury (4.12)
6 June 1944 - Chateaudun (5.28)
11 June 1944 - Massy Palaiseau (4.25)
22 June 1944 - Siracourt (3.19)*
23 June 1944 - Oisement (4.10)
24 June 1944 - Le Grand Rossignol (3.26)
1 July 1944 - Oisemont (3.19)*
6 July 1944 - Croixdale (3.29)
23 July 1944 - Kiel (5.05)

Pilot Officer Banika has completed 31 operations totalling 160.47 hours during which he has taken part in many attacks upon targets in such heavily defended areas as Berlin (2), Frankfurt (2), Leipzig, Stuttgart and Essen.

Pilot Officer Banika is a brilliant gunner who seemed to become as much a part of his turret as the guns and ammunition - possessing verve and energy combined with a patient watchfulness which he maintained without a break over many tedious hours of inactivity throughout the longest journeys. The suspense over many hours of awaiting a sudden attack never disturbed the even tempered nature of this splendid gunner, whose courage and fortitude were an inspiration to his crew.

Pilot Officer Banika has completed a large number of operations in which he has taken part. It is strongly recommended that he should be awarded the Distinguished Flying Cross.

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BANISTER, F/O Ronald Kitchener (J23958) - **Distinguished Flying Cross** - No.90 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 16 January 1917 in Okotoks, Alberta; home there (life insurance underwriter); enlisted Hamilton, 6 April 1942. To No.1 Manning Depot, 1 May 1942. To No.1 SFTS (guard duty), 29 June 1942. To No.6 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.1 AOS until 24 October 1942; graduated and commissioned, 18 February 1943. To No.3 SFTS, 23 February 1943. To No.2 AOS, 22 May 1943. To "Y" Depot, 17 July 1943; to United Kingdom, 23 July 1943. Disembarked in Britain, 31 July 1943. Promoted Flying Officer, 19 August 1943. Attached to ACOS (whatever that is), 23 August to 8 September 1943. To No.6 (Observer) AFU, 5 October 1943. To No.84 OTU, 16 November 1943. To No.31 Base, 22 February 1944. Attached to No.1657 Conversion Unit, 10 March to 1 May 1944. To No.90 Squadron, 1 May 1944. Repatriated, 23 November 1944. To No.2 Air Command, 8 January 1945. To No.3 WS, 9 January 1945. Promoted Flight Lieutenant, 19 February 1945. To No.1 CNS, 14 April 1945. To Western Air Command, 29 May 1945. Retired 13 July 1945. Settled in Edmonton. Resumed his career by selling heavy construction equipment for Union Tractor in Calgary. After the war the biggest problem was getting equipment of any kind. After locating a used, Barber Green, ditching machine he spotted opportunity. Imperial Oil had just discovered oil in Leduc and surface flow lines were starting to be laid. After consulting his wife, he mortgaged their home for \$1,500 and bought the machine. His entrepreneurial vision was to sub-contract ditching work to bury pipelines. This small idea blossomed into Banister Pipelines, a company that would grow and expand to lay pipelines in Canada, the U.S., and the Middle East. Eventually, his pipeline venture financed the diversification of what is now Banister Inc., a world-class, diversified contractor that has operated in over thirty countries. Information from Canadian Petroleum Hall of Fame. Died in Nassau, Bahamas, 4 December 1993. Award presented 29 November 1947. 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 22 September 1944 when he had flown 29 sorties (132 hours 27 minutes), 1 May to 6 September 1944.

* denotes daylight sortie

1 May 1944 - GARDENING, Frisians (2.32)

15 May 1944 - GARDENING, Gironde (5.50)
25 May 1944 - Air/Sea Rescue (6.20)
2 June 1944 - GARDENING, Heyst-Flushing (2.28)
3 June 1944 - GARDENING, Knocke (2.15)
5 June 1944 - Special Duties (4.39)
21 June 1944 - North France (2.55)
24 June 1944 - Rimeux (2.52)
27 June 1944 - Cleres (3.22)
30 June 1944 - Villers Bocage (3.22)
2 July 1944 - Beauvoir (3.01)
7 July 1944 - Varies (4.34)
9 July 1944 - Nucourt (3.38)
22 July 1944 - Mont Condon (3.29)*
24 July 1944 - Acquet (3.23)*
25 July 1944 - Stuttgart (7.56)
28 July 1944 - Stuttgart (7.52)
30 July 1944 - Caen (3.37)*
3 August 1944 - L'Isle Adam (4.30)*
4 August 1944 - Bec d'Ambs (7.56)*
8 August 1944 - Lucheux (3.10)
12 August 1944 - Brunswick (6.21)
14 August 1944 - Hamel (4.28)*
16 August 1944 - GARDENING, Kiel Bay, (6.57)
18 August 1944 - Bremen (4.48)
29 August 1944 - GARDENING, Gulf of Danzig (9.20)
31 August 1944 - Pont Remy (3.31)*
5 September 1944 - Le Havre (3.34)
6 September 1944 - Le Havre (3.47)

Despite the discomfort which this officer must have suffered throughout the greater part of his operational tour, he persevered in very commendable fashion to complete his sorties with the rest of his crew. After a very few sorties he was found to be suffering from a duodenal ulcer, but insisted in remaining an active member of his crew, and on no occasion did he permit his physical disability to interfere with his operational performance which was always maintained at a very high level of efficiency. As a navigator his ability was well above the average. It is considered that this officer's courage and determination in maintaining such a high degree of operational efficiency under difficult conditions is worthy of the highest praise, and the award of the Distinguished Flying Cross is strongly recommended.

Notes: On repatriation form dated 30 October 1944 he stated he had flown 29 sorties (137 hours 55 minutes) on operations (six and one-half hours on air-sea rescue) and 185 hours 45 minutes in training.

Training: Course at No.6 ITS was 17 August to 9 October 1942. Courses in Mathematics (140/150), Armament (46/50), Signals (150/150), Navigation (115/150), Airmanship, Theory of Flight and Engines (86/100), Drill (80/100), Law and Discipline (80/100), Meteorology (47/50), Aircraft Recognition (95/100), Anti-Gas (36/50). Placed 16th in a class of 102. "A1B. Solid, reliable. Not brilliant but is well worthwhile. Has leadership qualifications and is well regarded. Selected by Board as Navigator in new Category (A1BA3B vision). Quite enthusiastic and cooperative. Total character and leadership assessment, 108."

Course at No.1 AOS was 26 October 1942 to 19 February 1943. Anson aircraft (33.15 as first navigator by day, 35.30 as second navigator by day, 16.40 as first navigator by night, 13.50 as second navigator by night and 2.50 as passenger. Marked on courses in Navigation, air work (557/700), Photography, air work (74/100), Elements of Navigation (386/500), Magnetism and Compasses (65/100), Instruments (48/50), Signals, practical (100/100), Signals, written (44/50), Maps and Charts (45/50), Meteorology (91/100), Photography (39/50), Reconnaissance (43/50), Aircraft Recognition (93/100) and Armament (46/50). "Has made very fine progress and all work above average." Also "Pleasant personality, very conscientious." Placed 7th in a class of 24. Assessed as "above average" as navigator, "unsuitable" as instructor, "suitable" for commission and graded 710/1000 in character and leadership."

Course at No.6 (Observer) AFU involved Anson aircraft (30 hours 40 minutes).

Course at No.84 OTU was 16 November 1943 to 6 February 1944. Flew 41 hours as first navigator by day, 38 hours 30 minutes as first navigator by night. Spent 29 hours on GEE training (100 fixes, 12 homing runs). Assessed in Chart Work (average), Log Keeping (average, inclined to be untidy, General Navigation and Procedure (sound), Astro (average) and GEE (above average). "A conscientious and sound navigator. Rather untidy worker, but should prove a good operational type."

Course at No.1657 OTU, Stradishall was 10 March to 1 May 1944. Captain was F/O H.J. Fritz (RCAF, later DFC); Stirling aircraft (55 hours 40 minutes). "Average navigator. His air work was disappointing and was given exercise on which he worked well. Inclined to let up when snags developed in his earlier trips. With experience should settle to a very good navigator. Obtained 85 percent in final ground training examination."

Selected Assessments: "This officer has been on light duties while stationed here, while recuperating from an operation. He has proved himself will and cooperative and keen on his work." (F/L Carr-Harris, No.3 SFTS, 19 May 1943.

"Assisted the instructional staff at No.2 AOS in quite a satisfactory manner." (S/L R.K. Fraser, No.2 AOS, 2 July 1943)

"An officer who displayed commendable qualities of courage and determination during his tour of operations in spite of ill health. A good officer and a sensible individual." (W/C A.J. Ogilvie, No.90 Squadron, 3 November 1944).

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BANKS, F/O Henry Cyril Cameron (J12855) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 15 February 1944 and AFRO 644/44 dated 24 March 1944. Born 20 May 1920; home in Calgary; enlisted Regina, 1 November 1940. To No.4 SFTS, 23 December 1940. To No.2 ITS, 21 February 1941; graduated and promoted LAC, 9 April 1941; posted that date to No.5 EFTS; ceased training, 8 May 1941 when posted to No.2 Manning Depot. To No.7 AOS, 26 May 1941; ceased training and posted elsewhere, 23 July 1941; to No.2 WS, 17 August 1941; posted to "E" on 15 April 1942; to No.4 BGS, 6 June 1942; graduated and commissioned, 17 July 1942. To "Y" Depot, 17 July 1942; to RAF overseas, 7 August 1942. Repatriated to Canada, 25 October 1944; to No.2 Air Command, 4 December 1944; to No.23 EFTS, 10 December 1944. To No.7 Release centre, 16 July 1945; discharged 17 July 1945. RCAF photo PL-25988 (2) shows him. Died in Calgary 7 June 2000 as per **Legion Magazine** of November 2000. Award sent by registered mail. No citation other than "...completed...many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/8782 has recommendation dated 22 December 1943 when he had flown 45 sorties (362 hours 28 minutes) as follows:

- 7 December 1942 - Anti-submarine patrol (8.40)
- 10 December 1942 - Anti-submarine patrol (9.45)
- 14 December 1942 - Anti-submarine patrol (10.25)
- 19 December 1942 - Anti-submarine patrol (9.25)
- 27 December 1942 - Anti-submarine patrol (4.00)
- 12 January 1943 - Anti-submarine patrol (9.20)
- 18 January 1943 - Anti-submarine patrol (10.00)
- 23 January 1943 - Anti-submarine patrol (10.30)
- 2 February 1943 - Anti-submarine patrol (10.00)
- 7 February 1943 - Anti-submarine patrol (10.40)
- 10 February 1943 - Anti-submarine patrol (7.10)

15 February 1943 - Anti-submarine patrol (9.40)
18 February 1943 - Anti-submarine patrol (10.15)
22 March 1943 - St.Nazaire (5.35)
4 April 1943 - Kiel (5.44)
6 April 1943 - GARDENING (6.04)
14 April 1943 - Stuttgart (7.37)
27 April 1943 - Duisburg (4.48)
30 April 1943 - Essen (4.54)
4 May 1943 - Dortmund (6.47)
11 June 1943 - Dusseldorf (4.34)
21 June 1943 - Krefeld (4.19)
24 June 1943 - Elberfeld (4.36)
28 June 1943 - Cologne (5.08)
3 July 43 - Cologne (5.16)
13 Jul 43 - Aachen (5.14)
24 Jul 43 - Hamburg (5.39)
27 Jul 43 - Hamburg (5.26)
9 August 1943 - Mannheim (5.31)
10 August 1943 - Nuremburg (7.28)
12 August 1943 - Turin (7.51)
16 August 1943 - Turin (7.59)
17 August 1943 - Peenemunde (7.56)
15 September 1943 - Mont Lucon (5.27)
22 September 1943 - Hanover (5.16)
23 September 1943 - Mannheim (6.02)
27 September 1943 - Hanover (4.40)
2 October 1943 - Munich (7.49)
7 October 1943 - Stuttgart (5.53)
8 October 1943 - Hanover (4.27)
18 October 1943 - Hanover (4.24)
10 November 1943 - Modane (7.08)
17 November 1943 - Mannheim (4.59)
18 November 1943 - Berlin (7.32)
22 November 1943 - Berlin (6.00)
23 November 1943 - Berlin (6.35)
26 November 1943 - Berlin (7.01)
2 December 1943 - Berlin (5.48)
3 December 1943 - Leipzig (6.45)
16 December 1943 - Berlin (7.41)
20 December 1943 - Frankfurt (4.47)

Flying Officer Banks has completed many operational sorties as Air Gunner in a very successful crew. This officer has invariably displayed courage and determination of a high order and his unswerving devotion to duty has been a source of inspiration to the squadron. Flying Officer Banks is strongly recommended for the award of the Distinguished Flying Cross.

Public Record Office Air 50/248 has the following Combat Report relevant to his operations for night of 23/24 November 1943 (target Berlin, Lancaster V/405, JA974). Crew included F/L William Weiser (captain), Flight Lieutenant Glenmore Benjamin Ellwood (navigator), Pilot Officer Frank Cousins, RAF (Bomb Aimer), Pilot Officer Meyer (Wireless Operator), Pilot Officer Lloyd Gerrard Coburn (Mid-Upper Gunner), Flying Officer Henry Cecil Banks (Rear Gunner) and Flight Sergeant Andrew Christian Sondergaard (Flight Engineer).

On the night of 23/24 November 1943, at position 52.33 North 09.40 East, heading 250 True, I.A.S. 168 knots, height 20,000 feet, our aircraft, Lancaster "V", JA974, 405 RCAF Squadron, was attacked by an unidentified enemy aircraft. The attack came from starboard quarter down at a range of 300 yards. One short burst was fired by enemy aircraft at 300 yards. Our rear gunner did not open fire. The evasive action taken was a corkscrew to starboard. The enemy aircraft was lost and seen no more. No damage was sustained by our aircraft. The attack took place cloudy night haze, no moon, there was no flak or searchlights cooperating. Monica gave first indication of attack. There is no damage claimed to enemy fighter.

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BANKS, FS (now P/O) Jack Standish (Can 11620) - **Distinguished Flying Medal** - No.9 Squadron (unit not given in AFRO) - Award effective 13 April 1942 as per **London Gazette** dated 14 April 1942 and AFRO 611/42 dated 24 April 1942. Born at Torbrook Mines, Nova Scotia, 23 August 1917; home there or East Angus, Quebec (carpenter and electrician for three years); enlisted in Halifax, Nova Scotia, 14 September 1939 for General Duties and taken on strength of No.5 (BR) Squadron for work in Accounts Section. Promoted AC1, 14 March 1940. Reverted to AC2 and posted to No.1 WS, Montreal, 25 May 1940. To No.1 BGS, Jarvis, 27 October 1940. Graduated as WAG and promoted Sergeant, 25 November 1940. To RAF, 15 December 1940, taken on strength of United Kingdom, 26 December 1940. To No.75 Squadron, 6 January 1941. To No.214 Squadron, 10 January 1941; to No.11 OTU, 21 January 1941. To No.9 Squadron, 20 April 1941. Promoted Flight Sergeant, 1 September 1941. Struck off strength of No.9 Squadron, 2 February 1942. Repatriated to Canada, 16 February 1942; to No.1 WS, 7 March 1942 for a refresher course. Commissioned 19 March 1942 (J15267). To No.6 ITS, Toronto, 23 May 1942. To No.20 EFTS, Oshawa, 1 August 1942; to No.5 SFTS, Brantford, 27 September 1942. Graduated as pilot, 5 February 1943. To "Y" Depot,

19 February 1943. To RAF overseas, 8 March 1943. Disembarked in United Kingdom, 17 March 1943. To No.20 (P) AFU, 4 May 1943. Killed in flying accident at No.20 (P) AFU, 3 June 1943 (Oxford V3821). Photo PL-15644 shows him back in Canada at commencement of pilot training.

One night in January 1942 this airman was the front gunner of an aircraft which carried out a low level attack on the aerodrome at Schipol. Nearing the aerodrome a Dornier 217 was intercepted and Sergeant Banks coolly shot it down from close range. During the bombing run his aircraft was held in the searchlights but by his accurate fire Sergeant Banks extinguished two of them and at the same time warned his pilot, who was blinded by the glare, of the danger of colliding with a hangar. Throughout he displayed determination and resource. This airman has participated in thirty-one sorties over enemy and enemy occupied territory wherein targets have been attacked at important centres such as Dusseldorf, Hamm, Cologne, Kiel, Genda and Brest.

NOTE: Public Record Office Air 2/9585 has recommendation dated 20 February 1942 when he had flown 31 sorties (181 hours five minutes). This listed his operations and gave a more detailed account of the events that led to his award:

27 May 1941 - Atlantic sweep for **Prinz Eugen** (8.45)
2 June 1941 - Dusseldorf (3.50)
11 June 1941 - Dusseldorf (5.00)
12 June 1941 - Hamm (4.05)
17 June 1941 - Dusseldorf (5.00)
19 June 1941 - Cologne (5.45)
25 June 1941 - Bremen (3.05)
30 June 1941 - North Sea sweep (5.30)
1 July 41 - Brest (6.25)
10 July 41 - Cologne (5.00)
14 July 41 - Bremen (6.00)
16 July 41 - Hamburg (7.05)
23 July 41 - Mannheim (6.10))
25 Jul 41 - Hamburg (7.45)
12 August 1941 - Hanover (6.10)
14 August 1941 - Hanover (6.50)
19 August 1941 - Kiel (6.45)
26 August 1941 - Cologne (6.25)
29 August 1941 - Mannheim (7.30)
1 September 1941 - Cologne (5.50)
3 September 1941 - Brest (6.20)

7 September 1941 - Boulogne (3.00)
10 September 1941 - Turin (8.40)
12 September 1941 - Frankfurt (6.40)
15 September 1941 - Hamburg (7.05)
26 September 1941 - Genoa (1.50, recalled)
28 September 1941 - Genoa (10.00)
30 September 1941 - Stettin (9.20)
20 October 1941 - Kiel (5.15)
26 October 1941 - Hamburg (1.05, W/T failure)
21 January 1942 - Schipol (2.45)

On the night of 21 January 1942 this Non-Commissioned Officer was front gunner in a Wellington aircraft detailed to carry out a low level attack on Schipol aerodrome. While approaching the aerodrome over the hangars he intercepted an enemy aircraft subsequently identified as a Dornier 217. He held his fire until the range was reduced to about 150 yards, then opened a burst when the aircraft was on the port bow and continued to fire until it was out of range on the port beam. The enemy aircraft was seen to crash in flames by the captain and the rear gunner, and is claimed as destroyed. The Wellington aircraft then proceeded to carry out its bombing run during which it was held by searchlights and height was reduced to fifty feet. Sergeant Banks succeeded by accurate fire in extinguishing two enemy searchlights and at the same time succeeded in warning the pilot who was blinded by the glare in time for him to avoid hitting the hangar.

Throughout this action Sergeant Banks displayed the greatest coolness, determination and resource. This Non-Commissioned Officer has successfully completed 31 operational trips and is strongly recommended for the award of the Distinguished Flying Medal.

Public Record Office Air 50/179 has Combat Report for the above action of 21/22 January 1942:

Wellington Mark III, "D" of No.9 Squadron, X3305, on Soesterburg aerodrome with Schipol aerodrome as alternative, attacked Schipol aerodrome at 2057 hour, 400 feet, 260 I.A.S. Just before dropping bombs on a course of 220 in excellent visibility with no cloud and quarter moon directly on bow, saw enemy aircraft landing on flarepath beneath and ahead. Wellington opened fire from turret at very close range, incendiary bullets seen to pass through enemy aircraft and burn on ground beneath. Enemy aircraft then burst into flames and was left burning on the ground. Enemy aircraft carried one red and one green light on

wing tips and one white light in front. It did not return fire. Owing to speed of Wellington's attack and enemy aircraft destruction, enemy aircraft not identified but claimed as destroyed. There were no casualties to Wellington or crew. Wellington continued its attack on aerodrome dropping 14 x 250 G.P. .025 T and 120 x 4 incendiaries across hangars and buildings on the north of the landing ground and fires from incendiaries were seen after leaving. In addition, three searchlights were shot out and one light gun emplacement silenced.

Reclassification: Upon his return to Canada, he was posted to No.1 Wireless School, Montreal for a refresher course. On 23 April 1942, G/C F.A. Sampson (AFHQ) wrote to the Commanding Officer of No.1 WS:

The marginally noted Officer was interviewed today by Director of Armament Training, Air Force Headquarters, who could not recommend him for armament instructor work.

It appears that Pilot Officer Banks feels he should have a pilots course. Would you kindly have the Commanding Officer or Chief Instructor of your School submit a Confidential Report on this officer with any suggestions for future employment with particular reference to the taking of a Pilot's course.

W/C R.M. Smith, Commanding Officer, No.1 Wireless School, replied on 29 April 1942:

With reference to the marginally noted officer, I wish to advise that he was posted to No.1 Wireless School for a Refresher Course in Wireless, but due to his overseas operational experience, we find his mind is not tuned or fitted for this work. I have discussed this fully with the Chief Instructor and have also interviewed this Officer, and am of the opinion that he definitely is not fitted for wireless work.

We strongly recommend that Pilot Officer Banks be given a Pilot's course as he is definitely pilot material, and with his operational background, should prove a steady and reliable pilot. Our Medical Staff have carried out an M.2 examination and find this Officer fit in all ways for pilot duties.

He is single and twenty-five years of age. He has an excellent overseas record, having taken part in 31 raids over enemy territory. He volunteered for the thirty-first raid on which he won the Distinguished Flying Medal.

In view of our association and discussion with this Officer, we feel confident that he should definitely be given an opportunity to take a Pilot's Course.

For your information, whilst this Officer graduated from this School as a Wireless Operator Air Gunner, he was never called upon while overseas to use his knowledge of Morse, but was employed at all times as a straight Air Gunner.

The last paragraph evoked some queries in AFHQ about training, and on 8 May 1942, F/L L.S. Caveney, writing on behalf of S.L E.A.D. Button (DTT/TW), reported:

Re para 5 of minute 1, this practice prevails to a considerable extent. All WAGs on arrival in United Kingdom, after spending some time in a Receiving Centre, are posted to a Signals School for check-examination and refresher training, which is usually necessary. From information received from WAGs who have returned and letters from personnel overseas, it has been learned that whether a man remains a wireless operator (air gunner) or becomes "straight" air gunner depends upon his showing while at Signals School. If he is able to cope with the refresher training and attain the standards required, he is posted to an Operational Training Unit as a WAG. If, on the other hand, he is unable to reach the required proficiency, but makes an honest effort during his course, he is remustered to air gunner. If he fails his refresher course and by reason of attitude or conduct indicates that he does not desire to become a WAG, he is usually remustered to general duties.

Training:

Course at No.1 WS, 25 May 1940 to 28 October 1940. Spent one hour in Flying Classroom as First Operator, eleven hours in Flying Classroom on Listening Watch, and two hours in two-seat aircraft as sole operator. Placed ninth in a class of 56.

Course at No.1 BGS, 28 October 1940 to 26 November 1940 involved flying on Battle aircraft, seven hours 15 minutes by day plus two hours 25 minutes as passenger. Gunnery marks as follows: Beam Test, 12 percent; Beam Relative Speed Test, 7.5 percent; Under Tail Test, 13 percent. Scored 80/100 on written test, 79/100 on practical and oral tests, graded 204/250 on "ability as firer" and 124/150 on "qualities as an NCO." Placed third in a class of 24. "Above average student - good appearance - quiet - reliable."

At ITS during pilot training described as follows: "Has had a good influence on trainees. Has marked ability to learn and retain. Should do well at any aircrew position. Dependable. Second aircrew recommendation, Air Navigator." (W/C J. Hatchet-Taylor).

At No.20 EFTS flew Tiger Moths - 34 hours 20 minutes day dual (nine hours 30 minutes dual to first solo), 37 hours 30 minutes day solo, three hours night dual, ten minutes night solo plus ten hours 30 minutes in Link. Ten hours flown on instruments four hours ten minutes on dual navigation, 90 minutes on solo navigation. Chief Supervisory Officer wrote, "Overcontrols the airspeed under the hood. Could improve aerobatics. Was slow to learn due to lack of confidence in himself."

At No.5 SFTS flew Ansons - 66 hours 25 minutes day dual (seven hours to first solo), 50 hours 30 minutes day solo, ten hours ten minutes night dual and five hours twenty minutes night solo. Of these times, ten hours on formation flying, 26 hours 20 minutes on instruments; 11 hours ten minutes on dual navigation, 18 hours five minutes on solo navigation. Also logged 25 hours in Link and 25 hours 20 minutes as passenger. Chief Instructor wrote, "A good average pilot who has worked conscientiously. Average standing in G.I.S. A quiet, retiring but very reliable officer. Will do well on operations."

Circumstances of death:

Involved in mid-air collision, 1005 hours, with another Oxford (X6871); both machines interlocked and in this position spun into the ground and caught fire. Pilot was 122251 F/O R.C. Wood, pupil pilot was 564068 Warrant Officer D.J. Innes-Smith, and Banks was along as a passenger. Killed in the other aircraft were 1148948 Sergeant J. Brook (pilot) and R132245 Sergeant L.A. Boire (pupil pilot). A witness (F/O A. Saward) testified that although he saw only one Oxford ahead of him, distance one mile, he then saw "what appeared to be a large biplane spin into the ground." Squadron Leader A.W.S. Brown wrote:

At 1100 hours on 3rd June 1943 I went to the crash to carry out a technical inspection. I found that the remains of two Oxford aircraft (later identified as V3821 and X6871) lay together. The aircraft were almost completely destroyed by fire. The engines were burnt out. The charred remains of the main spars of each mainplane lay across the other, the point of intersection being between one engine mounting and the nearer wingtip on each mainplane. From the wreckage it is not possible to identify any technical defect which may have contributed to the cause of the accident.

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BANKS, P/O John Allenby (J38600) - **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. Home in Forestburg, Alberta; enlisted Edmonton, 23 May 1941. Trained at No.4 ITS

(graduated 29 August 1941), No.8 BGS (graduated 27 April 1942) and No.2 WS (graduated 30 March 1942). Postings record incomplete but posted to No.10 Repair Depot, 11 May 1944. To No.5 BGS, 23 December 1944. To No.7 Release Centre, 14 March 1945. Released 15 March 1945. Photo PL-8312 shows graduates of No.2 WS - F.J. Patterson, J.A. Banks (standing, both from Foresburg, Alberta), J.J. Belzil (St.Paul, Alberta), R.A. Evans (Hanna, Alberta); PL-24224 shows WO F.J. Patterson and P/O J.A. Banks; caption notes that Patterson and Banks had been from same town, enlisted together, trained together, and had served together with No.10 (BR) Squadron, both manning guns when F/O Pat Cheater attacked a U-Boat; PL-24228 shows the whole crew after this attack: 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 officer was turret gunner at a VLR Liberator which recently attacked an enemy submarine in the North Atlantic. He materially assisted in the execution of these attacks which were carried out under extremely poor visibility and in the face of heavy flak. He fired accurately on the conning tower with the result that the return fire was materially reduced. His captain spoke highly of his efficiency and coolness on this occasion which was an inspiration to other members of his crew. This Wireless Air Gunner has shown efficiency and devotion to duty of a high standard in hundreds of hours of operational flying in the North Atlantic area.

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BANKS, Sergeant (now P/O) Robert Haxton (R223509/J88767) - **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 in Ceylon, 21 February 1924 (birth date on MI.9 report). Home in Flesherton, Ontario (clerk); enlisted at Toronto 1 September 1942. Posted that date to No.1 Manning Depot. To No.6 SFTS (guard duty), 21 January 1943. To No.18 Pre-Aircrew Education Unit, 11 April 1943. To No.1 SFTS (duty ?), 7 May 1943; to No.2 Advanced Ground Gunnery Training School, 28 May 1943. To No.3 BGS, 10 July 1943. Graduated and promoted Sergeant, 20 August 1943 (Air Gunner). To "Y" Depot, 3 September 1943. To United Kingdom, 3 September 1943. Arrived in Britain, 19 September 1943. Attended No.24 OTU, 27 September 1943 to 1 January 1944 (Whitleys); at No.1664 Conversion Unit, 1 January to 2 March 1944 (Halifaxes). Commenced operational flying with No.432 Squadron, 2 March 1944. Reporting Missing, 8 or 9 May 1944. Reported Safe, 18 August 1944. Commissioned 1 September 1944. Repatriated 6 September 1944. Released 1 March 1945. Living in Fort Erie, Ontario as of 1950. Unit identified in AFRO only as "Overseas"; proper unit identified in DHist file 181.009 D.1725 (PAC RG.24 Box 2067). As of that date he had flown 270 hours (75 hours on operations). Halifax LW594, target Haine St.Pierre, Belgium, attacked by enemy fighters and crew bailed out.

He regained Allied lines on 15 August 1944 and was returned to the United Kingdom. Commissioned 1 September 1944. Repatriated to Canada, 30 September 1944; released 1 March 1945. Believed to have died in Sarnia (buried there); see **Globe and Mail** of 18 September 2002.

Public Record Office WO 208/3321 has his MI.9 interrogation report noting he had left Bayeux on 18 August 1944, arriving Northolt the same day; also interviewed on 18 August 1944. Others in crew were P/O S.A. Hawkins (RCAF pilot, killed), F/O A.I. Ruetzen (RCAF navigator, POW), Sergeant M.B. O'Leary (RCAF bomb aimer, POW), F/O W.H. Parkinson (RCAF wireless operator, noted on form as POW but actually killed), Flight Sergeant Ibbisson (flight engineer, fate unknown) and Sergeant Hand (mid-upper gunner, reported to have evaded). Banks was rear gunner. Aircraft was LW594.

I left Eastmoor in a Halifax Mark III about 2230 hours on 8 May 1944 to bomb a target in Belgium. After we had dropped our bombs we were attacked from underneath by a Junkers 88 just as we were leaving the target. Two of our port engines were hit and caught fire. We used extinguishers with no result. The engineer told the pilot to dive to put the fire out, but during the dive the pilot gave the order to abandon aircraft. I opened my turret doors, put on my parachute and baled out.

I landed near a farmhouse in a field about 30 kilometres east of Jeumont (Northwest Europe 1:250,000, Sheet 5, O 4295). I put my parachute, Mae West and harness in a ditch and ran to the farm house where I could see a farmer waving. I started talking English to him and while I was there I heard Sergeant Hand, my mid-upper gunner, calling my name. I answered him and he joined me. We could not make the farmer understand us and as he seemed rather frightened we left. We walked all that night and without knowing it we crossed the Franco-Belgian frontier west of Jeumont; it did not appear to be guarded at all. We found a small swamp near Jeumont and hid there until nightfall.

The next day (10 May) we went to a farmhouse that we had noticed on the outskirts of Jeumont. We knocked on the door, which was opened by a woman. We told her who we were and she asked us to come in. She gave us food and Belgian beer and sold us some civilian clothing and shoes. About four hours later her daughter came and took us to her house where we stayed for a day. She then told us to go to a hotel in Maubeuge (O 39) where she said we would find assistance. When we arrived at Maubeuge we found it was full of Germans, so we did not enter the village until dark. We then knocked at the door of a house we had noticed on the outskirts. The people there gave us shelter for the night.

We left there at 0600 hours the next morning (12 May) and walked south as far as La Capelle (O 26). Here we met a Frenchman whom we asked if he knew of anywhere for us to spend the night. He took us to his farm and sheltered us for one night.

The next day we continued walking south, travelling by lanes. We passed through Marly (Sheet 5, O 1753) - Marle (O 1535) - Clermont (O 2527) - Fismes (Northwest Europe 1:250,000, Sheet 8, T 08) to Conde-en-Brie (S 95). We were just leaving Conde-en-Brie when we were stopped by two French gendarmes who asked us where we were going. Our lack of French and our inability to pronounce the French names correctly made them suspicious and then asked us for our papers. We told them that we had no papers and that we were English. They said that they would have to take us to the police station. However, we realized that they were friendly as they went up the road 400 yards ahead of us and told us to follow if we wished. We followed them to the gendarmerie where we were given money, food, drink and treated with every respect. We stayed there for one night and went on the next day through Vauchamps (S 9939) to Esternay (S 9424) where we stayed one night in a haystack. The journey from Jeumont to Esternay had taken us about three weeks. **[Transcriber's note: The narrative suggests something like one week.]**

We went on the next day towards Villenaude (S 9208). On the outskirts we were stopped by a large lorry driver who wanted to know where we were going, and if he could give us a lift. We talked to him in broken French for a while and, as he seemed to be helpful, I told him we were British. He then offered to take us in his lorry back to Villenauxe where he lived. We accepted as we were tired and our feet were blistered. He took us to his home and gave us some food.

The next day was Sunday and as it was raining he told us to stay another day. On the following day Sergeant Hand went down with a fever. The Frenchman then contacted the local Resistance group. Two days later we were taken to Provins (S 78) by car. When we were leaving Villenauxe we were stopped by two SS men who asked us for our papers. The driver of the car made a great business of showing them his which, luckily, satisfied them as we had none.

At Provins the Resistance group handed us over to an escape organization.

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BANKS, F/O Wilfred John (J12311) - **Distinguished Flying Cross** - No.412 Squadron - Award effective 22 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born at Hazenmore, Saskatchewan, 21 January 1920. Educated in Hazenmore, 1926-1936 and Bloor Collegiate Institute, 1938-1939. Employed by General Steel Wares, Toronto, 1940-1941. Home in Leaside, Ontario (ex-Queen's Own Rifles,, 1939-1940). Enlisted in Toronto, 3 July 1941. To No,1 Manning Depot, Toronto, 4 August 1941. To Technical Training School, St. Thomas, 21 August 1941. To No.5 ITS, Belleville, 11 October 1941. Graduated and promoted LAC, 5 December 1941. To No.17 EFTS, Stanley, Nova Scotia, 6 December 1941. To No.8 SFTS, Moncton, 1 March 1942. Graduated and commissioned, 19 June 1942. To Central Flying School, Trenton, 19 July 1942. To No.1 SFTS, Camp Borden, 10 September 1942. Promoted Flying Officer, 1 March 1943. To No.1 OTU, Bagotville, 17 September 1943. To "Y" Depot, 5 December 1943.. Embarked from Halifax, 20 January 1944. Arrived in UK, 31 January 1944. To No.53 OTU, 14 March 1944. To No.1 Tactical Evaluation Unit, 2 June 1944. To No.83 Group Support Unit, 7 June 1944. Promoted Flight Lieutenant, 19 June 1944. To No.412 Squadron, 24 June 1944. To Central Fighter Establishment, 2 March 1945. To No.83 Group Support Unit, 2 May 1945; posted same day to No.412 Squadron. To No.402 Squadron, 30 June 1945. To No.3 PRC, 1 July 1945. Repatriated 4 September 1945. Released 22 October 1945. Died in Ottawa, 12 January 1997. Victories as follows: **28 June 1944**, one Bf.109 destroyed; **7 July 1944**, one Bf.109 destroyed; **12 July 1944**, one Bf.109 destroyed; **24 July 1944**, one FW.190 and two Bf.109s destroyed; **26 September 1944**, two FW.190s destroyed; **27 September 1944**, one Bf.109 probably destroyed and one FW.190 damaged; **5 December 1944**, two Bf.109s probably destroyed; **1 January 1945**, one Ju.88 destroyed. For additional details see Chris Shores, **Aces High**. Photos PL-30911 and 30912 shows F/O Aleck Whiting of Toronto (left) and F/O W.J.Banks, the former having won a pool when Banks destroyed the 100th enemy aircraft credited to Dal Russel's wing. Photo PL-45860 (ex UK-24137 dated 8 August 1945) taken at Torquay Repatriation Depot with cliffs as backdrop, five pilots from Toronto - F/L Bill Banks, DFC and Bar, F/O Bill Aziz, F/O Al Keats, F/L Hugh Roberts (sitting), and F/O Peter Hart. Banks reported having nine enemy aircraft destroyed; Roberts and Aziz each have one destroyed and one damaged.

This officer has completed many sorties. He has invariably displayed a high degree of skill and courage and is a keen and resolute pilot. Flying Officer Banks has destroyed six enemy aircraft, three of them in one sortie.

NOTE: Public Record Office Air 2/9159 has recommendation drafted 26 July 1944 when he had flown 39 sortie (45 hours five minutes).

This officer has shown exceptional ability to destroy the enemy. On one sortie on 24th July 1944, a formation of four, in which he was No.4, engaged 40-plus enemy aircraft in the Lisieux area, and he himself destroyed three of them, all

going down in flames. In 39 operational sorties, he has destroyed a total of six enemy aircraft.

BANKS, F/L Wilfred John, DFC (J12311) - **Bar to Distinguished Flying Cross** - No.412 Squadron - Award effective 19 February 1945 as per **London Gazette** dated 27 February 1945 and AFRO 721/45 dated 27 April 1945.

Since being awarded the Distinguished Flying Cross, this officer has taken part in many more operational sorties. In September 1944 he participated in the Arnhem paratroop landings and in one combat against a superior force he destroyed two enemy aircraft. On the following day he destroyed another two in air combat bringing his total victories to at least ten enemy aircraft destroyed. On another occasion the propeller of this officer's aircraft was hit by fire from the enemy's defences and half of one blade was knocked off but with great skill he brought his aircraft safely back to base. At all times Flight Lieutenant Banks has set a fine example of courage, efficiency and leadership.

Notes: On repatriation form dated 21 August 1945 he stated he had flown 145 sorties (195 operational hours) plus 172 non-operational hours. Last sortie was 22 February 1945. Types flown were Spitfires I, II, V, IX and XIV (363.30), Mustang IV (1.00), Typhoon (30 minutes), Tempest V (30 minutes), FW.190 (one hours) and ME,109 (30 minutes). He claimed nine enemy aircraft destroyed, two probably destroyed and two damaged,

Training: Course at No.5 ITS was 13 October to 5 December 1941. Courses in Mathematics (130/150), Armament, practical and oral (75/100), Signals (129/150), Drill (73/100), Hygiene (37/50) and Law and Discipline (89/100). Placed 61st in a class of 107. "No very outstanding qualities and shows certain lack of energy. Nevertheless fairly quick minded."

Course at No.17 EFTS was 8 December 1941 to 13 February 1942. Finch II aircraft - 23.45 dual, 34.00 solo; required 3.05 dual to first solo. Was 5.25 on instruments. Logged eleven hours in Link. "Appearance and discipline good - very level headed - good all around service pilot. No particular faults Commission material." Ground courses in Airmanship (176/200), Airframes (75/100), Aero Engines (75/100), Signals, practical (90/100), Theory of Flight (68/100), Air Navigation (157/200), and Aircraft Recognition and Armament, oral (150/200). Placed fourth in a class of 28.

Course at No.8 SFTS was 2 March to 19 June 1942. Harvard II aircraft - 51.05 day dual, 81.15 day solo, 4.45 night dual, 11.15 night solo. Was 28.05 on instruments. Logged twenty hours in Link. "Confident pilot and flies service aircraft quite well. Inclined to be careless in precautionary measures. Instrument flying good average. Link Trainer 83/100. Pupil's choice, fighter." Ground courses in Airmanship (118/200), Armament, written (79/100), Armament,

practical (77/100), Navigation (132/150), Meteorology (49/50), Signals, practical (95/100), and Signals, written (30/50). Placed fourth in a class of 53. "Above average ability and very satisfactory training progress. He is quite capable in every respect and possessed high determination and imitative."

Course at Central Flying School was 19 July to 27 August 1942. Flew single engine elementary type (13.05 day dual, 10.15 day solo), single engine advanced type (18.20 day dual, 13.15 day solo, 3.00 night dual, 2.00 night solo) and twin engine advanced type (1.15 day dual). "This student flies and demonstrates very well, but has had trouble coordinating his pattern with his demonstrations. However, with experience he should turn out very well." (P/O G. McLean). Ground courses in Flight Administration (60/100), Airmanship (53/100), Instruments (81/100) and Meteorology (69/100). Examined 27 June 1942 by F/L G.I. Wonnacott on a Harvard. Described under following headings - Sequence (Average), Voice (Strong), Manner (Capable), Ability to Impart Knowledge (Average), and Ability as Pilot (High Average). "Sound instructor material. Requires experience to erase minor faults." Awarded Category "C"

Course at No.1 OTU, Bagotville was 20 September to 19 November 1943. The steps in this were as follows: (1) Dual on Harvard, Sector Reconnaissance; (2) Solo on Harvard; (3) Solo on service type (Hurricane); (4) Experience on service type, sector reconnaissance and R/T practice; (5) D/F homing practice; (6) Climb to 18,000 feet; (7) Formation flying; (8) Instrument flying, dual; (9) Instrument flying, as safety pilot; (10) Individual astern attacks; (11) Navigation 1, solo triangular cross-country and map reading; (12) Navigation 1, map reading and pin-pointing; (13) Deflection attacks, dual; (14) Air to ground firing; (15) Individual deflection attacks on single aircraft; (16) Air combat, elementary aircraft following each other; (17) Air combat, advanced approaching head-on; (18) Section attacks on a single aircraft, straight ahead; (19) Section attacks, taking avoiding action; (20) Spinning and aerobatics; (21) Search formations; (22) Cloud flying, individual; (23) Cloud flying, as a member of a section; (24) Air to air firing; (25) Navigation II, cross country; (26) Section attacks at 4,000 feet; (27) Section attacks between 10,000 and 15,000 feet; (28) Section attacks between 20,000 and 25,000 feet; (29) Climb in section to 25,000 feet; (30) Squadron formation, four or more sections of two aircraft, in pairs; (31) Interception and attack practice; (32) Low flying, individual; (33) Low flying, as a member of a section; (34) Low flying, as a member of a section, astern attacks against single aircraft; (35) Forced landing practice; (36) Night flying, dusk landings; (37) Night flying, night landings.

Assessments: "This officer has proven to be a very capable, conscientious instructor. He is a hard worker and I recommend that he be promoted to the rank of Acting Flying Officer." (W/C G.A. Hiltz, No.1 SFTS, 22 December 1942)

Tested as instructor, 3 March 1943 by F/O A. Krestensen, No.1 Visiting Flight, Central Flying School. He had flown 400 hours as instructor. Checked on a Harvard; Described under

following headings - Sequence (High Average), Voice (Clear and Strong), Manner (Very Capable, Pleasant), Ability to Impart Knowledge (High Average), and Ability as Pilot (High Average in All Respects). "A good, sound instructor who keeps his knowledge of sequence up to date."
Graded "B", single engine.

"A keen and energetic instructor; has done a good job as instructor on this station." (W/C W.G. Welstead, No.1 SFTS, 13 September 1943)

"F/L Banks' record with this squadron has been excellent. He was been very keen and capable in all his work, and is a splendid example to the other pilots." (S/L M.D. Boyd, 9 May 1945). He had flown 1,653 hours 15 minutes (111.45 l previous six months).

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BANNER, LAC Frederick (R118718) - **Mention in Despatches** - No.1659 Conversion Unit (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 Birmingham, England, 1 March 1920. Educated in Toronto, 1926-1936; home there clerk); enlisted Galt, Ontario (where he was attending the Galt Aircraft School), 19 July 1941 in trade of Airframe Mechanic (attained Group "C" standing, 6 October 1941, Group "B" standing, 1 April 1942 and Group "A" standing, 1 October 1942). Served at Central Flying School, Trenton, 13 August 1941 to 16 November 1942 (promote AC1 on 19 October 1941 and LAC on 1 April 1942). To "Y" Depot, Halifax, 17 November 1942. Arrived in Britain, 19 December 1942. To No.1659 Conversion Unit, 3 January 1943. Promoted Corporal, 1 January 1945. Repatriated to Canada 21 August 1945; released 11 October 1945.No citation in AFRO. DHist file 181.009.D.2993 (RG.24 Vol.20634) gives unit, trade as FIIA. Although no recommendation specific to his award can be found, the following report dated 27 May 1945, drafted by Warrant Officer R.P. Robichaud and endorsed by F/L A.H.B. Purves indicates the nature of the man:

This Non-Commissioned Officer is a very good tradesman, organizes his work quite well and effectively.

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BANNER, F/L Leslie Thomas (C13127) - **Mention in Despatches** - No.414 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born 1 July 1918 in North Bay, Ontario. Educated there, 1924-1938. In 1938 he worked for Oakville Basket Company (motor boat operator and office worker); in 1939-40 he was an "operator" for Standard Paving; in 1940 he was manager of the North Bay **Nugget**. Before the war he had acquired a Commercial Pilots License. Enlisted in Hamilton, 17 September 1940. To

Central Flying School, Trenton, 6 October 1940. Granted Leave Without Pay, 2 November 1940 and sent to No.10 EFTS, Mount Hope as an instructor. Recalled to RCAF Active Duty, 8 November 1942 in rank of Warrant Officer and posted to No.1 Manning Depot, Toronto; to No.6 SFTS, Dunnville, 7 June 1942; commissioned 31 July 1942; to No.1 Flying Instructor School, Trenton, 30 August 1942. Promoted Flying Officer, 31 January 1943; to "Y" Depot, Halifax, 28 September 1943; arrived in Britain, 30 October 1943; to No.17 (P) AFU, 29 December 1943; to No.5 (P) AFU, 8 January 1944; to No.41 OTU, 2 May 1944 (attended Artillery Spotting Course, Larkhill, 7-17 July 1944). While at No.41 OTU he took flying courses only (no ground examinations) and was assessed as "consistently above average standard in all his flying and ground practices". To No.83 Group Support Unit, 22 July 1944; promoted Flight Lieutenant, 31 July 1944; to No.414 Squadron, 3 August 1944. To Britain (tour expired), 20 April 1945. Repatriated to Canada, 8 June 1945. Released 31 July 1945. Re-engaged in RCAF, 15 January 1946; to No.1 Flying Training School, 21 January 1946; to Central Flying School, Trenton, 27 January 1947; to No.1 Composite Training School, Toronto, 11 April 1946; accepted for Regular Force, 1 October 1946; to Central Flying School, Trenton, 13 April 1947. Killed in the crash of Vampire, 17080 on 19 September 1948, near Kendall, Ontario, returning from Niagra Falls, New York where he had flown in United States Air Force Day celebrations. Overseas unit not identified in AFRO (which merely says "Overseas" when reporting his award); see **The RCAF Overseas: The Sixth Year**, pages 217 and 221. PL-135054 is a portrait taken in August 1948.

While no recommendation can be traced for his Mention in Despatches, he did fly 200 operational hours, was a Flight Commander for three months, and temporarily commanded No.414 Squadron for three weeks just before the end of his tour. On 18 April 1945 W/C R.C.A. Waddell wrote of him:

I have found this officer at all times to be quiet, steady, reliable and conscientious. He has done well on his tour and is quite capable of commanding a squadron.

On repatriation to Canada he filed a form (20 May 1945) in which he reported having flown 200 operational hours and 207 hour 55 minute non-operational while overseas. He had taken part in 178 sorties, the last one on 15 April 1945. His types and hours overseas were as follows: Auster II (6.25), Master II (78.05), Hurricane I and II (76.20), Harvard I (4.15), Mustang I (24.45), Spitfire IX (207.45), Spitfire XIV (10.20).

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BANNING, P/O James Edgar Victor (J28388) - **Mention in Despatches** - No.162 Squadron - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born at Cobalt, Ontario, 14 March 1913 (RCAF press release 2659 announcing

award). Educated in Timmins. Clerk in Dominion Bank for one year; assayer for Hollinger Gold Mines for nine years. Home in Timmins, Ontario; enlisted at North Bay, 3 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, Picton, 22 January 1941. To No.4 Manning Depot, Quebec City, 25 March 1941. To No.8 SFTS, Monton (non-flying duty), 4 May 1941. To No.4 WS, Mossbank, 4 July 1941. Promoted LAC, 7 August 1941; graduated 22 November 1941 and posted to No.1 BGS; Jarvis. Graduated and promoted Sergeant, 22 December 1941. To Eastern Air Command, 23 December 1941. To No.10 (BR) Squadron, 30 December 1941. To No.162 Squadron, Yarmouth, 19 May 1942. Promoted Flight Sergeant, 22 June 1942. Promoted WO2, 22 December 1942. Injured in crash of Canso 9737, Gander, 7 January 1943 in which S/L N.E. Small was killed. Commissioned 22 May 1943. Proceeded with squadron to Iceland, 31 December 1943. Killed in flying accident, 6 April 1944; name on Runnymede Memorial.

This officer, as a Wireless Operator Air Gunner, has been outstanding in his devotion to duty, and the efficient manner in which he has carried out all duties assigned to him have been an inspiration to all ranks.

He was originally recommended by S/L S.D. Turner for an AFC, 15 August 1943, having flown 900 hours (206 in previous six months) and 65 sorties. The Air Officer Commanding, Eastern Air Command suggested a DFC (10 September 1943) but on 11 October 1943 the Chairman of the Honours in War Committee (G/C D.E. MacKell) suggested a Mention in Despatches and the Chief of the Air Staff (Air Marshal Breadner) concurred on 12 October 1943.

BANNING, F/O James Edgar Victor (J28388) - **Distinguished Flying Cross** - No.162 (Bomber Reconnaissance) Squadron - Award effective 27 June 1944 as per **London Gazette** dated 7 July 1944 and AFRO 1861/44 dated 25 August 1944. Award presented to next-of-kin, 1 December 1948.

For the past twenty-seven months this officer has been flying as wireless operator on anti-submarine patrols over the Atlantic. In January 1943 he was injured in an aircraft accident in which five members of the crew were killed. Despite this harrowing experience, immediately on recovery, Pilot Officer Banning resumed operational flying with undiminished enthusiasm. During a recent attack on an enemy submarine this officer who was manning the front guns of his aircraft, by his accurate firing, stopped the return fire from the U-boat. He has at all times displayed skill, courage and great devotion to duty.

NOTE: Public Records Office Air 2/9016 has recommendation (undated but circa 3 May 1944) which noted he had flown 1,301 hours 20 minutes, of which 953 hours 50 minutes had been on

operations. It also noted he had been on Canso "A" 9841 during the attack on a U-boat at 61 03' North 20 10' West:

Pilot Officer Banning has been flying as Wireless Operator on anti-submarine patrols over the North Atlantic for the past 27 months. In January 1943 he was injured in an aircraft accident in which five members of the crew were killed. After recovering from the injuries received in the accident, he resumed his duties as Wireless Operator in spite of his harrowing experience. His knowledge of his trade and keenness in carrying out his duties have made him a most valuable wireless operator. During a recent attack on a U-Boat, Pilot Officer Banning was manning the front guns of the aircraft, and his accurate firing stopped return fire from the U-Boat and killed some of the gunners. Through his conscientious devotion to duty throughout his operational tour, this officer is highly deserving of an award.

The recommendation was approved at the level of Station Reykjavik (8 May 1944), Headquarters Iceland (11 May 1944) and Coastal Command Headquarters (7 June 1944).

Training: Course at No.4 WS, 7 July 1941 to 22 November 1941. In Flying Classroom as First Operator, four hours 35 minutes; no time recorded for Flying Classroom on Listening Watch, but five hours 50 minutes in two-seat aircraft as sole operator. Ground training courses and marks as follows: Theory (32/50), Radio Equipment (192/250), Morse, buzzer and lamp (145/200), Procedure (164/200), Signals Organization (126/150), Armament (71/100), Drill and P.T. (36/50). Placed 64th in a class of 106.

Course at No.1 BGS was 24 November to 22 December 1941. Spent seven hours 25 minutes by day in Battle aircraft plus two hours 25 minutes as passenger. Gunnery tests as follows - Beam Test (3.7 percent hits), Beam Relative Speed Test (14 percent hits), Under Tail Test (eight percent hits). Fired 600 rounds on ground, 100 rounds air-to-ground and 1,255 rounds air-to-air. Scored 65 percent in written examination, 88 percent on practical and oral exam. Graded 186/250 in "Ability as Firer." Placed 15th in a class of 29. "An attentive, hard-working student with an average sense of responsibility."

Other Notes: Following the crash of Canso 9737 (in which S/L N.E. Small was killed, 7 January 1943), Banning reported:

At the time of the accident I was sitting on the bulkhead in the engineer's compartment. I noticed a tilt to starboard. Next I knew I was lying beside an engine in the snow.

In applying for Operational Wing in March or April 1944, he listed sorties as below; the paperwork was completed on his behalf by others. The entries for No.10 (BR) squadron give monthly total only; his logbook having been lost for that period, there was no record of individual trips.

January 1942 - No.10 (BR) Squadron - Gander - 31 hours

February 1942 - No.10 (BR) Squadron - Gander - 21 hours 15 minutes

March 1942 - No.10 (BR) Squadron - Gander - 32 hours 55 minutes

April 1942 - No.10 (BR) Squadron - Gander - 25 hours

All following sorties with No.162 (BR) Squadron, Canso "A" aircraft:

1 May 1942 - Yarmouth - O.A.S. - 17.3-

2 May 1942 -Yarmouth - Search (5.00)

5 May 1942 - Yarmouth - O.A.S. (13.45)

7 May 1942 -Yarmouth - O.A.S. (4.20)

9 May 1942 - Yarmouth - O.A.S. (7.00)

11 May 1942 -Yarmouth - Search (3.50)

12 May 1942 -Yarmouth - Sweep (10.50)

18 May 1942 - Yarmouth - O.A.S. and search (15 minutes)

18 May 1942 -Yarmouth - O.A.S. and search (10.45)

19 May 1942 -Yarmouth - Sweep (3.50)

25 May 1942 -Yarmouth - O.A.S. (3.15)

26 May 1942 -Yarmouth - O.A.S. (50 minutes)

26 May 1942 -Yarmouth - O.A.S. (2.40)

28 May 1942 - Yarmouth - Search (10.10)

30 May 1942 -Yarmouth - O.A.S. (5.05)

1 June 1942 -Yarmouth - O.A.S. (18.40)

3 June 1942 -Yarmouth - O.A.S. (13.20)

8 June 1942 -Yarmouth - O.A.S. (9.40)

30 June 1942 -Yarmouth - O.A.S. (8.00)

7 July 1942 -Yarmouth - O.A.S. (7.35)

11 July 1942 -Yarmouth - O.A.S. (12.45)

13 July 1942 -Yarmouth - Sweep (8.15)

15 July 1942 -Yarmouth - O.A.S. (10.25)

16 July 1942 -Yarmouth - O.A.S. (13.25)

21 July 1942 -Yarmouth - Sweep (9.25)

22 July 1942 -Yarmouth - Sweep (11.25)

24 July 1942 -Yarmouth - O.A.S. (10.50)

28 July 1942 -Yarmouth - O.A.S. (3.05)

31 July 1942 -Yarmouth - O.A.S. (14.45)
3 August 1942 - Yarmouth - O.A.S. (4.25)
5 August 1942 -Yarmouth - Sweep (3.10)
17 August 1942 -Yarmouth - Sweep (5.00)
18 August 1942 -Yarmouth - Sweep (1.00)
24 August 1942 -Yarmouth - Search (4.25)
25 August 1942 -Yarmouth - Sweep (7.15)
14 September 1942 -Yarmouth - O.A.S. (12.40)
1 October 1942 -Yarmouth - O.A.S. (15.50)
11-30 October 1942 - Mont Joli - O.A.S. flying (75.00)
15 November 1942 -Yarmouth - O.A.S. (10.15)
19 November 1942 -Yarmouth - O.A.S. (12.10)
23 November 1942 -Yarmouth - O.A.S. (14.00)
29 November 1942 -Yarmouth - O.A.S. (6.50)
5 December 1942 -Yarmouth - O.A.S (10.00)
8 December 1942 -Yarmouth - Sweep (7.55)
7 January 1943 - Gander - Sweep (30 minutes) - sick leave, 29 January to 26 february and
18-30 March 1943
23 April 1943 -Yarmouth - Sweep (5.55)
26 April 1943 -Yarmouth - O.A.S. (13.30)
29 April 1943 -Yarmouth - O.A.S. (8.20)
7 May 1943 -Yarmouth - O.A.S. and I.S. (5.10)
7 May 1943 -Yarmouth - O.A.S. and I.S. (3.20)
15 May 1943 -Yarmouth - O.A.S. (12.30)
19 May 1943 -Yarmouth - O.A.S. (8.45)
20 May 1943 -Yarmouth - O.A.S. (6.25)
24 May 1943 -Yarmouth - O.A.S (14.20)
1 June 1943 -Yarmouth - O.A.S. (4.45)
1 June 1943 -Yarmouth - O.A.S. (4.45)
4 June 1943 -Yarmouth - Sweep (15.15)
7 June 1943 -Yarmouth - O.A.S. (15.00)
9 June 1943 -Yarmouth - O.A.S. (8.00)
9 June 1943 - Yarmouth - I.A.S. (8.15) - on leave, 15-29 June 1943
3 July 1943 -Yarmouth - I.A.S. (5.00)
3 July 1943 -Yarmouth - Search (8.20)
6 July 1943 -Yarmouth - Sweep (8.45)
9 July 1943 -Yarmouth - O.A.S. (13.45)
17 July 1943 -Yarmouth - O.A.S. (13.00)
19 July 1943 -Yarmouth - Sweep (2.30)
6 August 1943 -Yarmouth - I.A.S. (11.55)

8 August 1943 -Yarmouth - Sweep (13.35)
10 August 1943 -Yarmouth - Sweep (5.30)
12 August 1943 -Yarmouth - Sweep (10.45)
16 August 1943 -Yarmouth - Sweep (14.50)
19 August 1943 -Yarmouth - Sweep (8.00)
21 August 1943 -Yarmouth - I.A.S. (14.50)
27 August 1943 -Yarmouth - C.L.A. Sweep (8.40)
30 August 1943 -Yarmouth - I.A.S. and O.A.S. (5.00)
9 September 1943 -Yarmouth - I.A.S. (12.20)
29 September 1943 - Gander - Patrol (9.45)
4 October 1943 - Gander - Esvort (4.20)
10 February 1944 - Iceland - Sweep (13.50)
22 February 1944 - Iceland - Sweep (14.50)
2 March 1944 - Iceland - Sweep (12.40)
9 March 1944 - Iceland - O.A.S. (13.35)
12 March 1944 - Iceland - Sweep (15,35)

Total Time: 925.30 and Total Sorties, 103.

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BANNOCK, S/L Russel (C1086) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 3 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born in Edmonton, 1 November 1919 of Polish-Austrian parents (his father was William Bahnuk, born 24 March 1891 in Stremilche, Galicia; his mother was Julia Bahnuk). Russel Bannock was born Slowko Bahnuk. The family became naturalized British subjects in 1922. At that time the elder Bannock was a railway foreman at Deville, Alberta. Educated at Cooking Lake Public School (Alberta), 1925 to 1932, at Eastwood High School (Edmonton), 1932-1936 where he completed Grade XI and four subjects of Grade XII. He worked for the Hudson Bay Company, April to August 1937 (freight purser on a river steamer in the Northwest Territories), Consolidated Mining and Smelting, August 1937 to September 1938 (prospecting), Ventures Mining Company, NWT (a subsidiary of Consolidated Mining and Smelting), September 1938 to April 1939 (prospecting) and then began flying.

He learned to fly at the Edmonton Aero Club and obtained a commercial license. In the summer and autumn of 1939 he was working for Yukon Southern Air Transport (2nd pilot and occasional passenger between Edmonton and Fort St. John in Barkley-Grow aircraft). Russell Bannock applied to join the RCAF in July 1939; he used the name "Russell Bannock" at that time, but did not formally anglicise his name until 1940. When he applied he could send Morse at 15 words a minute. He stated he had flown 15 hours with the Edmonton Aero Club in 1938

and 78 hours in 1939 (DH.60, Fleet Fawn, Luscombe 8). As references he gave W.R. May and A.D. Kennedy (Chief Instructor, Edmonton Flying Club). He described his sports as hockey, baseball, some swimming and track. Enlisted in Vancouver, 9 September 1939. Trained at Vancouver Flying Club (posted there 27 September 1939), Station Trenton (posted there 5 November 1939) and Camp Borden (posted there 10 December 1939; wings on 20 February 1940; a fellow student was G.U. Hill). To No.112 Squadron, Ottawa, 22 April 1940; to No.1 Wireless School, 10 July 1940; to Central Flying School, Trenton, 10 August 1940. Retained in Canada as instructor until October 1943 (Trenton to 17 June 1942; No.3 Flying Instructor School, 28 August 1942 to 11 October 1943). Further trained at No.36 OTU, Greenwood (posted there 12 November 1943), and sent overseas in January 1944. Arrived in UK, 24 February 1944. Attended No.60 OTU (11 April 1944 to June 1944). With No.418 Squadron, 10 June 1944 until posted to No.406 Squadron, 20 November 1944. Returned to Canada, 10 August 1945. Later attended RAF Staff College, 1945-46, but chose to be released from RCAF, 10 May 1946. Joined de Havilland (Canada) as Chief Test Pilot, 1946. Later promoted Operations Manager and then Military Sales Manager. Years of practical experience enabled him to contribute to the engineering of short field aircraft. Appointed to the Board of Directors, 1950 as Director of Operations. He was the pilot who put the Beaver through its hurdles at Fort Bragg, North Carolina (1951) to win its acceptance by the U.S. Army. In March 1964 he was made responsible for civil sales with the title of Vice-President. For additional details see H.A. Halliday, **The Tumbling Sky**. See also **CAHS Journal**, Volume XX, No.3 (Fall 1982) for a personal account. Aerial victories as follows: **14/15 June 1944**, one Bf.110 destroyed, Avord; **19/20 June 1944**, one V-1 destroyed; **3/4 July 1944**, three V-1s destroyed; **6/7 July 1944**, four V-1s destroyed; **7/8 July 1944**, two V-1s destroyed; **18 July 1944**, one unidentified enemy aircraft destroyed and one damaged; **19/20 July 1944**, two V-1s destroyed; **23/24 July 1944**, two V-1s destroyed; **26/27 July 1944**, one V-1 destroyed; **4/5 August 1944**, two V-1s destroyed; **12/13 August 1944**, one V-1 destroyed; **30 August 1944**, one Ju.88 destroyed on ground and one Bf.110 destroyed on ground; **12/13 September 1944**, one unidentified twin-engined enemy aircraft destroyed; **27 September 1944**, two Bf.108s destroyed; **24/25 December 1944**, one Ju.88 destroyed; **5 January 1945**, one He.111 destroyed and one unidentified enemy aircraft damaged; **21/22 March 1945**, one unidentified enemy aircraft damaged; **4/5 April 1945**, one unidentified enemy aircraft destroyed plus one FW.190 damaged; **23/24 April 1945**, one Ju.88 destroyed. Photos PL-24137 (head and shoulders, no ribbons); PL-31295 (with F/O R. Bruce beside Mosquito) - this may be an error because caption card says that RCAF photo PL-31295 (ex UK-12759 dated 26 July 1944) shows Bannock (centre) at debriefing with F/O G. Morris (St. Catharines), the Intelligence Officer; navigator F/O Bob Bruce on right; PL-33041 (with navigator, F/O R. Bruce); PL-33970 (ex UK-16307, 8 November 1944) shows Bannock examining a flying bomb at an exhibit in London with Mr. George Wells (left) and Mr. Fred Hamblyn who lived through the flying bomb attacks. PL-33969 with Hamblyn at same exhibit. PL-33968, Bannock with Wells (left) and Hamblyn (right). PL-33967 with Hamblyn. PL-33966 shows Bannock at same exhibit, signing autographs for Londoners (Mr. And Mrs. W. Parish). PL-33965 shows Bannock with Londoners George Wells (left) and Fred Hambyn at V-1 exhibit, 9 November 1944; PL-43732 (wearing DFC and Bar ribbons). Photo PL-43732 shows W/C Russ Bannock and F/L Bill Boak. Photo PL-44457 (ex UK-21968 dated 7 June 1945) taken on occasion of marriage of F/O John Caine to LACW Olive Jane Ford (WAAF) on 31 May at St. Oldhelms

Church, Edmonton, London. In photo, left to right are W/C Russ Bannock, W/C Ross Gray, Mr. and Mrs. Caine and F/O J.H. Wymans (Edmonton). Photo PL-46659 (ex UK-24340 dated 28 February 1946) taken outside Buckingham Palace following investiture with DSO, DFC and Bar, shown with two friends, Rev, and Mrs. L.V. Gough. For personal recollections see Fall 1982 issue of **Journal of the Canadian Aviation Historical Society**.

This officer has completed numerous sorties including several attacks on enemy airfields on which he has caused much disruption. He is a highly efficient flight commander and has showed much skill and initiative in the planning and execution of his missions. His successes include the destruction of many flying bombs, three of which he destroyed in one patrol.

NOTE: Public Record Office Air 2/9159 has original recommendation by W/C A. Barker on 31 July 1944 when he had flown 12 sorties (54 hours ten minutes), although the statistics given below do not agree with those elsewhere in the document..

Since joining this squadron in June, Squadron Leader Bannock has completed four Intruder sorties, one Day Ranger and 14 Anti-Diver patrols and has been outstanding in his keenness for any form of operational flying. On his second operational sortie on the night of 14th June, Squadron Leader Bannock attacked and destroyed a Messerschmitt 110 at Avord airfield. Then, using the burning enemy aircraft as a target indicator, he bombed the airfield with two 500-pound bombs. On July 17th this officer carried out a long Night Ranger to Leipzig, and in spite of doubtful weather conditions reached his target area, destroyed an unidentified enemy aircraft at Altenburg and probably destroyed a second. In addition to destroying enemy aircraft, Squadron Leader Bannock has been particularly enthusiastic and successful in shooting down flying bombs at night. Since June 19th this pilot has shot down a total of 16 flying bombs, 15 over the sea and one over land; of these three were destroyed on one patrol on the night of July 3rd and four on July 6th.

Squadron Leader Bannock is an excellent officer and has shown much initiative in the planning and execution of his sorties. His personal example and devotion to duty together with his willingness to pass on to crews less experienced than himself the lessons learnt from his sorties against flying bombs, have done much to increase and maintain the high standard of morale not only of the aircrew but of all with whom he has come in contact.

BANNOCK, S/L Russell, DFC (C1086) - **Bar to Distinguished Flying Cross** - No.418 Squadron - Award effective 9 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945.

This officer has displayed outstanding ability, great determination and devotion to duty. Within recent months he has completed a number of sorties against

airfields, some of them far into enemy territory. His sterling qualities were well evidenced one night in September 1944 during an attack on an enemy airfield. Over the target Squadron Leader Bannock shot down two enemy aircraft. In the second of the fights his own aircraft was damaged by flying debris. One engine failed but he flew his aircraft several hundred miles back to base where he effected a safe landing.

BANNOCK, W/C Russell, DFC (C1086) - **Distinguished Service Order** - No.406 Squadron - Award effective 8 August 1945 as per **London Gazette** of 17 August 1945 and AFRO 1507/45 dated 28 September 1945.

As squadron commander, Wing Commander Bannock has proved to be an outstanding success. Since the award of the Distinguished Flying Cross he has destroyed a further seven enemy aircraft bringing his total victories to at least eleven enemy aircraft destroyed and others damaged. He has also destroyed nineteen flying bombs by night. In addition he has caused considerable disruption to the enemy's lines of communication. Under this officer's inspiring leadership his squadron has obtained a fine record of successes and reached a high standard of operational efficiency.

Note: He was one of 48 veterans (23 of them air force) awarded the Knight (Chevalier) of the National Order of the Legion of Honour as per **Canada Gazette** of 17 May 2014.

RCAF Press Release No.6811 dated 29 September 1944 from F/O Ron Gadsby, transcribed by Huguette Mondor Oates, reads:

WITH RCAF OVERSEAS: -- S/L Russ Bannock, DFC, of Edmonton and Toronto is acknowledged the hottest pilot with the "City of Edmonton" Night Intruder Squadron. With his navigator, F/O Robert Bruce of Gloucestershire, he recently blasted two German fighters out of the skies in about three minutes. It has long been S/L Bannock's idea that if he arrived over a German aerodrome at the crack of dawn as the fighters were preparing to take off, he could probably destroy a few before they were aware of his presence. His theory worked.

Starting off from England on a dawn patrol, he flew his Mosquito at tree-top height across France and on past Berlin. "It was really awe-inspiring", he says. "Everything was peaceful and quiet and you could never suspect, to see the quiet farmhouses, that there could be a war on. They apparently forgot about it too because we got right in on our target without being detected."

As they burst over the German airfield, they could see five or six aircraft in the circuit. "I let a burst go at one of the Jerry kites and as we passed over him he exploded. Along about this point, I noticed that my port engine was blazing. It seemed for a minute that we had had it, but I feathered my prop and with the

fire-fighting equipment, I managed to quell the blaze. The second fighter was trying to get me and he did manage to get on my tail, but we shook him off and only suffered a bullet hole in my port wing.”

It was doubtful whether they could make the return trip on one engine but they decided to have a try. Staying at tree top height they managed to complete the 600 miles to base without further incident. There was little flak to bother them and they arrived at their airfield only an hour and a half late.

S/L Bannock paid tribute to the wonderful maintenance job being carried out by the groundcrew of his squadron. “If someone had been careless in handling that starboard engine, we never would have made it,” he said. “The Mossie is a wonderful aircraft,” he concluded, “and if anything will get you back it will”.

Examination of the port motor revealed that a small piece of plexi-glass from the exploded German aircraft had struck the cooling system which resulted in the engine fire. S/L Bannock carries the damaging plexi-glass as a souvenir.

F/L Bruce, navigator on the flight, received warm praise from his skipper on the navigational job he performed. Visibility was not good on the return trip, yet they hit their airfield “dead on”. F/L Bruce is a graduate of the Air Navigation School at Mount Hope, near Hamilton, Ontario, and has many friends in the Niagara District.

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BANNOFF, WO (now P/O) Eugene (R138378) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 20 March 1923 in Harbin, Manchria, China of parents who were refugees from the Russian Revolution; they came to Canada in 1926; home in Vancouver; enlisted there 6 November 1941. To No.3 Manning Depot, 5 December 1941. To Rockcliffe, 12 February 1942. To No.5 Manning Depot, Lachine, 22 March 1942. To No.3 ITS, Victoriaville, 12 April 1942; graduated and promoted LAC, 6 June 1942 but not posted until 17 July 1942 when sent to No.17 EFTS, Stanley, Nova Scotia; ceased training and posted to Trenton, 6 September 1942; to No.9 AOS. St.Jean, Quebec, 13 September 1942; graduated and promoted Sergeant, 30 December 1942. To “Y” Depot, 14 January 1943. To RAF overseas, 25 January 1943. Disembarked in Britain, 4 February 1943. Various attachments until posted to No.3 (Observer) AFU, 3 June 1943. Promoted Flight Sergeant, 30 June 1943. To No.24 OTU, 12 July 1943. To No.1664 Conversion Unit, 7 October 1943. To No.429 Squadron, 17 November 1943. Promoted WO2, 30 December 1943. Commissioned 19 June 1944. To No.1664 Conversion Unit, 22 July 1944. Promoted Flying Officer, 19 December 1944. To No.76 Base, 6 April 1945. Repatriated to Canada via Dartmouth, 14 June 1945, Retired 4 January 1946. Worked as a meteorological assistant, Department of Transport for 18 months. Rejoined RCAF, 2 August 1948 in Vancouver (number 12685) with rank of Flying Officer. To No.123 Search and

Rescue Flight, Vancouver, 13 August 1948. To No.121 Composite Flight, Vancouver, 17 August 1948. To Sea Island, 5 June 1949. To No.121 Composite Flight, 20 August 1949. To No.111 Composite Flight, Winnipeg, 6 September 1949. To Canadian Joint Air Training Centre, Rivers, 4 January 1950. To Northwest Air Command, 29 April 1951. To Tactical Air Group, Edmonton, 1 August 1951. To Recruiting Unit, Regina, 1 September 1951. Promoted Flight Lieutenant, 1 June 1952. To No.435 (Transport) Squadron, Edmonton, 5 October 1953. To No.2 Air Navigation School, Winnipeg, 4 November 1955. To AFHQ, Ottawa, 13 May 1956. To No.2 (Maritime) OTU, Summerside, 4 June 1960. To ACU, Greenwood, 25 September 1960. To No.404 Squadron, Greenwood, 25 November 1960. To Air Transport Command Headquarters, Trenton, 8 September 1964. To No.407 Squadron, Comox, 1 April 1969. Retired in Comox, British Columbia, 9 January 1971. Died in Surrey, British Columbia, 26 July 1989. Medal sent by registered mail 28 September 1951. 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.20632) has recommendation dated 22 July 1944 when he had flown 34 sorties (188 hours 50 minutes), 24 December 1943 to 9 July 1944. Although S/L M. Bryson (Acting CO, No.429 Squadron) drew it up for a DFM, Bannoff's rank would have entitled him to a DFC even at this time. Served in postwar RCAF (service number 12685 and 429-675-549); Photo PL-76235 shows him in February 1955 (second from left).

This navigator has participated in thirty-four attacks on enemy territory, four against Berlin and many others against heavily defended German targets. His devotion to duty has been outstanding, his skill as a navigator a high average and he has by his skilful navigation kept his aircraft on track and in so doing assisted his captain to successfully attack the target and bring the aircraft back to base. Twice, his aircraft damaged by fighter attacks, he has proven his ability to do good work when the going is hard. He has always been a hard worker in his section and has assisted other navigators of his squadron to reach a high standard in their work.

It is considered that this officer's [sic] outstanding devotion to duty fully merits the award of the D.F.M.

The complete sortie list was as follows:

24 December 1943 - Gardening (3.40)
21 January 1944 - Magdeburg (7.55)
15 February 1944 - Berlin (7.55)
19 February 1944 - Leipzig (8.05)
22 February 1944 - North Sea (2.40, abortive sortie)
2 March 1944 - Meudon Le Mureau (5.45)
15 March 1944 - Stuttgart (7.40)
18 March 1944 - Frankfurt (5.05)
22 March 1944 - Frankfurt (6.25)

24 March 1944 - Berlin (7.45)
26 March 1944 - Essen (5.25)
9 April 1944 - Villeneuve St. George (6.05)
10 April 1944 - Ghent (3.55)
18 April 1944 - Le Bourget (5.45)
20 April 1944 - Lens (4.25)
22 April 1944 - Dusseldorf (5.35)
24 April 1944 - Karlsruhe (7.05)
26 April 1944 - Essen (50 minutes, abortive)
27 April 1944 - Aulnoye (5.15)
30 April 1944 - Somain (4.35)
22 May 1944 - Le Mans (5.30)
24 May 1944 - Aachen (4.15)
27 May 1944 - Bourg Leopold (4.55)
31 May 1944 - Au Fevre (5.05)
4 June 1944 - Calais (3.45)
5 June 1944 - Merville (4.25)
6 June 1944 - Conde sur Noireau (6.00)
8 June 1944 - Mayenne (5.50)
12 June 1944 - Arras (4.25)
14 June 1944 - Cambrai (3.50)
16 June 1944 - Sautrecourt (3.45)
17 June 1944 - Oisemont (4.45)
28 June 1944 - Metz (6.40)
4 July 1944 - Villeneuve St. George (6.05)
6 July 1944 - Siracourt (4.05)
9 July 1944 - Ardouval (3.40)

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BANTING, F/L Donald Wallwin (J10809) - **Distinguished Flying Cross** - No.438 Squadron - Award effective 13 January 1945 as per **London Gazette** dated 23 January 1945 and AFRO 471/45 dated 16 March 1945. Born 18 November 1922 at Cutknife, Sask; home in Fort San, Saskatchewan; enlisted Regina 20 June 1941 and posted to No.2 manning Depot. To No.11 Equipment Depot, 7 August 1941. To No.4 ITS, 1 September 1941; graduated and promoted LAC, 3 October 1941; to No.6 EFTS, 9 October 1941; graduated 5 December 1941 when posted to No.11 SFTS; graduated and commissioned 27 March 1942. To "Y" Depot, 28 March 1942. Overseas posting cancelled, when posted to "K". To No.118 (Fighter) Squadron, 1 June 1942. Promoted Flying Officer, 1 October 1943. To "Y" Depot, 26 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Promoted Flight Lieutenant, 27 March 1944. Repatriated 21 December 1944. To No.2 Air Command, 31 December 1944. To No.9 BGS, 7 February 1945. To No.23 EFTS, 8 March 1945. To No.2 School RC (?), 4 May 1945. To Patricia Bay, 2 August 1945. Retired 13 November 1945. Invested with medal at Sea Island, 22 October 1949. Recommended when he had flown 93 sorties (101 operational hours). Photo PMR 76-

513 shows him as member of No.118 Squadron, 1942; PL-22799 shows him in cockpit, December 1943; PL-22801 shows a group of No.438 Squadron pilots - F/O W.S. Hutchinson (Toronto), F/O T.A. Bugg (Niagara Falls, Ontario), P/O R.C. Getty (Wheatly, Ontario), F/O H.G. Upham (Minneapolis, Minnesota), P/O J.C.W. Hope (Montreal), P/O H.E. Dawber (Toronto), F/O R.M. McKenzie (Essex, Ontario), F/L J.R. Beirnes (Tofield, Alberta), P/O J.E. Cornelison (Windsor, Ontario), F/O D.W. Banting (Fort San, Saskatchewan; PL-40744 shows pilots being interrogated beside a Typhoon - F/O Andy Lambros (Warton, Ontario), F/L R.E. Coffey (Greenview, Illinois), F/L Gordon Crichton (Intelligence Officer, Toronto), F/L D.W. Banting (Fort San, Saskatchewan). The army liaison officer in the picture is a Captain Cleveland. PL-40913 (ex UK-8292 dated 23 February 1944) shows him alone.

This officer has proved himself to be an excellent organizer and a brilliant leader on operations. He has led many successful fighter bomber sorties. In June, 1944, he pressed home an effective attack on one of the main Caen bridges in the face of intense anti-aircraft fire and on other occasions he has participated in attacks on troop concentrations and enemy rail and road transportation. Flight Lieutenant Banting has always displayed exceptional qualities as a leader and flight commander.

Public Record Office Air 2/9043 has recommendation initiated about 24 October 1944 by S/L R.F. Reid. Sortie list and submission as follows:

30 March 1944 - sweep, Channel Islands (1.15)
9 April 1944 - Dive-bombing, "Noball" and Gocen Floss (1.25)
23 April 1944 - Dive-bombing,, St. Saveur (1.00)
7 May 1944 - Dive-bombing,, bridge at Oissel (1.30)
7 May 1944 - Dive-bombing, "Noball", Lonqueville (1.30)
10 May 1944 - Dive-bombing, bridge at Lonqueville (1.15)
11 May 1944 - Dive-bombing, bridge at Lonqueville (1.30)
12 May 1944 - Dive-bombing, "Noball" (1.30)
12 May 1944 - Dive-bombing, tanks, Ghent (1.35)
30 May 1944 - Dive-bombing,, radar, St. Uandricourt (1.25)
6 June 1944 - Dive-bombing,, gun-posts, beaches, France (1.15)
6 June 1944 - armed reconnaissance south of Caen (1.35)
10 June 1944 - fighter escort (1.20)
12 June 1944 - fighter escort (1.45)
14 June 1944 - armed reconnaissance to Bremau (1.20)
15 June 1944 - Dive-bombing, bridge at Amaye-sur-Pine (1.25)
16 June 1944 - Dive-bombing, concentration at Javigny (1.20)
17 June 1944 - fighter cover (1.25)
17 June 1944 - Dive-bombing, bridge at Broucourt (1.20)
18 June 1944 - Dive-bombing, bridge near Caen (1.20)
22 June 1944 - armed reconnaissance west of the Seine (1.45)
23 June 1944 - fighter sweep (1.35)

27 June 1944 - Dive-bombing, bridge at Caen (1.00)
27 June 1944 - Dive-bombing, bridge at Caen (35 minutes)
28 June 1944 - Dive-bombing,, Verson (35 minutes)
28 June 1944 - Dive-bombing, bridge at Gaupillard (1.00)
5 July 1944 - Dive-bombing, bridge at St. Andre (55 minutes)
5 July 1944 - Dive-bombing, bridge at St.Andre (35 minutes)
9 July 1944 - Dive-bombing, troop concentration (45 minutes)
12 July 1944 - armed reconnaissance (1.35)
18 July 1944 - Dive-bombing, bridge at Anaye (1.00)
24 July 1944 - Dive-bombing, troop concentrations (50 minutes)
25 July 1944 - Dive-bombing, troop concentrations (45 minutes)
25 July 1944 - Dive-bombing, St. Sylvian (45 minutes)
26 July 1944 - fighter cover (45 minutes)
2 August 1944 - Dive-bombing, Conde (1.00)
3 August 1944 - Dive-bombing, troops (55 minutes)
7 August 1944 - Dive-bombing, troops near Grimbase (35 minutes)
8 August 1944 - Dive-bombing, troops near Conde (50 minutes)
8 August 1944 - Dive-bombing, troops near Conde (40 minutes)
9 August 1944 - Dive-bombing, troops near Ussy (55 minutes)
9 August 1944 - Dive-bombing, troops in woods (1.00)
11 August 1944 - Dive-bombing, troops near Quesnay (50 minutes)
12 August 1944 - Dive-bombing, bridge across Orne (45 minutes)
14 August 1944 - leaflet drop on Athis (50 minutes)
18 August 1944 - recce to Bernay area (1.10)
18 August 1944 - strafing south of Lisieux (1.15)
19 August 1944 - strafing in Lisieux-Bernay area (1.10)
19 August 1944 - Dive-bombing, concentration near La Folletier (1.10)
20 August 1944 - strafing Bernay-Orbec area (1.15)
25 August 1944 - Dive-bombing, concentrations of MET (1.15)
26 August 1944 - Dive-bombing, bridge northeast of Rouen (1.00)
27 August 1944 - armed reconnaissance northeast of Rouen (1.10)
27 August 1944 - Dive-bombing, MET in Mailleroy (50 minutes)
28 August 1944 - Dive-bombing, woods at Lalandelle (1.15)
31 August 1944 - strafing in Horney area (1.30)
13 September 1944 - armed reconnaissance, Eindhoven area (1.25)
13 September 1944 - armed reconnaissance, Geldern-Arnhem area (1.15)
13 September 1944 - armed reconnaissance, Teil-Breda area (1.00)
17 September 1944 - armed reconnaissance, Teil-Breda area (1.00)
20 September 1944 - armed reconnaissance, Breda-Dardrecht area (1.00)
24 September 1944 - armed reconnaissance, Arnhem-Utrecht area (1.20)
27 September 1944 - fighter patrol, Nijmegen area (1.10)
28 September 1944 - Low-level bombing on railway (45 minutes)
29 September 1944 - Low-level bombing near Lutphen (1.00)
29 September 1944 - Low-level bombing near Hoef (40 minutes)

30 September 1944 - fighter patrol (1.10)
1 October 1944 - Low-level bombing, Udem railways (50 minutes)
2 October 1944 - Low-level bombing, railways near Borken (1.10)
2 October 1944 - Low-level bombing near Drevenneck (1.10)
2 October 1944 - Dive-bombing, marshalling yards, Geldern (1.00)
4 October 1944 - Low-level bombing near Rhide (1.10)
4 October 1944 - Low-level bombing near Aulten (1.10)
5 October 1944 - Low-level bombing and recce, Winterswijk (1.05)
5 October 1944 - Low-level bombing, rails at Geldern (50 minutes)
5 October 1944 - dusk patrol (40 minutes)
6 October 1944 - Low-level bombing near Ahaus (1.25)
6 October 1944 - Low-level bombing near Dieren (1.05)
7 October 1944 - Low-level bombing at Zabanaar (45 minutes)
7 October 1944 - dusk patrol (20 minutes)
9 October 1944 - weather reconnaissance (45 minutes)
12 October 1944 - Dive-bombing, **Amerika** (1.00)
12 October 1944 - Dive-bombing, near Horst (45 minutes)
13 October 1944 - Dive-bombing, near Wessel (1.00)
14 October 1944 - Dive-bombing, near Winterswick (1.35)
15 October 1944 - Dive-bombing, near Gelderm (50 minutes)
15 October 1944 - Dive-bombing, near Apeldoorn (50 minutes)
18 October 1944 - Dive-bombing, rails near Apeldoorn (1.00)
19 October 1944 - weather reconnaissance (1.00)
20 October 1944 - Dive-bombing, rails, Zwolle (1.05)
21 October 1944 - Dive-bombing, rails, Deventer (1.00)
21 October 1944 - Dive-bombing, rails, Coesfeld (1.10)

This officer has participated in many operational sorties against the enemy in the field since D Day, and has shown great skill as a leader and exceptional fortitude in pressing home attacks against heavily defended targets.

On the 16th June 1944, despite heavy and light intense accurate flak, the pilot pressed home the attack against one of the main Caen bridges scoring hits on the target.

On another occasion, he participated in an attack on a bridge at Broucourt which was completely destroyed.

During the Allied Army's advance south of Caen, this officer also aided in a dive-bombing assault on enemy troops massing for a counter-attack at Quesnay. As a result of this air support, a Polish armoured division was considerably relieved.

During the Falaise Gap period he logged many Motor Transport Flamers and Smokers. Recently he has been successfully leading squadron sorties engaged in

cutting enemy rail lines, and destroying locomotives. On one occasion while thus employed, he assisted in the destruction of an ammunition and petrol train.

Flight Lieutenant Banting has displayed exceptional qualities as a leader and Flight Commander throughout his operational tour.

On 29 October 1944, W/C F.G. Grant endorsed the recommendation, writing:

A fine leader and Flight Commander who has lead many successful fighter-bomber sorties. Recommend a much deserved DFC.

On 4 November 1944 G/C P.Y. Davoud endorsed the recommendation:

An excellent organiser and brilliant leader in the air who has displayed the utmost keenness to engage all types of fighter-bomber targets throughout his tour. He has set a very high standard and I consider that his work merits the award of the DFC.

This was endorsed on 16 November 1944 by an Air Vice-Marshal (signature illegible):

I agree that F/L Banting has given long and courageous service as a fighter bomber pilot and well earned the non-immediate award of the DFC for which I recommend him.

Air Marshal A. Coningham endorsed the document on 14 December 1944; final date of approval is not known

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BANTON, F/L Kenneth (C3685) - **Mention in Despatches** - Mediterranean Air Command - Award effective 17 September 1943 as per **London Gazette** of that date 28 and AFRO 2198/43 dated 29 October 1943. Born in Leicester, England, 10 January 1908. Bank clerk, 1924-1930; employed by Canadian Marconi, 1931 to 1940 as service manager. Home in Toronto; enlisted there 20 January 1941. Immediately commissioned in Signals List and promoted Flying Officer. Embarked for overseas 6 April 1941; arrived in Britain 19 April 1941. To No.74 Wing, Uxbridge, 26 April 1941; to Radio School, 25 May 1941; to No.74 Wing, 22 July 1941; to Middle Wallop, 15 September 1941. Promoted Flight Lieutenant, 15 January 1942.; to Gibraltar, 16 January 1942 (en route to Malta); to No.841 AMES, 13 February 1942; to No.8015 AMES, 27 June 1943; embarked from Mediterranean Theatre (southern France), 12 October 1944; returned to United Kingdom, 23 October 1944; repatriated via Rockcliffe, 27 November 1944; to No.5 Radio School, Clinton, 6 January 1945; to No.4 Release Centre, 5 February 1945; released 16 February 1945. No citation. DHist file 181.009 D.1754 (RG.24 Vol.20609) has correspondence from him dated 6 December 1943 when he was on strength of No.8015 AMES.

Superiors had mixed views of him. One (name illegible on form) wrote of his services at Middle Wallop thus::

This officer is rather inclined to be too familiar in speech with his subordinate. While at this station he worked very hard, sacrificing many would-be leisure hours for the benefit of the station. During the days when there was some discussion as to whether the Senior Controller or Technical should be Commanding Officer of the station he proved rather awkward, at times in front of subordinates.

On 6 September 1942, F/L J.K. McGrath (position unknown) wrote:

This officer showed qualifications as a technical officer which would not be found in many others. It seemed that the efficiency of the Station was at all times his prime concern. He is a very pleasant character and should do well in whatever sphere his work takes him.

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BANVILLE, F/L Albert Fiske (J20930) - **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 in Holland, Manitoba, 8 July 1918. Home in Winnipeg; enlisted there 2 July 1938. Trained at No.7 ITS (graduated 3 May 1942), No.19 EFTS (graduated 31 July 1942) and No.10 SFTS (graduated 20 November 1942). Remained in postwar RCAF (2486); retired 11 March 1970 in Ottawa. Photo PL-56975 shows him while attending Staff College, Toronto, May 1953. PL-128344 is a portrait taken St. Hubert, 1960 as a Wing Commander. Upon retirement, at age 58, he obtained a degree in business management from McGill University. Moved to Colorado Springs in 1979 but returned to Regina in 2000. Died in Regina, 11 March 2008.

This officer has, by his diligence, zeal and co-operation, provided outstanding assistance in the organization of the examining flight at his unit. His ability in briefing other pilots has inspired greater interest amongst his brother officers in the more advanced phases of flying. The contribution he has made to his unit has been outstanding.

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BAPTISTE, F/O Frank Joseph (J88133) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 26 July 1921 in Roblin, Manitoba; home there (farmer); enlisted Winnipeg 4 February 1941 for General Duties and posted to No.2 Manning Depot. To No.2 BGS, 12 February 1941. Promoted AC1, 4 May 1941; promoted LAC, 4 August 1941. Remustered to aircrew and posted to No.7 ITS, 4 July 1942; to No.6 EFTS, 10 October 1942; to No.9 SFTS, 5 December 1942. Ceased training, 9 March 1943 when posted to No.2 Manning Depot.. To No.5 BGS, 2 April 1943; graduated 25 June 1943 and posted next day to No.9 AOS; graduated and

promoted Sergeant, 6 August 1943. To "Y" Depot, 20 September 1943. To United Kingdom date uncertain. Commissioned 15 July 1944. Promoted Flying Officer, 15 January 1945. Repatriated 5 August 1945. Retired 15 September 1945. Medal sent by registered mail 11 July 1950. 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.2618 (RG.24 Vol.20627) has recommendation dated 30 March 1945 when he had completed 34 sorties (183 hours 35 minutes) from 21 June 1944 to 18 March 1945.

This Air Bomber has successfully completed a large number of operations against heavily defended German targets and throughout his tour has been eager to fly at any time and under any conditions. Flying Officer Baptiste is a most determined and gallant member of aircraft crew and his successes are an excellent testimony to the accuracy of his bombing.

He is a courageous and resourceful officer who has established an outstanding record throughout his flying career. He has shown a fine example by his consistent good work, both in the air and on the ground. He is strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

21 June 1944 - Oisemont Neuville (5.05)
24 June 1944 - Bonnetot (4.00)
1 July 1944 - Biennais (4.25)
4 July 1944 - Biennais (4.10)
28 July 1944 - Hamburg (5.20)
3 August 1944 - Foret de Nieppe (4.20)
4 August 1944 - Bois de Casson (4.25)
5 August 1944 - St. Leu d'Esserent (4.35)
8 August 1944 - Chantilly (5.00)
18 August 1944 - Bremen (6.05)
25 August 1944 - Brest Point Robert (4.25)
3 September 1944 - Volkel (3.30)
9 September 1944 - Le Havre (3.45)
10 September 1944 - Le Havre (4.25)
11 September 1944 - Castrop Rauxel (5.25)
17 September 1944 - Boulogne (4.00)
23 October 1944 - Essen (6.20)
25 October 1944 - Hamburg (4.45)
6 November 1944 - Gelsenkirchen (4.55)
2 December 1944 - Soest (6.10)
24 December 1944 - Dusseldorf (4.15)
28 December 1944 - Opladen (5.40)
6 January 1945 - Hanau (7.20)
28 January 1945 - Stuttgart (6.50)

9 February 1945 - Wanne Eickel (6.20)
17 February 1945 - Wesel (5.35)
20 February 1945 - Mannheim (7.05)
21 February 1945 - Worms (6.55)
23 February 1945 - Essen (5.55)
1 March 1945 - Mannheim (6.55)
11 March 1945 - Essen (5.55)
12 March 1945 - Dortmund (6.55)
13 March 1945 - Wuppertal (5.40)
18 March 1945 - Witten (7.10)

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BARBEAU, P/O Joseph Paul Ernest (J89679) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1085/45 dated 29 June 1945. Born 1911 in Ottawa; home there (educated LaSalle Academy; labourer); enlisted there 10 June 1940 as Service Police. Posted to No.4 Manning Depot, 28 September 1940. Promoted Corporal on 1 October 1940; reverted to LAC, 10 December 1940, and promoted Corporal again on 1 June 1941. To No.5A Manning Depot, 20 November 1941. Remustered for aircrew, 24 October 1942 and posted to No.9 BGS; graduated as Air Gunner on 22 January 1943. Posted to Mountain View, 5 February 1943. Returned to No.9 BGS, 22 February 1943. To "Y" Depot, Halifax, 12 January 1944; taken on strength of No.3 PRC, Bournemouth, 14 February 1944. Commissioned 12 September 1944. Repatriated to Canada, 15 August 1945. Released 27 September 1945. Invested with medal at Government House, 12 November 1951. Photo PL-35999 is a portrait.

Pilot Officer Barbeau has consistently displayed outstanding skill, courage and determination when engaged on many missions against heavily defended targets. On one occasion in November 1944 he was rear gunner in an aircraft detailed to attack Oberhausen. Many enemy aircraft were sighted. Pilot Officer Barbeau gave his pilot excellent evasive instructions and by his accurate fire hit and damaged one of the hostile aircraft. This officer has a splendid record both in the air and on the ground. His devotion to duty has always been most noteworthy.

DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Vol.20607) has original recommendation by W/C Hugh Ledoux, drafted 14 November 1944 when he had flown 27 sorties (142 hours 25 minutes).

18 August 1944 - Connantre (5.50)
25 August 1944 - Brest Cornouailles (5.35)
28 August 1944 - Ferfay (3.25)
3 September 1944 - Volkel (3.55)

9 September 1944 - Le Havre (4.05)
10 September 1944 - Le Havre (4.40)
11 September 1944 - Castrop Rauxel (5.20)
12 September 1944 - Wanne Eickel (5.20)
25 September 1944 - Calais (4.35)
26 September 1944 - Calais (4.05)
27 September 1944 - Bottrop (5.05)
28 September 1944 - Cap Gris Nez (4.15)
30 September 1944 - Sterkrade (5.10)
4 October 1944 - Bergen (6.500)
6 October 1944 - Dortmund (6.05)
9 October 1944 - Bochum (6.50)
12 October 1944 - Wanne Eickel (5.55)
14 October 1944 - Duisburg (5.35)
14 October 1944 - Duisburg (5.35)
15 October 1944 - Wilhelmshaven (4.50)
23 October 1944 - Essen (5.15)
25 October 1944 - Homburg (5.10)
28 October 1944 - Cologne (5.55)
30 October 1944 - Cologne (5.40)
1 November 1944 - Oberhausen (5.55)
2 November 1944 - Dusseldorf (5.55)
4 November 1944 - Bochum (5.35)

On one occasion, on the night of November 1st, 1944, Pilot Officer Barbeau was Rear Gunner of a Halifax bomber detailed to attack Oberhausen, Germany. Returning home after a successful bombing, many enemy aircraft were sighted in full moonlight, attacking another Halifax approximately 20 miles away from the target.

At that very moment, an Me.110 was sighted by the Mid-Upper Gunner on the port beam at 200 yards dropping a flare. The enemy turned on a reciprocal course and then lost itself in the moon glow. Shortly after, another enemy fighter was reported to starboard by both the Rear and Mid-Upper Gunners. Evasive action was carried out as instructed by Pilot Officer Barbeau and the Mid-Upper fired 50 rounds of ammunition claiming to have hit the fighter between the port engine and the fuselage. The evasive action brought the enemy twin fighter astern of the Halifax at about 100 yards.

With outstanding coolness and undaunted determination, Pilot Officer Barbeau

fired 400 rounds, completely disregarding the enemy red tracer flashing by and observed his own direct hits piercing through the wings and the cockpit of the attacker.

The enemy was last seen banking steeply to port as the Halifax bomber buried itself in a cloud. The officer's exceptional record as a gunner both in the air and on the ground have proved him an asset to his own crew and to the service as a whole. His outstanding gallantry and devotion to duty have undoubtedly saved lives and valuable equipment although the aircraft sustained considerable damage by enemy fire. I strongly recommend that this act of efficiency and bravery be recognized by the award of the immediate Distinguished Flying Cross.

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BARBER, FS Cyril Abram (R191683, later J94691) - **Distinguished Flying Medal** - No.434 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 625/45 dated 13 April 1945. Born 5 February 1923. Home in Woodstock, Ontario; enlisted in London, Ontario, 15 September 1942 as Aircraft Hand. To No.1 Manning Depot, 5 October 1942. To Hamilton, 25 November 1942. To No.4 WS, 15 January 1943. To No.1 Equipment Depot, 16 February 1943. Promoted LAC, 15 March 1943. To No.4 ITS, 17 April 1943. To No.8 BGS, 10 July 1943; graduated 15 October 1943 and posted to No.2 AOS; graduated and promoted Sergeant, 26 November 1943. To "Y" Depot, 10 December 1943. To No.4 Aircrew Graduate Training School, 16 January 1944. To "Y" Depot, Lachine, 11 February 1944. Taken on strength of No.3 PRC, 25 March 1944. Commissioned 11 April 1945. Repatriated 8 June 1945. Retired 24 July 1945. Recommended when he had flown four sorties (18 hours 45 minutes), 23 October to 1 November 1944. In crew of WO C.Ferris. Incident was on 1 November 1944. Invested with medal 15 April 1948.

In November 1944, during an attack on Oberhausen, Flight Sergeant Barber's aircraft was hit by anti-aircraft fire while approaching the target area. The wireless operator was killed. The navigator and engineer were slightly injured and Flight Sergeant Barber was severely wounded in the head. Despite his injuries he pressed home the attack with great tenacity and bombed the target successfully with damaged equipment. Flight Sergeant Barber has consistently displayed skill, devotion to duty and gallantry of a high order.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has further recommendation by W/C A.P Blackburn dated 5 December 1944, by which time he had completed four sorties (18 hours 45 minutes) as Air Bomber.

On the night of November 1st, 1944, during an attack on Oberhausen, Sergeant Barber's aircraft was hit by flak when approaching the target area. This resulted in the Wireless Operator being instantly killed, the Navigator and Engineer being slightly injured, while Sergeant Barber himself received serious head injury. Despite his injury and under harassing circumstances, Sergeant Barber as Bombardier showed great tenacity by pressing home the attack and successfully bombing with damaged equipment. On this occasion Sergeant Barber WO1 Ferris displayed skill, devotion to duty, gallantry and an offensive spirit of a very high order. I recommend the immediate award of the Distinguished Flying Medal.

The sortie list actually named ten trips (55 hours) as follows:

23 October 1944 - Essen (5.20)
27 October 1944 - Cologne (5.25)
30 October 1944 - Cologne (5.10)
1 November 1944 - Oberhausen (4.50, hit by flak, WOAG killed)
16 November 1944 - Julich (5.15)
18 November 1944 - Munster (6.00)
27 November 1944 - Neuss (5.15)
30 November 1944 - Duisburg (6.30)
2 December 1944 - Hagen (6.55)
4 December 1944 - Karlsruhe (7.30)

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BARBER, F/O James Donald (J23822) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 9 March 1919 in Roycroft or Spirit River, Alberta. Home in Edmonton (welder, fire ranger, game warden); served in Edmonton Fusiliers, January-February 1941 enlisted there 8 January 1942 and posted to No.3 Manning Depot. To No.1 BGS (guard), 14 March 1942. To No.5 ITS, 25 April 1942; graduated and promoted LAC, 20 June 1942 but not posted to No.4 EFTS until 15 August 1942; may have graduated 9 October 1942 but not posted to No.13 SFTS until 24 October 1942; graduated and commissioned 19 February 1943. To No.31 GRS, 7 March 1943. To "Y" Depot, 29 May 1943. Embarked from Canada, 16 June 1943. Disembarked in Britain, 24 June 1943. To No.7 (Pilots) AFU, 27 July 1943. To Promoted Flying Officer, 19 August 1943. To No.21 (Pilots) AFU, 28 September 1943. Attached to No.1511 Beam Approach Training Flight, 15-23 November 1943. To Station Wymerswold, 1 February 1944. To No.11 Base, 19 May 1944. To No.101 Squadron, 13 July 1944. Repatriated 21 December 1944. To Northwest Air Command, 31 December 1944. Promoted Flight Lieutenant,

19 February 1945. To No.6 Communication and Ferry Flight, 27 February 1945. Returned to Northwest Air Command, 1 June 1945. Retired 8 November 1945. Died 19 October 1977 at Lac la Ronge, Saskatchewan. Invested with medal June 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." Public Records Office Air 2/8830 has recommendation dated 10 November 1944 when he had flown 32 sorties (162 hours 20 minutes), 20 July to 4 November 1944.

20 July 1944 - Courtrai
24 July 1944 - Stuttgart
25 July 1944 - Wanne Eickel
12 August 1944 - Russelsheim
15 August 1944 - Volkel
16 August 1944 - Kiel
18 August 1944 - Ghent/Terneuzen
29 August 1944 - Stettin
31 August 1944 - St.Riquier
3 September 1944 - Gilze-Rijen
6 September 1944 - Le Havre (bombs brought back)
8 September 1944 - Le Havre (bombs brought back)
10 September 1944 - Le Havre
11 September 1944 - Darmstadt
12 September 1944 - Frankfurt
16 September 1944 - Leeuwarden
17 September 1944 - Westkapelle
26 September 1944 - Karlsruhe
5 October 1944 - Saarbrucken
7 October 1944 - Emmerich
11 October 1944 - Frederick Hendrik
14 October 1944 - Duisburg
14 October 1944 - Duisburg
19 October 1944 - Stuttgart
23 October 1944 - Essen
25 October 1944 - Essen
28 October 1944 - Cologne
28 October 1944 - Domburg
30 October 1944 - Cologne
31 October 1944 - Cologne
2 November 1944 - Dusseldorf
4 November 1944 - Bochum

Flying Officer Barber, a Canadian, has recently completed a highly successful tour of operations comprising 32 sorties against a variety of targets both in Germany and in support of our invasion armies in Europe.

A captain of outstanding ability, this officer refuses to be daunted however aggressive the defence. His grim determination and magnificent leadership have inspired his crew to achieve excellent results on every occasion.

It is recommended that Flying Officer Barker's high courage, devotion to duty and fine record be recognized by an award of the Distinguished Flying Cross.

Notes: Application for Operational Wing dated 5 November 1944 stated he had flown 32 sorties (162 hours 20 minutes), 13 July to 5 November 1944.

Special Assessment, 27 April 1945: "Flying Officer Barber is a very dependable and hard working pilot." (S/L D.C. Braun, No.6 Communications Flight). "A good reliable officer, keen in his work and making good progress." (G/C D.A. Harding, Station Edmonton, same day)

Overseas Training: Course at No.7 AFU was 27 July to 27 September 1943. Flew in Master and Anson aircraft. Not clear how much was on either type but recorded 14.45 day dual, 26.50 day solo, 5.20 night dual, 3.05 night solo. Flew 4.15 in formation and 2.20 on instruments. Logged 6.10 in Link. Flying tests in General Flying (200/400), Applied Flying (100/200), Instrument Flying (125/250), Night Flying (65/100), Link (31/50). "Quite a keen type who has done well on the course. His navigation is good and so are his aerobatics. Will make quite a good fighter pilot. Fit for solo on operational aircraft by night." (F/L R. McCarthy).

Detached to No.1511 Beam Approach Training Flight, 16-22 November 1943. Oxford aircraft (ten hours dual, all beam flying) plus five hours in Link.

Graded on Beam Approach Procedure and "Q" Codes, Link (140/200), Receiver Operation (60/100), Instrument Flying (170/250), Cloud and Night Flying (170/250) and General Application of Beam Approach Procedure, flying (130/200). "High average pilot with a fine sense of I.F. and S.B.A."

Course at No.21 AFU was 5 December 1943 to 31 January 1944. Oxford aircraft (12.55 day dual to first day solo, 36.25 total day dual, 27.10 day solo, 1.30 night dual to first night solo, 12.45 total night dual, 22.55 night solo). Of these times, 8.10 on instruments. Logged 8.15 in Link. Flying tests in General Flying (240/400), Applied Flying (120/200), Instrument Flying (180/250), Night Flying (75/100), Link (30/50). "A good average pilot with no particular faults. Marked

ability in night flying." (S/L L.E. Speer).

Course at No.28 OTU was 1 February to 18 May 1944. Wellington Ic and III aircraft (6.30 day dual to first day solo, 8.55 total day dual, 45.50 day solo, 6.00 night dual to first night solo, 10.00 total night dual, 35.50 night solo). Flew 11 hours on instruments and 1.30 in formation. Logged 10.50 in Link. Flying tests in General Flying (240/400), Applied Flying (120/200), Instrument Flying (150/250), Night Flying (60/100), Link (27/50). Ground courses in Airmanship (215/300), Armament (215/300), Navigation (155/200), and Signals (60/100). "An average pilot and captain of aircraft who tries very hard but requires more experience. Has shown keenness both on the ground and in the air, has shown no special flying faults and should make an average operational captain." (S/L G.G. Avis).

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BARBER, F/O Truman Verdun (J86279) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 28 December 1921 in Toronto (birth date in obituary notice); home there (fruit clerk); enlisted there 8 October 1942. Posted to No.6 ITS, 9 January 1943; graduated 19 March 1943 and promoted LAC, to No.12 EFTS, 26 March 1943; graduated 15 May 1943 and posted to No.9 SFTS; graduated and promoted Sergeant on 3 September 1943; to "Y" Depot, Halifax, 17 September 1943; taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Commissioned 25 April 1944. Repatriated 15 February 1945. Released 28 March 1945. Invested with medal in Toronto, 30 November 1949. Died in Toronto, 21 May 2004. The obituary notice gives his Christian names as Verdun Truman and says, "Following the war Vern began what was to become a distinguished and successful career in the food industry. He retired from the Oshawa Group in 1982. Last year he completed his autobiography, **Looking Back**, which chronicles his full, happy and productive life." 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.1515 (RG.24 Vol.20600) has recommendation dated 1 January 1945 when he had completed 32 sorties (165 hours 15 minutes), 23 June to 26 November 1944.

Pilot Officer Barber has completed a successful operational tour as pilot on heavy bombers in a most exemplary manner. He has on many occasions attacked successfully such heavily defended targets as Essen, Duisburg, Kiel and Cologne. He has at all times shown a cheerful disregard for any defences the enemy had to offer and at all times pressed home his attacks, returning with excellent photographs of the targets attacked.

This officer's fine operational record and his outstanding service to the squadron

are worthy of the highest praise, and I therefore recommend that he be awarded the Non-Immediate Distinguished Flying Cross.

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BARBER, P/O William Paul (J89012) - **Distinguished Flying Cross** - No.102 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1085/45 dated 29 June 1945. Born 9 October 1922 in Toronto; home there (student); enlisted there 18 September 1942. Posted to No.1 Manning Depot, 5 October 1942. To AFHQ, 15 January 1943. To No.3 ITS, 3 April 1943; to No.1 Air Gunner Ground Training School, 11 June 1943; graduated and promoted LAC, 24 July 1943 when posted to No.9 BGS. graduated and promoted Sergeant on 3 September 1943. To "Y" Depot, 17 September 1943; taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Further trained at No.1 AGS, No.20 OTU and No.1663 Heavy Conversion Unit. Commissioned 2 August 1944. Repatriated 3 February 1945. Released 24 April 1945. Invested with medal 18 October 1947. Photo PL-35153 is a portrait. His brother, P/O Robert John Barber, was killed in action with No.44 Squadron, 19 May 1944.

This officer is a skilful and courageous gunner who has won the complete confidence of his crew. On one occasion in July 1944, on the return flight from a mission against Stuttgart, Pilot Officer Barber's aircraft was attacked by a Junkers 88 and severe damage was sustained. By his accurate fire this officer hit the enemy aircraft repeatedly and probably destroyed it. Pilot Officer Barber's enthusiasm and devotion to duty at all times have been most praiseworthy.

Public Record Office Air 50/205 has Combat Report for the above engagement. Aircraft was Halifax III, MZ745, Z/102. Time was 0220, height 18,000 feet, heading 259 true, 4840" North 08 20" East. Weather was 10/10 below, no moon, starlight and good visibility.. First warning was fire from unseen aircraft. First crew visual was at 100 yards astern, slightly below and against a dark sky; the fighter was then firing. It was first seen by the Rear Gunner (Barber) who identified it as a Ju.88 with no lights. The enemy aircraft broke away downwards at virtual point-blank range while to Halifax corkscrewed to port, losing 1,000 feet height. The Mid-Upper Gunner (Sergeant Shearan, trained at No.1 AGS, No.20 OTU and No.1663 HCU) appears not to have fired (no ammunition expenditure shown) although the narrative speaks of him shooting. Barber in the rear turret fired 200 rounds with no stoppages.

The damage to the Halifax was described as "Two-thirds port elevator shot away - holes in port wing and ailerons." Crew casualties were "Navigator grazed very slightly by splinters." Damage to the fighter was noted as "Starboard engine of fighter set well afire." It was claimed as "Probably Destroyed." The narrative for the action was as follows:

On the night of 24/25 July 1944, Halifax III, "Z" - MZ745 of 102 Squadron (4 Group, target Stuttgart). Returning from target at 18,000 feet. Heading 259 true. Position 4840" North 08 20" East at 0220 hours this aircraft was struck in the port elevator and wing by an unseen aircraft, which was identified as a Ju.88 at a range of 100 yards. The M/U and Rear Gunners immediately opened fire and gave the pilot combat manoeuvre "Corkscrew Port" which the pilot obeyed immediately. The Ju.88 continued to close until less than 50 yards and was repeatedly hit in the starboard engine which burst into flames and thick smoke. The Ju.88 was seen to dive vertically below the Halifax, apparently out of control, finally disappearing into 10/10 cloud. It is claimed as "Probably Destroyed".

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BARBOUR, P/O Douglas (J87609) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 20 July 1918 in Yorkton, Saskatchewan; home there (office clerk, International Harvester); enlisted in Regina, 28 March 1942. To No.5 BGS for non-flying duties, 24 May 1942. To No.7 ITS, 12 September 1942; graduated and promoted LAC on 6 November 1942; to No.6 EFTS, 21 November 1942; flew 31 hours 55 minutes on Tiger Moths (nine hours solo) but deemed to have poor skills ("It is considered this airman is not safe for further solo.") Ceased training and posted to Composite Training School, 14 January 1943; to No.5 BGS, 19 February 1943 (Anson II aircraft); graduated 15 May 1943 and posted that date to No.1 CNS, Rivers (Anson aircraft, 45 hours 55 minutes, graduated 29th in a class of 34); graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, Halifax, 18 July 1943; embarked from Halifax, 21 July 1943; disembarked in United Kingdom, 29 July 1943. Taken on strength of No.3 PRC, Bournemouth, 30 July 1943. To No.6 (Observer) AFU, 17 August 1943. To No.15 OTU, 20 September 1943. To No.20 OTU, 28 September 1943 (Wellington X aircraft). To No.41 Base, 18 January 1944. Attached to No.4 Group Battle School, 18 January to 10 February 1944. Attached to No.1663 Conversion Unit, 28 February to 27 March 1944. To No.78 Squadron, 27 March 1944. Promoted Flight Sergeant, 25 March 1944. Commissioned 22 June 1944. Repatriated 18 November 1944. Promoted Flying Officer, 22 December 1944. To No.5 BGS, 18 January 1945; to No.7 BGS, 6 February 1945; to Mountain View, 15 March 1945. Here he appears to have taken an instructor course for Bombing Officers and placed sixth in a class of eight ("Is able to express himself clearly and will make a good instructor."); to Station Winnipeg, 30 April 1945 for duty with No.2 Air Command; to No.7 BGS again, 7 May 1945; to No.6 Release Centre, 1 September 1945; released 7 September 1945. Invested with medal 18 June 1949. Died 12 August 1985 as per **Legion Magazine** of March 1986. 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 2/8831 has recommendation dated 16 November 1944 when he had flown 39 sorties (163 hours 45 minutes).

18 April 1944 - Tergnier (4.41)
20 April 1944 - Ottignes (3.55)
24 April 1944 - Karlsruhe (6.32)
9 May 1944 - Berneval (3.55)
11 May 1944 - Trouville (3.52)
19 May 1944 - Boulogne (3.11)
22 May 1944 - Orleans (4.50)
31 May 1944 - Trappes (5.11)
2 June 1944 - Trappes (4.42)
14 June 1944 - Douai (4.11)
15 June 1944 - Fouilliard (5.19)
16 June 1944 - Domleger (3.25)
22 June 1944 - Laon (1.53) rudder damaged
25 June 1944 - Montorgueil (3.36)
27 June 1944 - Mont Candon (3.26)
28 June 1944 - Blainville (5.45)
4 July 1944 - St.Martin l'Hey (4.08)
5 July 1944 - St.Martin l'Hey (3.47)
6 July 1944 - Croixdale (3.26)
8 July 1944 - Chateau Bernapre (3.33)
12 July 1944 - Thiverny (3.52)
17 July 1944 - Caen H.2 (3.36)
18 July 1944 - Acquet (4.04)
20 July 1944 - Bottrop (2.45) Starboard inner engine unserviceable
1 August 1944 - Trouville (3.25)
3 August 1944 - Bois de Cassan (3.52)
5 August 1944 - Foret de Nieppe (2.52)
9 August 1944 - Foret de Mormal (3.39)
12 August 1944 - Brunswick (5.44)
14 August 1944 - Falaise (3.32)
15 August 1944 - Tirlemont (3.46)
16 August 1944 - GARDENING (5.20)
18 August 1944 - Sterkrade (4.34)
25 August 1944 - Watten (3.12)
26 August 1944 - Homberg (4.00)
10 September 1944 - Le Havre (3.31)
12 September 1944 - Scholven Duer (4.00)
15 September 1944 - Kiel (4.50)
23 September 1944 - Neuss (5.00)
25 September 1944 - Calais (3.15)

26 September 1944 - Calais (3.17)

This officer has now completed his first operational tour consisting of 39 sorties (126 points) involving a total of 163 hours. He has been a member of one of our best crews and much of their success can be attributed to his efforts. His photographic record proves that he has always pressed home his attacks, often in the face of considerable opposition. For his devotion to duty and coolness in the face of the enemy he is strongly recommended for the award of the Distinguished Flying Cross.

Notes: Course at No.20 OTU was 28 September 1943 to 18 January 1944, Wellington X. Bombing time was 8.15 day and 7.30 night, spent 13.45 in Gunnery Link; combined exercises were 56.30 by day and 43.45 by night. At controls of aircraft seven hours by day and two hours by night. Carried out 24 daylight photo exercises and seven night infra-red exercises. Graded in air on Day Bombing (120/200), Night Bombing (115/200), Map Reading by Day (120/200), Map Reading by Night (80/150), and Photography (55/100). Ground marks in Bombing Theory (80/150), Bombing Practical (185/200), Air Sighting (45/50), Gunnery, Practical (79/100 - though he had no air time in gunnery), Map Reading (115/200), Signals (34/50) and Aircraft Recognition (85/100). "A keen pupil who has turned in average work and average bombing results. Whatever he is told to do, he will do well, but should be encouraged to show more initiative. Has attended Oxygen Chamber on this unit." (14 January 1944).

Course at No.1663 Conversion Unit was 1 March to 1 April 1944. Spent 12 hours with GEE on ground and six in the air; Worked with Mark XIV bomb sight (nine hours on ground, two in air, two in Link). Astro shots were 30 on ground by day and 20 on ground by night, four in air by day and 12 in air by night. Flew 25.25 by day and 15.40 by night. "Average minus. Rather slow to assimilate knowledge. Weak on 'Petrol and Hydraulics Emergencies' which affected his exam results. Requires more drive."

On repatriation form dated 4 November 1944 he stated he had flown 39 sorties (the last on 27 September 1944) totalling 185 operational hours; he had also flown 150 training hours.

Application for Operational Wing dated 3 October 1944 gave 155 operational hours but agreed on 39 sorties, 18 April to 26 September 1944.

Assessed 13 November 1944 - "This officer has completed a very successful tour of operations. He has always displayed keenness in the execution of his duties." (S/L A.C. Dowden, to which G/C I.C. Bird added, "A good average officer and member of aircrew.")

RCAF Press Release No.6853 dated 27 September 1944 from F/L Macpherson, transcribed by Huguette Mondor Oates, reads:

WITH CANADIANS FLYING IN THE RAF: About two and a half years ago, P/O Douglas Barbour, 26, of Yorkton, Saskatchewan (22 Wallace Avenue), deserted the high stool of a clerk accountant with the International Harvester Company in his home town to become a bomb-aimer in the RCAF.

A lot of water has passed under Doug's particular bridge since then but Germans in their homeland and those who were in Occupied Europe might have reason to remember him. For it was Doug's finger pressure on the button in a big Halifax bomber that sent thousands of pounds of bombs crashing down on the Hun. The Germans do not know Doug personally and their warped minds they might find it hard to believe a pen-pusher could in a short while become the button-pusher who contributed to their destruction.

Jerry had his opportunities to meet young Barbour during any one of the 10 trips Doug made to Germany. But those opportunities are now gone for Barbour was screened from further operations a few days ago. The closest an enemy ever got to Barbour was the night his aircraft was attacked by a German fighter. All the enemy bullets missed the Halifax, but the pilot never returned to tell his Hun compatriots about the encounter for the tail gunner of the big bomber shot him down.

There was another night that held plenty of excitement for Barbour and other members of his crew. They were on their way to the target, but had the misfortune to figure in a collision with another Halifax over the English Channel. The impact of the big aircraft knocked out one of the engines of Barbour's kite and they were forced to return to base. The next trip out, a technical fault developed and one of the engines ceased to function, but the pilot took the crew on to the target despite the crippled condition of the aircraft and the loss of 3000 feet in altitude.

Barbour isn't quite sure what is going to happen to him, but he does know that for many months he will not have to worry about enemy attacks on his aircraft.

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BARBOUR, FS Jean Muriel (W314244) - **British Empire Medal** - AFHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 1914. From Campbellton, New Brunswick. Enlisted in Ottawa as a Clerk, 1 October 1943. Posted to No.7 Manning Depot that date and immediately granted rank of Corporal. To AFHQ, 3 November 1943. Promoted Sergeant, 25 November 1943. Promoted Flight Sergeant, 1

February 1945. To No.2 Release Centre, 2 June 1946; released 3 June 1946. Medal presented 21 February 1948.

This non-commissioned officer has been associated with the Records Office for almost six years and in various capacities has played an important part in the training and supervision of a staff both civilian and service, that was continually expanding. In carrying out these duties she has displayed outstanding ability to apply qualities of leadership and personnel psychology far beyond that which could normally be expected. By her personal example and capacity to produce exceptional results, she has at all times inspired staff under her control with enthusiasm and a high productive capacity.

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BARCLAY, F/L John Lyman (J10394) - **Commended for Valuable Services** - No.11 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 26 June 1920 in Edmonton. Employed on survey work in Jasper Park, 1938-1939 and postal delivery, September to November 1939. Home in Edmonton, Alberta; enlisted there 21 June 1940. Posted to No.2 ITS, 30 June 1940; graduated 18 August 1940, promoted LAC that date and posted to No.5 EFTS; graduated 10 November 1940 and posted to No.4 SFTS; graduated and promoted Sergeant on 28 January 1941. To Central Flying School, Trenton on 28 January 1941; to No.11 SFTS, 10 April 1941. Commissioned 1 March 1942. To No.12 SFTS, 6 April 1942; to No.2 Flying Instructor School, 27 July 1942; promoted Flying Officer, 1 October 1942; promoted Flight Lieutenant, 1 October 1943. to No.3 Training Command, 21 January 1944; to No.2 Flying Instructor School (again), 18 March 1944; to No.3 SFTS, 16 July 1944; to No.8 OTU, Greenwood, 23 August 1944; to Lachine, 27 November 1944; embarked from Canada, 15 December 1944; taken on strength of No.3 Personnel Reception Centre, Bournemouth, 26 December 1944; to No.60 OTU, 6 February 1945; to No.13 OTU, 13 March 1945. To No.2 Group Service Unit, 18 April 1945. To No.418 Squadron, 21 April 1945, flying one sortie (2 May 1945). Repatriated to Canada, via Scoudouc, 31 July 1945 as a volunteer for Pacific service To Northwest Air Command, 10 August 1945. To No.7 Release Centre, 19 September 1945. Released 24 September 1945. Taken on strength of No.418 (Auxiliary) Squadron, Edmonton, 1 August 1946 (120007) as Flight Commander in rank of Flight Lieutenant. Killed in flying accident, civilian aircraft, St. Paul, Alberta, 23 May 1948 (not on air force duty). Photo PL-44247 shows F/L J.L. Barclay of Edmonton with F/O R.A. Tuttle of Calgary, taken in No.418 Squadron, 29 May 1945.

This officer is an outstanding pilot who has been employed as a Flying Instructor since the beginning of the Air Training Plan. A hard working, efficient and capable Flying Instructor, he has set a high standard in flying instruction in all

respects.

As a Sergeant he had been earlier recommended for an Air Force Medal, 29 January 1942, by S/L E.S. Holmes, Officer Commanding No.1 Squadron, No.11 SFTS; submission read:

An outstanding pilot who has been employed as Flying Instructor since the beginning of the Air Training Plan. Very keen and hard working. Efficient and capable Flying Instructor, and has shown admirable devotion to duty. This NCO has set a very high standard in flying instruction and in his patriotism and steadfast determination. He has displayed, on numerous occasions, admirable spirit, morale and esprit de corps which has proven invaluable. He has completed 806 service hours.

This was endorsed the same by G/C G.R. Howsam (Commanding Officer, No.11 SFTS) and on 12 February 1942 by Air Commodore A.B. Shearer (No.2 Training Command). However, it did not make the 1943 New Year Honours List.

Training: Course at No.2 ITS, 1-27 July 1940; courses in Mathematics (99/100), Armament (74/100), Drill (80/100), Law and Discipline (98/100). Placed 7th in class of 216. "Splendid type - good appearance - small build - intelligent." (W.C H.J. Burden, 10 August 1940).

Course at No.5 EFTS was 19 August to 6 October 1940 on Tiger Moths (29.20 dual, 25.10 solo plus five hours in Link). "Progress fair, steep turns and side slips need watching. Circuits are not accurate. Over control during instrument flying." (F/O R.F. Gladden, CFI). Ground school subjects were Airmanship (130/200), Airframes (160/200), Engines (120/200), Signals, practical (50/50), Theory of Flight (92/100), Air Navigation (180/200), Armament (160/200). Placed seventh in a class of twenty. "Above average ability, conduct very good, intelligent."

Course at No.4 SFTS was 11 October 1940 to 28 January 1941 - Harvard aircraft (33.50 day dual, 35.10 day solo, 1.25 night dual, 4.35 night solo, plus 6.15 on Link. "An average pilot with no outstanding faults." Ground courses in Airmanship (163/200), Armament, written (67/100), Armament, practical (69/100), Air Navigation (156/200), Signals (133/150). Graduated sixth in a class of 58. "Above average in ability, intelligence and application."

At No.8 OTU (28 August to 3 November 1944) he flew Oxfords (3.25 as pilot, all on striments) and Mosquito (7.50 day dual, 1.35 night dual, 32.15 day solo, 13.40 night solo). Instrument flying on Mosquitos was 5.15 and he logged 13 hours in Link. Ground school courses in Airmanship (73 %), Navigation (86 %), Signals (81 %), Armament (88 %), Aircraft Recognition (68 %), Meteorology (91 %), Intelligence (97 %), Technical (88 %) and Electrical (99 %). "Should do a good job as an operational pilot. Has been attentive and hard working in Ground School." (S/L

E.R. McGill, Chief Ground Instructor); "Above average - very capable at night." (S/L H. Lisson, Chief Flying Instructor). "Carry his weight with any operational squadron." (W/C C. Moran, Chief Instructor).

Course at No.13 OTU overseas was 13 February to 10 April 1945 flying Mosquito (1.00 day dual to first day solo, 1.30 day dual, 21.45 day solo; 55 minutes night dual to first night solo (this was total night dual) and 21.55 night solo - also 12.30 in Link. Ground school marks in Airmanship (243/300), Armament (258/300), Aircraft Recognition (96/100), Navigation (150/200), Signals (85/100); flying tests in General Flying (340/400), Applied Flying (162/200), Instrument Flying (200/250), Night Flying (73/100) and Link (35/50). "An above average pilot with all the necessary confidence and initiative to fit him suitably for TAF operations. No outstanding faults." (S/L G.J. Wright, 19 April 1945).

Notes:

Accident, 20 April 1942 at No.12 SFTS, Crane 7726, Chater landing ground, GB1158988 LAC Kenneth James Reynolds (RAF) student. No injuries. "Instructing student pilot in approaches and landings. After landing aircraft swung to left; apparent reason for swing, starboard oleo leg seized in extended position, right hand brake did not catch, right oleo leg collapsed."

Tested by No.4 Visiting Flight, 30 January 1943 (F/L C.Bassett, S/L H.H. Langford). By then he had flown 727 hours single engine solo, 121 hours single engine dual, 660 hours twin engine solo, ten hours 15 minutes twin engine dual. Had instructed on single engines, 613 hours and on twin engine, 657 hours. Tested on Crane. Assessed under various headings - Sequence ("Above average"), Voice ("Good"), Manner ("Conscientious"), Ability to Impart Knowledge ("Above average"), Ability as pilot ("Above average") and Remarks ("A very keen and hard working instructor. A good influence among the flying instructors.") Awarded A.2 Category.

In application to join the RCAF Auxiliary (1 August 1946) he stated he had flown 1,119 hours five minutes non-operational on single-engine aircraft, 1,506 hours five minutes non-operational on multi-engine aircraft, and two hours 30 minutes operational time on multi-engine aircraft. Types listed were Harvard (575.00), Moth and Cornell (544.05), Anson, Oxford and Crane (1,302.35), Dakota (74.50) and Mosquito (131.10). There is a statement that he had flown with RAF Transport Command (which might explain the Dakota time) but unit and date not recorded. He did state that from 25 January to 18 March 1944 he was taking a Transport Captain course with No.45 Group, which coincide with his time at No.3 Training Command.

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BARICHELLO, F/O Raymond James Eugene (J20053) - **Air Force Cross** - No.1 GRS (since moved to No.115 Squadron) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO

1380/44 dated 30 June 1944. Born 13 April 1920 at Murrayville, British Columbia; educated there, Langley High School and Vancouver Technical School. Enlisted in Vancouver, 13 August 1941. Granted Leave Without Pay, 25 September 1941. To No.13 SFTS for non-flying duties, 13 October 1941. To No.37 SFTS, non-flying duties, 30 November 1941. To No.4 ITS, 3 January 1942; graduated 27 March 1942 and promoted LAC, to No.18 EFTS, 11 April 1942; to No.5 EFTS, 25 April 1942; graduated 3 July 1942 and posted next day to No.7 SFTS (awarded wings and commission on 23 October 1942. To No.31 GRS, 6 November 1942; to No.1 GRS, 1 March 1943. To Western Air Command, 15 April 1944; to No.115 Squadron, 18 April 1944; to No.8 (Bomber Reconnaissance) Squadron, 17 August 1944; to No.3 Repair Depot, 21 May 1945; to Release Centre, 9 July 1945. Retired 12 July 1945. Died in Clakamus, Oregon, 21 November 1986. Reported to have flown 1,107.20 hours to date, 848 hours as staff pilot, 328.35 hours in previous six months. Medal presented 19 January 1945.

This officer has flown many hours as a staff pilot in the past year and has performed his rather tedious task with cheerfulness and exceptional ability. Recently this officer displayed unusual gallantry when he dropped his dinghy to a crashed aircraft in the Gulf of St. Lawrence, knowing that his own two engines were running badly and liable to fail at any moment. He barely managed to return to his base. This officer's record as a staff pilot has been of a very high standard.

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BARKER, W/C Anthony (J6807) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 9 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born 28 January 1919 in Todmorden, Yorkshire; home there but attending Yale University before the war. Enlisted in Ottawa, 25 November 1940 and posted to No.1 Manning Depot. To Trenton, 22 December 1940. To No.1 ITS, 21 February 1941; graduated and promoted LAC, 27 March 1941 when posted to No.2 EFTS; graduated 26 May 1941 when posted to No.10 SFTS; graduated and commissioned 8 August 1941. Commissioned 8 August 1941. To Embarkation Depot, 9 August 1941. To RAF overseas, 28 August 1941. Promoted Flying Officer, 8 August 1942; promoted Flight Lieutenant, 1 September 1942; promoted Squadron Leader, date uncertain; promoted Wing Commander, 29 March 1944. Medal presented 10 July 1945. Retired in Britain, 23 February 1946. Photo PL-7677 shows him talking to S/L R.J. Bennell, 22 May 1942. RCAF photos PL-28921 and PL-28921 (ex UK-9996 and UK-9997, dated 27 April 1944) show him as Commanding Officer of No.418 Squadron.

This officer has displayed high qualities of skill, courage and resolution. He is in command of the squadron which has inflicted much loss on the enemy, having destroyed many enemy aircraft. Numerous successful attacks have also been

made on enemy locomotives. mechanical transport and other targets on the ground. By his great skill and leadership, Wing Commander Barker has played a worthy part in the success achieved.

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BARKER, F/L John Morrell (J24401) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 4 August 1920 in Glenboro, Manitoba; home there; enlisted Winnipeg 4 June 1940. Trained at No.3 ITS (graduated 3 July 1942), No.4 EFTS (graduated 9 October 1942) and No.9 SFTS (graduated and commissioned 12 March 1943). To "Y" Depot, 26 March 1943; to RAF overseas, 2 April 1943; repatriated 18 June 1945; to No.662 Wing for Far East, 10 August 1945; released 11 September 1945. Medal presented 9 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.5557 (RG.24 Vol.20668) has recommendation undated (about 30 July 1944) when he had flown 32 sorties (159 hours 45 minutes), 24 February to 20 July 1944. Photo PL-31568 (ex UK-13271 dated 8 August 1944) shows FS E.F. McCallum (air gunner, Woodstock, New Brunswick) and F/L J.M. Barker.

This officer has shown an unconquerable spirit of determination to achieve his objective. On thirty-two trips he has failed to bomb his target twice and this was due to engine trouble. Many of these trips have been over heavily defended targets such as Augsburg, Stuttgart, Frankfurt, Karlsruhe and Dusseldorf, and his coolness and unusual initiative have won the respect of his crew and the whole squadron. For his exceptional qualities of leadership, for his coolness in the face of danger, for his spirit of determination and devotion to duty, this officer is strongly recommended for the award of the Distinguished Flying Cross.

The sortie list was as follows:

24 February 1944 - Schweinfurt (4.10, second pilot)
25 February 1944 - Augsburg (7.15, second pilot)
1 March 1944 - Stuttgart (7.45)
6 March 1944 - Trappes (4.25)
7 March 1944 - Le Mans (5.10)
15 March 1944 - Stuttgart (2.40, duty not carried out)
18 March 1944 - Frankfurt (5.25)
9 April 1944 - Paris (5.40)
10 April 1944 - Ghent (3.40)

18 April 1944 - Noisy-le-Sec (4.50)
20 April 1944 - Lens (4.15)
22 April 1944 - Dusseldorf (5.10)
24 April 1944 - Karlsruhe (6.50)
26 April 1944 - Essen (4.40)
7 May 1944 - Valerie-en-Caux (1.35, duty not carried out)
8 May 1944 - Haine St. Pierre (3.50)
11 May 1944 - Boulogne (3.35)
12 May 1944 - Louvian (4.45)
19 May 1944 - Le Cripou (3.20)
22 May 1944 - Le Mans (4.55)
2 June 1944 - Neufchatel (3.50)
5 June 1944 - Houlgate (4.45)
6 June 1944 - Coutances (4.15)
9 June 1944 - Le Mans (5.40)
12 June 1944 - Cambrai (4.35)
21 June 1944 - St.Martin l'Hortier (4.05)
23 June 1944 - Bienbougues (3.40)
27 June 1944 - Foret d'Eany (4.05)
28 June 1944 - Metz (7.00)
3 July 1944 - Biennais (4.00)
8 July 1944 - Mont Condon (3.45)
12 July 1944 -Thivernay (4.15)
15 July 1944 -Ducourt (4.30)
18 July 1944 -Wesseling (4.55)
20 July 1944 - Sennes (3.30)

Note: Incident involving Halifax LW595 :

On the night of 14th/15th March 1944 the crew of this aircraft were undertaking a "Bullseye" training exercise and took off from East Moor at 22.50hrs (on the 14th). The purpose of the exercise was to give ground defences practice as well as test the crews in a simulated bombing raid over an English city. Having flown a course over London, Southampton, Portsmouth, Plymouth, Liverpool and Hull the IFF equipment on the aircraft had stopped working at some point during flight though this was unknown to crew at the time. They were fired on by an Anti-Aircraft unit over Hull and suffered a near miss. On their return to East Moor airfield in the early hours of 15th of March no damage was apparent but on inspection in daylight the near miss had caused an 18" gash in the leading edge of the port fin. The damage was taped and the aircraft was flown to the Y.A.R.D. for repair.

Pilot - F/O John Morrell Barker RCAF (J/24401), of Glenboro, Manitoba.

Flight Engineer - Sgt H Jarvis.

Navigator - F/Sgt Ewart McCallum Cooper RCAF, of Varsity View, Winnipeg, Manitoba.

Bomb Aimer - F/O H MacDonald.

Wireless Operator/Air Gunner - F/O C Thompson.

Air Gunner - Sgt E S.F. McCallum, RCAF, of Woodstock, New Brunswick.

Rear Gunner - Sgt John Cosgrove, RAF (1572208), of Goran, Glasgow.

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BARKER, F/O Norman George (J25692) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 13 July 1915 in Toronto (birth date in obituary notice); home there (artist); enlisted there 10 April 1942. Posted to No.5 ITS, 29 August 1942; posted to No.4 BGS on 9 January 1943 (graduated 5 March 1943); to No.9 AOS, 20 March 1943 (graduated 29 April 1943; commissioned 30 April 1943). To "Y" Depot, Halifax, 14 May 1943; to RAF overseas, 22 June 1943. Repatriated 14 May 1945; released 27 June 1945. Medal sent by registered mail May 1955. Postwar he worked for Famous Players Theatres. Died in Mississauga (Toronto), 21 November 2000. Photo PL-35872 is wartime 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 2/9026 has recommendation dated 14 July 1944 when he had flown 27 2/3 sorties (161 hours 40 minutes), 15 March to 22 June 1944.

25 February 1944 - Augsburg

15 March 1944 - Stuttgart

18 March 1944 - Frankfurt

22 March 1944 - Frankfurt

24 March 1944 - Berlin

9 April 1944 - GARDENING

10 April 1944 - Aulnoye

18 April 1944 - Rouen

20 April 1944 - Cologne

22 April 1944 - Dusseldorf

23 April 1944 - GARDENING

3 May 1944 - Mailly le Camp

6 May 1944 - Aubigne Ragan

10 May 1944 - Mardyck

11 May 1944 - GARDENING

12 May 1944 - GARDENING

19 May 1944 - Orleans
21 May 1944 - Duisburg
22 May 1944 - Dortmund
24 May 1944 - Aachen
27 May 1944 - Aachen
9 June 1944 - Flers
12 June 1944 - Gelsenkirchen
14 June 1944 - Le Havre
16 June 1944 - Sterkrade
22 June 1944 - Calais
23 June 1944 - Saintes
24 June 1944 - Flers
28 June 1944 - Chateaux

Flying Officer Barker a Canadian, was posted to No.103 Squadron on 5th February 1944, since when he has completed 27 2/3 sorties totalling 161.40 hours. Included in these missions are many attacks on industrial targets in the Ruhr, also oil targets, railway marshalling yards and coastal batteries on the French coast in support of the invasion forces.

Throughout the whole of his time in the squadron this officer has constantly displayed an intense enthusiasm for his job, which he has ever carried out with thoroughness and outstanding efficiency. In spite of very heavy opposition on numerous occasions both by flak and fighters, this officer never wavered from the task in hand, not in his grim determination to bomb the target.

It is strongly recommended that this splendid offensive spirit and cheerful devotion to duty should be recognized by the non-immediate award of the Distinguished Flying Cross.

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BARKER, F/L Robert Bruce (J5983) - **Distinguished Flying Cross** - No.412 Squadron - Award effective 3 September 1945 as per **London Gazette** dated 14 September 1945 and AFRO 1672/45 dated 2 November 1945. Born 4 December 1921 in Vancouver. Played football, graduated from Kitsilano High School in 1936 and immediately began working at American Can. Enlisted in Vancouver, 13 August 1940. Posted to No.2 Manning Depot, Brandon. Trained at No.2 ITS (graduated 27 January 1941), No.16 EFTS (graduated 28 March 1941) and No.11 SFTS (graduated 4 July 1941; wings on 25 June 1941. Attended Central Flying School (Trenton). Instructed at No.39 SFTS (28 November 1941 to 30 September 1942), No.37 SFTS (30 September to 9 November 1942) and No.7 SFTS (11 November 1942 to 12 March 1943).

Attended No.1 OTU (Bagotville), 13 March to 15 June 1943; with No.130 Squadron, 17 June 1943 to 15 March 1944. Arrived in UK, 2 June 1944. Further trained at No.57 OTU (27 June to 13 October 1944). Served with No.442 (30 October 1944 to 17 March 1945) and No.412 Squadron (18 March to 7 June 1945). Obituary reported he had once been shot down behind enemy lines. Returned to Canada on 7 August 1945. Medal presented 14 May 1948. Postwar civil servant for the comptroller to the Treasury, and Regional Administration Officer for the Unemployment Insurance Commission in British Columbia. Remained in RCAF Auxiliary after war, first with No.442 Squadron, then commanding No.443 Squadron, and rising to Group Captain before retiring, 1 September 1961. Awarded Queens Coronation medal, 23 October 1953 when a Wing Commander with No.19 Wing (Auxiliary). Died in Surrey, British Columbia, 9 October 2012. Aerial victories as follows: **8 February 1945**, one Ju.87 destroyed; **25 February 1945**, two Bf.109s destroyed plus one Bf.109 damaged; **30 April 1945**, one Bf.109 destroyed. Photo PL-57206 is a formal portrait taken 1952.

Flight Lieutenant Barker has taken part in numerous sorties against the enemy. He has destroyed four enemy aircraft in aerial combat and damaged a further two. On several sorties he has attacked enemy lines of communication with excellent results. Throughout his tour of operations Flight Lieutenant Barker has proved himself to be a resolute and determined fighter and has at all times shown outstanding courage in the face of the enemy.

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BARKER, Sergeant Ronald Rogerson (R192594) - **British Empire Medal** - No.120 Squadron (RCAF) - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born 25 August 1923. Enlisted in Vancouver, 21 September 1942. Posted to No.3 WS on 27 December 1942; to No.5 BGS, 6 July 1943; promoted Sergeant, 20 September 1943; to Western Air Command, 20 September 1943; to No.120 Squadron, 6 October 1943; to Western Air Command Headquarters, 30 April 1944; to Patricia Bay, 5 July 1944; to No.5 OTU, 5 August 1944; to Patricia Bay again, 23 October 1944; to release centre, 11 November 1945; released 14 November 1945. Incident took place at Port Alice, in Norseman 695 (recorded as being on strength of No.116 Squadron), and notwithstanding the citation the pilot (WO2 J.J. Eccles) died of his injuries; three others were also killed; Barker was the sole survivor. Wireless Air Gunner. DHist file 181.009 D.1636 (RG.24 Vol.20604) has recommendation for an AFM dated 11 February 1944; he had flown 150 hours 30 minutes to date (149 hours 50 minutes in previous six months), including two sorties (12 hours 25 minutes); WACHQ converted the recommendation to one for an immediate BEM, 17 February 1944. Volume 3 of this file has correspondence relating to civilians who assisted in the rescue; was a GM or any other decoration awarded to Mr. A.L. Morris-Read ?

This NCO showed remarkable courage and daring, with total disregard for his personal safety, when, on February 4th last, after being thrown from a crashed aircraft which immediately caught fire, he rushed into the flames in an endeavour to save the life of the pilot who was stunned by the impact. After his first attempt he was seriously burned and driven back by the flames. His courageous initiative instigated rescue action by the civilian onlookers with the result that the pilot was rescued from burning to death.

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BARKS, WO1 John Brooks (Can 2052) - **Member, Order of the British Empire** - No.17 Equipment Depot - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Ottawa, 29 December 1915. Employed as a Laboratory Assistant, National Research Council. Enlisted in Ottawa, 30 November 1935 as Instrument Maker. To Camp Borden that date. To No.1 Aircraft Depot, Ottawa, 19 January 1936. Promoted AC1, 1 December 1936. Promoted LAC, 19 January 1938. Promoted Corporal, 4 October 1938. To courses abroad, 21 January 1939 (Instrument Maker course, Electrical and Wireless School, Cranwell). Promoted Sergeant, 1 September 1939; course completed 12 November 1939 and posted home to Camp Borden. To Rockcliffe, 29 November 1939; promoted Flight Sergeant, 1 June 1940. To No.1 SFTS, Camp Borden, 10 December 1940, To No.17 ED, Victoria Island, Ottawa, 29 October 1941. Promoted WO2 on 1 September 1942; promoted WO1, 1 October 1944. To Material Command Headquarters, Uplands, 1 October 1945. Reverted to Flight Sergeant, 1 October 1946. Continued to serve in Maintenance command. To No.1 ACAU Sub-Unit, Trenton, 13 December 1946. Released 9 January 1947. Died in Deep River, Ontario, 31 December 1997 as per **Legion Magazine** of September 1998.

This Warrant Officer is in charge of the Instrument Repair Section at No.17 Equipment Depot and has proved to be exceptional as an organizer and disciplinarian and most efficient in his specialized trade. Warrant Officer Barks has shown great initiative and his continuous study and forethought has proved an incentive to those working under him. He commands the respect of all ranks and his efforts have contributed greatly to the efficient operation of his section.

Recommendation raised approximately 6 August 1945 by S/L J.D. Williams, Officer In Charge, Instrument Repair Shop, as follows:

This Warrant Officer, as NCO in charge of the Instrument Repair Section at No.17 Equipment Depot, has proved to be exceptional as an organizer, disciplinarian and for efficiency in his specialized trade. WO1 Barks has great initiative and his continuous study and forethought have proven an incentive to

those working under him. He commands the respect of all ranks and his efforts have contributed greatly to the war effort.

This was endorsed on 6 August 1945 by A/V/M E.E. Middleton, Air Officer Commanding, No.1 Air Command and on 19 November 1945 by Air Commodore M.. Costello, Honours in War Committee.

On 13 March 1944, W/C M.J. Watt (Commanding Officer, No.17 Equipment Depot) wrote a letter recommending his promotion from WO2 to WO1. It read, in part:

Warrant Officer Barks has had a long and varied experience as an Instrument Mechanic in the RCAF. From January 1936 to January 1938 he was engaged in the repair and overhaul of aircraft instruments, aerial cameras, aircraft magnetos, generators, starter motors, etc.; also installation of the aforementioned equipment in aircraft undergoing overhaul at No.1 Aircraft Repair Depot, Ottawa. In January 1938 he was selected after competitive trade testing to attend the special two year Instrument Makers' course at the RAF School, Cranwell, England. Upon the successful completion of this course, which included all types of English aircraft instruments, cameras, bombsights, automatic pilots and machine shop practice, he returned to Canada and was posted to No.1 SFTS, Camp Borden, Ontario. He organized and was NCO in charge of the Instrument Repair Section of this School. During the last four months at No.1 SFTS he held the position of NCO in charge Station Workshops, of which the IRS was a part. Upon posting to this Depot in November 1941, Warrant Officer Barks was placed in charge of the Department overhauling and repairing all types of engine and navigation instruments. He was later placed in charge of the Department that handles the repair and overhaul of all types of aerial cameras, camera guns, sound projectors and oxygen equipment. Since his posting here he has successfully completed a four weeks' course on sound projectors at the Bell and Howell Company, U.S.A., and the Senior NCO's Administration Course at No.1 Composite Training School, Trenton, Ontario.

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BARLOW, F/O John Thomas (J85385) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 19 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 18 December 1914 in Liverpool, England; home in Paris, Ontario; enlisted Hamilton, 11 June 1942 and posted to No.1 Manning Depot. To No.31 OTU, 1 August 1942. To No.3 ITS, 26 September 1942; graduated and promoted LAC, 5 December 1942 but not posted to No.4 EFTS until 27 December 1942; may have graduated 5 March 1943 but not posted to

No.13 SFTS until 20 March 1943; graduated and promoted Sergeant, 9 July 1943. To "Y" Depot, 23 July 1943. To RAF overseas, 2 August 1943. Commissioned 12 March 1944. Repatriated 8 December 1944. To No.3 Training Command, 20 December 1944. To Mountain View, 15 January 1945. To Transport Conversion Squadron, Pennfield Ridge, 16 March 1945. To No.164 (Transport) Squadron, 8 May 1945. To No.168 (Heavy Transport) Squadron, 24 May 1945. Co-pilot of a Dakota which flew 4,800 pounds of penicillin to Warsaw, January 1946 (the pilot was S/L E.C. Hamber). To Release Centre, 21 March 1946. Retired 25 March 1946. Died in Paris, Ontario, 12 September 2009 as per **Legion Magazine**, "Last Post" column, March-April 2010. RCAF photo PL-31920 (ex UK-14055 dated 18 August 1944) shows F/O "Hec" Bruce of Truro, Nova Scotia (left) talking to P/O John Barlow of Paris, Ontario, Bison Squadron, on return from a raid on Brunswick. RCAF photo PL-40238 (ex UK-15813 dated 16 October 1944) is captioned as follows: "Back from hitting Bochum in an RCAF Bomber Group sortie, F/O J.T. Barlow, pilot, from Paris, Ontario, left, and P/O A.C. Thomas, flight engineer from Glasgow, Scotland, turn in their parachutes to the Bison squadron crew room."

One night in October 1944, this officer piloted an aircraft detailed to attack Essen. On the outward flight the port inner engine failed. Some height was lost but Flying Officer Barlow went on to the target which he bombed from a much lower altitude than planned. On the return flight the hydraulic system became defective and the undercarriage dropped to the down position. The aircraft gradually lost height but Flying Officer Barlow flew safely to base and effected a masterly landing. This officer has completed a large number of sorties and throughout has displayed a high standard of skill, keenness and resolution.

DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Volume 20627) has recommendation by S/L R.L. Bolduc dated 25 October 1944 when he had flown 34 sorties (179 hours 35 minutes).

This officer has completed a very large number of attacks on enemy targets including attacks on such heavily defended targets as Brunswick, Kiel and the Ruhr. Throughout his tour he has shown a keen offensive spirit and a great desire to come to grips with the enemy. He has been an outstanding captain of aircraft who has trained and encouraged his crew so that they have invariably carried out their duties satisfactorily. His cheerfulness at all times and tenacity of purpose have been most praiseworthy and an inspiration to new crews.

On the night of October 23rd, 1944, Flying Officer Barlow was detailed to attack Essen. On the way into the target at approximately 4 degrees East his port inner engine failed and it was impossible for him to maintain the height at which he was detailed to attack. In spite of these difficulties Flying Officer Barlow

continued to the target where he arrived towards the end of the attack and bombed at 17,000 feet instead of 21,000 feet. During the return journey his hydraulics failed and his undercarriage dropped and he continued to lose height but returned to base and made an exemplary landing on three engines.

It is considered that this officer's exhibition of determination to press on to the target coupled with his fine operational record of fortitude and devotion to duty fully merits the award of the Distinguished Flying Cross.

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BARLOW, Sergeant Kenneth Leo (R62702) - **Mention in Despatches** - No.31 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 10 December 1920. Home in Sherbrooke, Quebec; served in 35th Field Battery, Royal Canadian Artillery, 1939; enlisted in RCAF, Sherbrooke, 20 July 1940. Trained at No.2 WS (graduated 28 April 1941) and No.4 BGS, Fingal (graduated 24 May 1941). To Halifax, 27 May 1941; to overseas, 16 June 1941; arrived in Britain 1 July 1941; to No.1 Signal School, 7 July 1941; to No.23 OTU, 23 September 1941; with No.99 Squadron, 6 November 1941 to either 20 April or 17 Junr 1943; with No.31 Squadron, 20 April or 17 June 1943 to May 1944; embarked for Britain, 6 June 1944; arrived in Britain, 8 July 1944; repatriated to Canada, 29 August 1944; to No.6 OTU, Comox, 10 October 1944. He had been promoted Flight Sergeant on 1 December 1941, Warrant Officer 2nd Class on 1 November 1942 and Warrant Officer 1st Class, 1 May 1943. Commissioned 25 January 1945 (J51766). To No.5 Release Centre, 6 November 1945; released 9 November 1945.

NOTE: DHist award card gives name and number as BARLEW (R67203) but microfilmed listing of personnel spells it as BARLOW with number as R62702. Southeast Asia personnel reports give number as R62703.

Although no recommendation can be found for his award, the following are relevant to his career. He began his operational career with No.99 Squadron and flew 50 operational hours with them before the unit went to India. He completed his tour with No.99 (31 sorties, 218 hours 40 minutes), then went directly to No.31 Squadron and completed a second tour. On a form dated 7 August 1944 (on repatriation) he reported having flown 960 hours overseas (400 on Wellingtons, 560 on Dakotas) of which 585 were operational hours (112 sorties). It would appear that 81 sorties were with No.31 Squadron on supply drops in Burma and China. His final sortie had been flown on 25 April 1944.

On 27 October 1944, assessing his experience, S/L J.D.D. Campbell (Western Air Command) wrote:

This Warrant Officer has done a tour of operations on Wellingtons as gunner and a tour with Transport Command in India, dropping supplies. During the tour with Transport Command, he was hardly ever employed as Wireless Operator, his duties consisting entirely of the actual throwing out of the supplies.

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BARLOW, FS Robert William (R50643) - **Mention in Despatches** - Station Tofino - 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 Winnipeg, 3 April 1917. Family moved to Pleasantdale, Saskatchewan where he was schooled to 1936 while working on family farm. Early in 1937 he found employment with a grain elevator company in Winnipeg. In the autumn of 1937 he went to Vancouver to work on provincial highway construction. With provincial Forestry Service, 1938-1939. Militia service with Irish Fusiliers (Vancouver Regiment), November 1937 to March 1938, Second Anti-Aircraft Battery, Victoria, March to November 1938, and Irish Fusiliers again, November 1938 to September 1939. Qualified as small arms instructor and anti-gas instructor. Enlisted in Vancouver, 21 November 1939 with No.111 (Coastal Artillery Cooperation) Squadron as a cook. Promoted AC1, 29 February 1940. Remustered to Service Police, 28 May 1940. Promoted Corporal, 9 September 1940. To Patricia Bay, 18 November 1940. To Prince Rupert Detachment, 4 June 1941. Promoted Sergeant, 14 July 1941. To Dartmouth, 12 August 1941. To Alliford Bay, 16 June 1942. Attended Ground Warfare (Instructors) Course, Boundary Bay, 7 July to 7 August 1942 (rifle, bayonet, Lewis Gun, Bren Gun, Thompson sub-machine gun, pistols, field engineering, field craft, grenades). "Shows a keen interest in all work. Has the ability to get all his instruction across to a class. A very good instructor." (Sergeant H.T. Mullins). To Western Air Command Headquarters, 7 August 1942. To Tofino, 25 October 1942 where he laid out aerodrome defence gun posts and was a member of Land Search and Rescue Party. Promoted Flight Sergeant, 1 January 1943. To Sea Island, 18 November 1943. To Patricia Bay, 15 February 1944. To Northwest Air Command, 23 April 1946. Remained in postwar RCAF as Service Police (22521), reverting to Sergeant as of 1 October 1946. To Fort Nelson, 20 March 1947. To Patricia Bay, 8 July 1947. To Station Edmonton, 1 April 1948. To Northwest Air Command Headquarters, 2 February 1949. To Station Summerside, 15 April 1950. Promoted Flight Sergeant, 1 April 1951. To Camp Borden, 21 February 1952. To Summerside, 4 June 1952. To Saskatoon, 1 July 1952. To No.1 Fighter Wing, North Luffenham, 11 June 1954, following it to Merville, February 1955. To St. Margarets, Canada, 14 July 1957. To Falcolnbridge, 15 July 1957. To Gimli, 31 August 1959. To Armstrong, 10 September 1965. To Comox, 11 September 1966. Released 15 September 1967. Later Department of External Affairs. Died in Comox, British Columbia, 29 May 1997, aged 80.

Flight Sergeant Barlow, a member of the Security Guard, has been outstanding for his conscientious and efficient work since joining this station. In the face of very trying conditions this NCO, by a method of intensive training which he instigated, has successfully furthered the training of other Security Guard personnel. His devotion to duty and cheerful acceptance of hardships have been an inspiring example. While at Boundary Bay this NCO was instrumental in saving another NCO from drowning.

Note: Throughout his career he was active in base sports as coach and trainer and was even an archery instructor,

Assessed 13 June 1957 - "Flight Sergeant Barlow has been employed in this Wing for three years in the position of NCO in charge Air Force Police. He is a conscientious and willing worker, and is always attempting to improve the working conditions of his men. However, he is quick-tempered and lacking in tact when dealing with men under him. This was pointed out to him approximately one year ago and a slight improvement is noticeable,. This NCO is very active in sports and is a member of the Wing and section baseball and bowling teams. He is very moderate in his drinking habits and apparently does not have any financial or marital problems." (F/O W. Watkins, No.1 Fighter Wing).

Assessed 22 June 1959 - "A conscientious senior NCO who consistently strives to please by keeping himself abreast of regulations and seeing that those under him do likewise. At times he appears to be somewhat over-zealous to the degree that one may feel he is sometimes being boyish. However, the writer feels that it is only his way of trying to please and do a good job. He is reliable and trustworthy and sets a high standard both for his subordinates and fellow NCOs." (F/L D.B. Simpson, Station Falconbridge).

Assessed 21 April 1966 - "After 25 years or more of service, Flight Sergeant Barlow is approaching the end of his military career. Although many of his service years have been spent at large and complex units where greater scope of responsibility and activity have allowed him to use his broad knowledge of Air Force police work and related discipline and security experience, this senior NCO has applied his background by intelligently telescoping it to fit the needs of this small unit. Although the undersigned is of the opinions Flight Sergeant Barlow might, perhaps, have felt somewhat slighted to have been posted to a small isolated unit in the closing phases of his service career, no real resentment has been detected or evidence seen of any slighted feelings interfering with Flight Sergeant Barlow's performance of his duties. // This senior NCO does temper 'going by the book' with good sense in his approach to discipline and his judgement is sound and reasonable. He has greatly improved the working efficiency of his section despite staff shortages and inexperienced personnel. // The Service has gained much from this senior NCO in loyalty and an effective approach to his duties and his fellow

airmen. Recommended for promotion.” (F/O C.A. Sanderson, Station Armstrong).

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BARLOW, FS Roy Haily (Can 4806) - **British Empire Medal** - No.8 Bombing and Gunnery School - Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Born 4 June 1910. Former garage operator, Halbrite, Saskatchewan. Enlisted in Regina, 11 September 1939 as Aero Engine Mechanic. To No.11 (BR) Squadron, 11 October 1939. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 1 November 1940. To No.2 BGS, 16 December 1940. Promoted Sergeant, 1 May 1941. To No.8 BGS, 11 September 1941. Promoted Flight Sergeant, 1 November 1942. To No.8 SFTS, 29 January 1944. To No.2 BGS, 29 June 1944. To Suffield, 16 December 1944. To No.3 Reserve Equipment and Maintenance Unit, 22 January 1945. To Release Centre, 16 May 1945; retired 18 May 1945. Medal presented 20 March 1944.

Flight Sergeant Barlow is an outstanding NCO who, through his energy and initiative, has raised his section to a high degree of efficiency. He performs all duties in a very conscientious manner and readily accepts responsibility. Under his supervision the Workshops of this unit, an important factor in the maintenance of aircraft serviceability, have functioned most satisfactorily.

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BARNES, FS Floyd Stanley (R50145) - **British Empire Medal** - No.1 Air Command Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 18 July 1919. Enlisted in Halifax, 27 January 1941. Attended No.1 WS, 3 March 1941 to 19 August 1941. Reclassified Clerk/General, 2 September 1941; to No.3 Training Command, 8 November 1941; promoted Sergeant, 1 October 1943; to No.1 Air Command, 15 January 1945; retained in postwar RCAF with No.401 Squadron (24 February 1947) until release on 16 June 1947.

Flight Sergeant Barnes has been in charge of the Command Administrative Unit Central Registry since its inception. His work has been most valuable to the Service both during the amalgamation of the Commands and the ensuing period. He has been responsible for the setting up and administering of the excellent Central registry system which has produced an output of work of a uniformly high standard over a long period of intense effort. He has displayed marked initiative and a complete knowledge of his work. By his ready willingness to work long hours of overtime and by his intense devotion to duty at all times, he has set an outstanding example to those working under him. The marked

success of the Command Administrative Unit Central Registry undoubtedly is due in large part to the high standard of efficiency of this non-commissioned officer.

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BARNES, Sergeant Harry William (R54057) - **Mention in Despatches** - No.425 Squadron (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 4 October 1917. Home in Hull, Quebec. Enlisted in Ottawa 21 June 1940. Posted to No.1 BGS, 12 November 1940; posted overseas on 5 January 1941; promoted LAC, 1 April 1941; to No.402 Squadron 10 April 1941; promoted Sergeant, 1 January 1943. Repatriated 2 February 1945. Released 11 April 1945. Long employed by E.B. Eddy. Died in Kanata, Ontario, 24 May 2011. No citation in AFRO. DHist file 181.009 D.1919 (PAC RG.24 Vol.20606) has recommendation, forwarded 31 July 1944, when he was in "B" Flight. Recommendation noted he had served in Canada 10 months, overseas three years and three months including six months in North Africa. Described as "a fitter/armourer of outstanding ability...A veteran tradesman of No.425 Squadron, he has performed his duties in an outstanding manner and can be relied upon to complete successfully even the most difficult tasks."

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BARNES, F/L Lloyd Gordon (J16228) - **Distinguished Flying Cross** - No.109 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 13 April 1918 in Burdett, Alberta; educated at Manyberries; home in Brooks, Alberta (purchasing agent); enlisted in Calgary, 16 June 1941. Trained at No.4 ITS (graduated 10 September 1941), No.16 EFTS (graduated 7 November 1941) and No.15 SFTS (graduated 27 February 1942). To RAF overseas, 19 March 1942. Commissioned 5 December 1942. Repatriated 14 May 1945. To release centre, 12 July 1945; released 20 July 1945. Postwar fared at Brooks, Alberta. Moved to Vancouver in 1966; developed and operated a trailer park at Aldergrove. Retired in 1981 to Quilicum Beach. Medal sent by registered mail 7 June 1950. Died in Quilicum Beach, British Columbia, 11 September 2004 as per **Legion Magazine** of March 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." Public Records Office Air 2//8750 has recommendation dated 18 April 1945 when he had flown 57 sorties (174 hours), 25 August 1944 to 9 April 1945.

* denotes Marking sortie

25 August 1944 - Deelen airfield

26 August 1944 - Deelen airfield
28 August 1944 - Le Culot
29 August 1944 - Le Culot
31 August 1944 - Leverkusen
4 September 1944 - Steenwijk airfield
5 September 1944 - Steenwijk airfield
6 September 1944 - Le Havre*
7 September 1944 - Steenwijk airfield
10 September 1944 - Le Havre*
11 September 1944 - Castrop Rauxel*
15 September 1944 - Rheine
17 September 1944 - Boulogne*
17 September 1944 - Biggerkerke*
20 September 1944 - Calais*
25 September 1944 - Calais*
26 September 1944 - Calais*
5 October 1944 - Saarbrücken
6 October 1944 - Saarbrücken
9 October 1944 - Bochum*
11 October 1944 - Fort Frederick*
12 October 1944 - Koblenz
14 October 1944 - Duisburg*
14 October 1944 - Duisburg*
18 October 1944 - Pforzheim
23 October 1944 - Essen*
27 October 1944 - Pforzheim
28 October 1944 - Walcheren*
29 October 1944 - Walcheren*
30 October 1944 - Cologne*
1 November 1944 - Homberg*
6 November 1944 - Gelsenkirchen*
20 November 1944 - Homberg
21 November 1944 - Castrop Rauxel*
27 November 1944 - Hallendorf
29 November 1944 - Dortmund*
30 November 1944 - Duisburg*
2 December 1944 - Hagen*
4 December 1944 - Hagen*
5 December 1944 - Soest*
1 January 1945 - Dortmund*

5 January 1945 - Castrop Rauxel
28 February 1945 - Nuremburg
2 March 1945 - Cologne
3 March 1945 - Weirzburg*
5 March 1945 - Gelsenkirchen*
6 March 1945 - Wesel
8 March 1945 - Kassel*
11 March 1945 - Essen*
12 March 1945 - Dortmund*
13 March 1945 - Herne*
22 March 1945 - Dulmen*
23 March 1945 - Wesel*
25 March 1945 - Hanover*
31 March 1945 - Hamburg*
3 April 1945 - Nordhausen*
4 April 1945 - Lutzkendorf*
9 April 1945 - Berlin*

Flight Lieutenant L.G. Barnes has finished a full tour on Mosquito aircraft. He has been engaged during this period on Pathfinder duties and has acquitted himself of them most creditably. Of his total of 57 sorties, forty were as a target marker, mostly on German industrial objectives. His excellent results and steady flying enabled him to be chosen for marking tactical targets in support of our army.

Flight Lieutenant Barnes has done a most useful tour of operations and is strongly recommended for the award of the Distinguished Flying Cross.

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BARNETT, Sergeant Allen Harry (R100638) - **Mention in Despatches** - No.83 Group (AFRO gives "Overseas" only as a unit) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 31 August 1914. Home in Toronto; enlisted there 3 April 1941 as Radio Mechanic. Trained in Toronto; to "Y" Depot, Halifax, 21 May 1941; promoted AC1, 21 July 1941 and LAC, 31 August 1941; arrived in Britain, 1 September 1941. To No.1 Radio School, 21 February 1942. To No.79 Wing, 6 May 1942. Reclassified Radar Mechanic, 21 May 1942. Promoted Corporal, 1 July 1942.. To No.21 Service Unit, 6 February 1943. Promoted Sergeant, 1 April 1943. To Station Chipwell, 6 June 1943; to No.84 Group, 14 October 1943; to No.6095 LWS, 15 November 1943; to No.21 STU, 14 April 1944; to No.5320 MSSU, 1 June 1944; to No.5321 Unit, No.83 Group, 28 November 1944; repatriated to Canada, 6 June 1945; released 28 September 1945. Served in RCAF and Canadian Forces, 1 October

1968 to 17 March 1970. Died 19 September 2005 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2006. Certificate forwarded to Northwest Air Command, 27 October 1948.

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BARNETT, F/L Campbell Devere (J5289) - **Distinguished Flying Cross** - No.107 Squadron - Award effective 25 September 1945 as per **London Gazette** dated 2 October 1945 and AFRO 1822/45 dated 7 December 1945. Born 21 September 1915 in Surrey, New Brunswick; home in Hillsboro, Albert County, New Brunswick; enlisted in Moncton, 14 August 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 when posted to No.4 Manning Depot; to No.8 SFTS on 7 February 1941; graduated and promoted Sergeant, 16 May 1941. Commissioned 17 May 1941. To RAF overseas, 28 December 1941. Promoted Flying Officer, 17 May 1942. Promoted Flight Lieutenant, 17 May 1943. Repatriated via No.31 Depot, 6 June 1945. To No.111 OTU, 7 June 1945. To No.13 (Photo) Squadron, 1 April 1946. Remained in RCAF postwar, retaining rank of Flight Lieutenant (26331). To Toronto, 13 October 1947. To No.413 Squadron, 6 December 1947. To AFHQ, 29 November 1948. Promoted Squadron Leader, 1 June 1949. To No.10 Repair Depot, 27 April 1951. To No.25 Air Material Base, 16 June 1951. To No.4 AFF (whatever that is), 4 March 1953. To No.2 Advanced Flying School, 1 May 1953. To No.1 (Fighter) OTU, 8 August 1953. Promoted Wing Commander, 1 January 1955. Medal presented 1 December 1948. Photo PL-3490 taken 1941 shows R64872 C.D. Barnette (Hillsboro, Nova Scotia), R76949 J.D. Graham (Yarmouth), R62970 D.K. Moores (Yarmouth), R62972 C.B. O'Hanley (Yarmouth), R56378 J.A. Weary (Musgnodoboit, Nova Scotia). Photo PL-38942 shows in a postwar Mitchell; PL-81864 is a portrait, 1950.

This officer has completed two tours of operational duty during which he has inflicted considerable damage on the enemy's road and rail transport bridges and military installations. A skilful pilot, he has never let either adverse weather or enemy opposition deter him from completing his mission.

NOTE: Public Records Office Air 2/9132 has original recommendation dated 6 June 1945 when he had flown 100 sorties (337 hours eleven minutes).

Flight Lieutenant Barnett recently completed his 26th operational sortie with No.107 Squadron. This is his second tour of operations. His first tour was completed with No.53 Squadron between 12 April 1942 and 3 March 1943 when he carried out 74 sorties on Hudson aircraft with Coastal Command.

He has proved himself to be an exceptionally fine operational pilot. Adverse

weather conditions or intense enemy opposition has never prevented him from doing his utmost to find targets and to press home his attacks with exemplary determination. Here are some examples of the very fine results obtained during the operations carried out with this squadron.

On the 22nd of February 1945 he took part in the daylight operation "Clarion" against enemy road and rail transportation. A train of seven to eight coaches was located at S.9316 and a near miss obtained with a bomb. He followed this with cannon attacks and strikes were observed on the locomotive and first coach. At S.1794 twenty scattered trucks were found in a marshalling yard. A bombing attack resulted in a direct hit on the tracks. A bridge over the railway was damaged as a result of further strafing attacks.

On the night of 24th March 1945 railway tracks at V.6013 were bombed and a direct hit obtained on them. Two showers of sparks followed this attack. Later in the same patrol a small fire and some lights in a town at A.7394 were attacked with cannons and strikes observed.

Another railway line was bombed at Y.3800 on the night of the 30th of March 1945. One burst was seen close to the tracks and to a large building; sparks and debris were observed as a result of this bomb burst. A long train was located at Y.3414 and strikes obtained on the locomotive, followed by an explosion. Two further targets were found on this same night; a strafing attack was made on a convoy of three MET at Y.3507 and floodlights beside a canal at X.9633 were doused.

Two nights later, on the 1st of April 1945, a railway junction at C.8141 was bombed but owing to adverse weather conditions the results could not be seen. Despite this bad weather a small stationary train was located at C.9517. Strafing attacks resulted in strikes on the locomotive and on the whole length of the train.

Flight Lieutenant Barnett possesses great determination and devotion to duty and he invariably faced danger with exemplary coolness. His fine offensive spirit and outstanding flying skill have proved to be an invaluable example to the less experienced members of the squadron.

These qualities and the excellence of his operational record makes him well worthy of the award of the Distinguished Flying Cross for which I strongly recommend him.

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BARNETT, F/O Reginald Victor Macauley (J25035) - **Distinguished Flying Cross** - No.100 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 14 June 1923 in Newcastle-on-Tyne. Home in Toronto, attending Upper Canada College, University of Toronto School and University of Toronto (one year, COTC); enlisted in Toronto. 7 May 1942. To No.1 Manning Depot, 16 June 1942. To No.1 SFTS (guard), 10 August 1942. To No.1 ITS, 26 September 1942; graduated and promoted LAC, 4 December 1942; posted next day to No.1 AOS; graduated and commissioned on 2 April 1943. To "Y" Depot, 16 April 1943. To RAF overseas, 15 May 1943. Promoted Flying Officer, 15 October 1943. Promoted Flight Lieutenant, 2 April 1945. Repatriated 9 July 1945. To No.1 WS, 20 August 1945. Retired 5 October 1945. Postwar at University of Toronto, studying accountancy. Became Treasurer of Turnbull Elevator and in 1961 joined Clarkson Gordon. Described as "a talented and tireless forensic accountant...traversing the globe to retrieve shareholders' assets that had been stolen in the largest fraud of his time." Inaugural Treasurer of the National Ballet of Canada. Died in Toronto, 19 January 2013. Medal presented in Toronto 30 November 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 2/8881 has recommendation dated 15 August 1944 when he had flown 30 sorties (141 hours), 21 May to 31 July 1944.

* denotes daylight sortie

21 May 1944 - Duisburg
22 May 1944 - Dortmund
28 May 1944 - Eu
31 May 1944 - Tergnier
2 June 1944 - Berneval
5 June 1944 - Caisbecq
6 June 1944 - Vire
7 June 1944 - Cerisy
10 June 1944 - Acheres
11 June 1944 - Evreux
22 June 1944 - Rheims
24 June 1944 - Hayons*
25 June 1944 - Ligescourt*
27 June 1944 - Vaires
30 June 1944 - Vierzon
2 July 1944 - Oisemont*

5 July 1944 - Dijon
6 July 1944 - Foret du Croc*
7 July 1944 - Caen
12 July 1944 - Tours
14 July 1944 - Revigny
18 July 1944 - Sannerville*
18 July 1944 - Scholven
23 July 1944 - Kiel
25 July 1944 - Coquereaux*
25 July 1944 - Stuttgart
30 July 1944 - Battle area*
31 July 1944 - Foret de Nieppe

Flying Officer Barnett, a Canadian officer, has now completed his first tour of operations totalling 30 sorties. This officer has shown outstanding eagerness and zeal in engaging the enemy. His courage, skill and resource as a navigator are of the highest standard and the energetic and devoted attention he has shown to his responsible work, undeterred by enemy opposition has ensured the success of all his missions. His coolness in action and cheerful courage have been combined with a strong offensive spirit and have contributed to a very high standard of morale in his crew. Flying Officer Barnett fully deserves the award of the Distinguished Flying Cross.

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BARNHART, WO Clifford Pierson (R52558) - **Mention in Despatches** - No.429 Squadron (AFRO gives units as No.63 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born in Niagara Falls, 17 July 1913. Home in Niagara Falls, Ontario (driver and mechanic, previous militia service with Lincoln and Welland Regiment); enlisted there 13 November 1939 as Master Motor Mechanic Transport. To No.10 (BR) Squadron, 16 January 1940. Promoted AC1, 29 February 1940. Reclassified as Aero Engine Mechanic, 1 April 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 15 December 1940. Qualified for Air Gunner Badge, 17 May 1941 but trade unchanged. Promoted Sergeant, 1 October 1941. To No.115 (BR) Squadron, 27 April 1942. To No.162 (BR) Squadron, 31 May 1942. To Yarmouth, 31 July 1942. Promoted Flight Sergeant, 1 September 1942. To "Y" Depot, 17 March 1943. Posted overseas 8 April 1943. Taken on strength of No.3 PRC, 18 April 1943. To No.1664 Conversion Unit, 3 May 1943. Attached to Wittering, 15-18 August 1943. To Leeming, 7 November 1943. To No.429 Squadron, 26 January 1944. Promoted WO2, 15 February 1944. To No.63 Base, 9 September 1944. To No.437 Squadron, 4 June 1945. Repatriated 7 August 1945. Retired 26 September 1945. Engine mechanic after the war; as of 1954 described as a

civilian instructor (engines and airframes) to No.126 Air Cadet Squadron, Niagara Falls. Re-engaged in Primary Reserve in Hamilton, 30 September 1954 as WO2 and Maintenance Superintendent; on strength of Station Trenton, 1 October 1954 to 1 November 1955 (cessation of Special Duty). On strength of Station Trenton again, Special Duty, 1 October 1956 to 30 October 1956.. On strength of Station Trenton again, Special Duty, 1 October to 30 October 1957. On strength of Station Trenton for Special Duty, 2 October to 31 October 1958. Released from Reserve, 31 March 1960. Died in Niagara Falls, 22 April 1971. RCAF Photo PL-42963 (ex-UK-19423) dated 12 March 1945 has following caption: "After an attack on an oil refinery at Wanne-Eickel, Germany, F/O R.V. James, Moncton, New Brunswick, a pilot with the Bison squadron, files his report with WO1 C.P. Barnhart, Niagara Falls, Ontario, of the engineering section." DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation for an MBE dated 28 August 1944.

This warrant officer in his capacity as warrant officer in charge of aircraft servicing has displayed exceptional initiative, determination and devotion to duty. In order to maintain maximum serviceability of aircraft he has worked extraordinarily long hours for days in succession, often not going to his quarters to sleep for several days. He is outstanding in his ground crew duties and is possessed with boundless energy and tact. In the early stages of the war he flew 1,200 hours as air gunner-fitter on coastal patrols where besides flying long hours he working untiringly in maintaining his aircraft. His squadron has a splendid record of serviceability, although it has been called upon for a maximum effort day after day and this record has been compiled in a great measure by Warrant Officer Barnhart who by his untiring efforts has inspired the ground staff to accomplish wonders.

Notes: Flew several times with No.10 (BR) Squadron in Canada, as follows: 17 February 1940 (55 minutes); 30 March 1940 (45 minutes); 22 April 1940 (one hour 15 minutes); 3 May 1940 (25 minutes); 17 May 1940 (one hour); 27 August 1940 (1.05); 4 September 1940 (2.55); 11 September 1940 (13.50); 27 September 1940 (2.20); 4 October 1940 (8.05); 12 October 1940 (3.00); 15 November 1940 (15.75), 31 December 1940 (1.15).

Involved in a crash with No.429 Squadron, 13 July 1944 (lacerations to knees, burns).

Assessment dated 17 July 1944: "WO Barnhart is an outstanding NCI and a great asset to any unit to which he belongs." (P/O E.A. Clifford, No.429 Squadron).

Assessment dated 25 July 1945: "This Warrant Officer is considered exceptional both as a tradesman and a disciplinarian." (W/C J.A. Sproule, No.437 Squadron).

Assessment dated 7 November 1957: "WO2 Barnhart spent most of his time in the T-33 Repair Hangar and Nene 10 Engine Bay. Keenly interested in all phases of maintenance, he got out among the crews where he could participate in inspections and repairs being carried out. Having had T-33 FTTU training, he possesses a good knowledge of the aircraft. He rates high in general ability in his duties, displays initiative and has a good knowledge of the service as well as a very good service attitude. With his pleasant personality he got along with those he worked with. He is considered highly suitable for his assignment." (signature illegible, Engineer Officer, No.6 Hangar, Trenton).

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BARNHART, F/O Harold William (J14199) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 14 July 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born 2 October 1921; home in Coventry, England. Enlisted in Ottawa, 24 April 1941. Granted leave without pay until 10 July 1941 when posted to No.1 manning Depot. To No.31 BGS (guard), 8 August 1941. To No.1 ITS, 13 September 1941; graduated and promoted LAC, 3 January 1942 (a very long time on course); posted that date to No.9 EFTS; may have graduated 13 March 1942 but only posted on 28 March 1942 and then to No.1 Manning Depot. To No.8 SFTS, 7 April 1942; ceased training 10 April 1942 and posted to Trenton. To No.9 AOS, 23 May 1942; graduated and commissioned 11 September 1942. To "Y" Depot, 25 September 1942. To RAF overseas, 22 October 1942. Promoted Flying Officer, 11 March 1943; promoted Flight Lieutenant, 17 July 1944. Repatriated 31 March 1945. To No.1 Air Command, 12 April 1945. To No.9 Release Centre, 5 September 1945; retired 10 September 1945. Medal presented 11 August 1944. RCAF photo PL-31165 (ex UK-12601 dated 21 July 1944) shows F/O H.M. Barnhart, DFC (Ottawa, navigator), W/C W.A.G. McLeish, DFC (Hamilton) and F/O W.W. Robson, DFC (Transcona, Manitoba, navigator). Photo PL-31166 (ex UK-12602 dated 21 July 1944) shows F/O H.W. Barnhart (navigator, Ottawa) and F/O W.W. Robson (Transcona, navigator). RCAF photo PL-31167 (ex UK-12603 dated 21 July 1944) shows him alone. RCAF photo PL-3255 (ex UK-13676 dated 26 August 1944) taken at time of investiture.

This officer has always maintained an exceptionally high standard of skill and efficiency as a navigator. He has completed many successful sorties against the enemy. On one mission to Hanover, all navigational aids failed in his aircraft soon after the takeoff. By extremely accurate astro navigation, however, he was able to guide his crew to the target, arriving at exactly the correct moment and thus contributing much to the success of the attack. He subsequently completed an attack on Berlin in similar circumstances. Throughout his operational career this officer has maintained a high standard of efficiency, ability and enthusiasm.

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BARNHOLDEN, Sergeant Gordon (R102462) - **Commended for Valuable Services** - No.2 Bombing and Gunnery School - Award effective 2 March 1943 as per **Canada Gazette** of that date and AFRO 513/43 dated 26 March 1943. Born 14 February 1922. Home in Toronto. Enlisted in Regina, 20 May 1941 and posted to No.2 Manning Depot. To No.11 Equipment Depot, 12 June 1941. To No.2 ITS, 10 July 1941; graduated and promoted LAC, 31 August 1941 when posted to No. 19 EFTS (ceased training 27 September 1941); to No.3 AOS, 19 October 1941; graduated 14 March 1942 when posted to No.2 BGS; graduated 25 April 1942 when posted to No.1 CNS. To "Y" Depot, 26 May 1942. To RAF overseas, 17 June 1942. Eventually commissioned. Served in No.428 Squadron. Repatriation date uncertain. Completed chemical engineering degree at University of Saskatchewan. Became an expert in wood preservation; last job was with Department of Public Works, Vancouver. Died in West Vancouver, 4 April 2001.

While on a gunnery exercise a Fairey Battle aircraft caught fire and force landed. The pilot and one of the gunners were rendered unconscious. The other gunner, Sergeant Barnholden, regardless of any danger to himself, with the assistance of an ambulance driver, pulled the pilot clear and both Sergeant Barnholden and the ambulance driver then went back into the burning aircraft and rescued the other gunner.

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BARNLUND, F/O Russell Edward (J27284) - **Mention in Despatches** - No.408 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 26 January 1918 (birth date on MI.9 report). Home in Sanford, Manitoba (farmer). Enlisted in Winnipeg, 22 January 1941 as Aero Engine Mechanic and posted to No.2 Manning Depot. To Technical Training School, 26 February 1941. Promoted AC1, 26 July 1941. To No.3 WS, 30 July 1941. Promoted LAC, 1 January 1942. Remustered to aircrew and posted on 2 November 1942 to No.2 ITS; to No.2 BGS on 6 February 1943; to No.5 AOS on 1 May 1943; graduated and commissioned, 11 June 1943. To "Y" Depot, 25 June 1943; to RAF overseas, 6 July 1943. Overseas he attended No.23 OTU (Pershore) and No.1679 Conversion Unit (Wombleton). Forced to abandon aircraft, 24/25 February 1944; evaded capture and returned to United Kingdom on 24 March 1944. Repatriated 1 May 1944. To No.7 BGS, 25 July 1944. To No.4 Training Command, 15 September 1944. To "Y" Depot, 31 October 1944. Overseas posting apparently cancelled on 22 November 1944. To No.5 Release Centre, 18 January 1945. Retired 24 February 1945. Unit identified in AFRO only as "Overseas"; proper unit identified in DHist file 181.009 D.1725 (PAC RG.24 Box 20607).

Public Record Office WO 208/3319 has MI.9 report of evasion (filed jointly with Sergeant Kenneth Edward Lussier, RCAF), based on interview of 25 March 1944. They had been members of a crew

that included FS P.E. Fillion (RCAF pilot, POW), FS E.S. Hetherington (RCAF navigator, POW), F/O A.W. Bockus (RCAF wireless operator, POW), Sergeant Gigg (RAF flight engineer) and Sergeant S. Thorvaldson (RCAF rear gunner, POW). Aircraft took off from Linton-on-Ouse about 2130 hours, 24 February 1944 to bomb Augsburg. Owing to engine failure the Lancaster did not reach the target; crew jettisoned bombs and CS Fillion ordered them to bale out. Barnlund's portion of the report read as follows:

I came down in the back yard of a house in the village of Escarbotin (N.W. Europe 1:250,000, Sheet 4, M 5885) about 0400 hours (25 February). I hid my parachute and flying kit in a haystack and remained hidden myself in a nearby haystack for 48 hours. During this time I lived on the contents of my escape box.

In the early morning of 28 February I started walking in a south westerly direction. On the road I met a woman. I do not speak French, but I made her understand I was hungry. She took me to a farm house and gave me some coffee and a packet of food to take away. After leaving the farm I tore off my RAF wings and my epaulettes and cut down my ordinary flying boots with a hacksaw. I continued walking until about 1300 hours, passing through two villages. When I reached a third village a French boy came out of an alley behind me and started whistling. As it was obvious he was following me, I stopped and he led me by the arm to his house. I believe my first helper had got word to this village that I would be passing through. He gave me some food and some civilian clothes, and then took me to Buigny-les-Gamaches (M 5876), where I stayed for about four or five hours. During this time I was visited by a man who asked me for my identity disc. I was then taken away in a horse-drawn cart to St. Blimont. Here a man took down my personal details which he copied from my identity disc. I was also issued with an identity card for which one of my RAF photographs was used. I left this house at 2100 hours on 28 February and from this point my journey was arranged for me.

The following is from a website dealing with Escape and Evasion and in particular the Paris operation of Réseau Francois-Shelburn <http://www.conscript-heroes.com/escapelines/EEIE-Articles/Art-22-Francois-Shelburn.htm>

F/O Russell E Barnlund (1859) and Sgt Kenneth E Lussier (1860) were crew of Lancaster DS845 on a raid to Augsburg the night of 25/26 February 1944 when the engines began to fail and the aircraft was abandoned near Abbeville. Barnlund came down near Escarbotin where he was helped and taken to St Blimont. Lussier came down near Chepy and was picked up a local man and taken to St Blimont and then Escarbotin where he met Barnlund and their journey was arranged. On 17 March, they were taken to meet Paul Brickwood (1854) and next day all three were

taken to Abbeville for one night then on to Paris with a M Rouen. They went to an apartment belonging to a woman named Bertha then to a café near Montparnasse station and on to a flat belonging to a married couple, where they spent the night. Next day, Barnlund and Lussier were taken to stay with Maurice Cavalier at the Lycee St Louis while Brickwood went to Genevieve Schneegans at 62 rue Tiquetonne. At 0700 on 21 March, they were taken to Montparnasse station where they met four USAAF evaders and two guides – a boy and a girl – who took them by train to Guingamp.

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BARONI, F/L Ross Bernard (J19400) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 14 February 1921 in New Ross, Ontario; home there or Arnprior, Ontario (ex-Royal Canadian Artillery); enlisted Halifax, 24 October 1941 and posted to No.1 Manning Depot. To No.3 Training Command, 17 November 1941. To No.5 ITS, 14 February 1942; graduated and promoted LAC, 25 April 1942 when posted to No.8 AOS; to Trenton, 17 June 1942; to No.6 BGS, 21 July 1942; to No.9 AOS, 13 September 1942; graduated and promoted Sergeant, 23 October 1942. To "Y" Depot, 8 November 1942; to RAF overseas, 22 November 1942. Promoted Flight Sergeant, 23 April 1943. Promoted WO2, 23 October 1943. Commissioned 23 December 1943. Promoted Flying Officer, 23 July 1944 although he had been Acting Flight Lieutenant since 18 June 1944. Repatriated 16 October 1944. Retired 13 March 1945, Living in Kingston in 1949. Died in Ottawa, 10 March 2006. DFC and Bar presented 24 May 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". Public Records Office Air 2/9026 has recommendation dated 20 July 1944 when he had flown 38 sorties (178 hours 35 minutes), 6 September 1943 to 18 July 1944.

* counted as 1/3 an operation
daylight operation
DMB=Deputy Master Bomber
MB=Master Bomber

6 September 1943 - Munich (8.30)
16 September 1943 - Modane (9.00)
23 September 1943 - Mannheim (7.35)
27 September 1943 - Hanover (6.00)
22 October 1943 - Kassel (7.10)
3 November 1943 - Dusseldorf (5.45)
22 November 1943 - Berlin (7.45)

25 November 1943 - Frankfort) (8.10)
26 November 1943 - Stuttgart (7.40)
3 December 1943 - Leipzig (8.40)
20 January 1944 - Berlin (8.15)
28 January 1944 - Berlin (8.00)
15 February 1944 - Berlin (6.40)
26 March 1944 - Essen (4.45)
30 March 1944 - Nuremburg (6.15)
9 April 1944 - Lille (2.50)*
11 April 1944 - Aachen (3.25)
22 April 1944 - Laon (3.50)*
27 April 1944 - Mijion (3.40, MB)
4 May 1944 - Mondidier (2.55)
6 May 1944 - Mantes Gassicourt (2.45)
19 May 1944 - Mont Couple (1.40)
22 May 1944 - Le Mans (3.40, MB)
27 May 1944 - Rennes (3.40, MB)
10 June 1944 - Versailles (3.50, DMB)
12 June 1944 - Amiens (2.35, DMB)
14 June 1944 - Cambrai (2.50, MB)
15 June 1944 - Lens (2.15, MB)
16 June 1944 - Sterkrade (3.40)
17 June 1944 - Oisemont-au-Bois (2.35, MB)
21 June 1944 - Oisemont-au-Bois (2.15, MB)#
24 June 1944 - Bonnetot (2.10, MB)#
28 June 1944 - Wizerne (1.35)
29 June 1944 - Metz (5.15, MB)
1 July 1944 - Oisemont-au-Bois (2.10, MB)#
9 July 1944 - Mont Condon (1.40, MB)#
12 July 1944 - Biemont (2.30, MB)
14 July 1944 - Alderbelck (1.40, MB)
18 July 1944 - Caen (3.0, MB)#

This officer is a skilled Air Bomber who has taken part in many operational sorties against heavily defended enemy targets. Throughout his varied operational career he has at all times displayed a fine fighting spirit and a high degree of courage, skill and initiative which has contributed in no small way to the successes attained by his crew. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

BARONI, F/L Ross Bernard, DFC (J19400) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945.

This officer has completed two tours of operations. He has participated in numerous sorties including attacks on such major targets as Berlin, Frankfurt and Stuttgart. At all times he has displayed a fine fighting spirit, great courage and the utmost determination which have won the admiration of all members of his squadron.

NOTE: Public Record Office Air 2/9038 has recommendation drafted 21 October 1944 when he had flown 52 sorties (14 since previous award) and 244 hours 16 minutes (65 hours 41 minutes since previous award). Added sorties and recommendation as follows:

20 July 1944 - Bottrop (3.20)
23 July 1944 - Kiel (5.16)
24 July 1944 - Stuttgart (6.51)
25 July 1944 - Stuttgart (7.26)
28 July 1944 - Stuttgart (6.17)
12 August 1944 - Russelheim (4.39)
14 August 1944 - TRACTABLE 21 (2.36)
15 August 1944 - Meisbroek (4.42)
16 August 1944 - Stettin (5.19)
25 August 1944 - Russelheim (6.41)
26 August 1944 - Kiel (5.46)
1 September 1944 - Pourchinte (2.16)
5 September 1944 - Le Havre (2.12)
6 September 1944 - Le Havre (2.20)
8 September 1944 - Le Havre - missing, since returned to squadron

Flight Lieutenant Baroni is a very keen and efficient Bomb Aimer, who has now completed two tours of operations against the enemy. Among the many attacks this officer has participated in may be listed such heavily defended areas as Berlin, Frankfurt and Stuttgart. Invariably, this officer has displayed a fine fighting spirit and a determination to make his attacks successful ones. Underneath a calm, unruffled personality, he possesses a flair for offensive action, and dogged determination, which are his outstanding qualities. Undoubtedly, this fine example will be difficult to surpass.. Strongly recommended for the non-immediate award of a Bar to the Distinguished Flying Cross.

The website "Lost Bombers" provides the following information respecting his career. Lancaster PA970 (LQ-Y), had previously been involved in the following sorties: Caen, 7 July 1944; Courtrain, 20/21 July 1944; Kiel, 23/24 July 1944; Stuttgart, 24/25 July 1944; Stuttgart, 28/29 July 1944; Normandy Battle Area (Tactical), 7/8 August 1944; Kiel, 26/27 August 1944. On 8 September 1944 the target was Le Havre. It was airborne at 0657 hours from Gransden Lodge to bomb strong-points near the beleaguered garrison. W/C H.A. Morrison was to be Master Bomber. Aircraft crashed just inside the enemy perimeter. The crew consisted of W/C H.A. Morrison, (RCAF, evaded, awarded Bar to DFC), Flight Sergeant R.A.W. Matsham (evaded), F/L L.W. Queale, (RCAF, evaded), F/L R.A. Swartz, (RCAF, evaded, awarded Bar to DFC), F/L R.B. Baroni, (RCAF, evaded, awarded Bar to DFC), WO2 G.J. Darcy, (RCAF, evaded), Flight Sergeant R. Benabo, (RCAF, evaded), WO2 W. Kuvlak, (RCAF, evaded), The association of this eight-man crew and the position as Master Bomber probably indicates an extra H2S Operator.

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BARR, F/O Douglas William (J25042) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 5 June 1920 in Mawer, Saskatchewan; educated in New Asgoode, Saskatchewan; home in Connell Creek, Saskatchewan (farmer, labourer, truck driver); enlisted Regina 25 June 1942 and posted that date to No.3 Manning Depot, Edmonton. To No.2 WS, Calgary, 7 August 1942 (non-flying duty); to No.4 ITS, Edmonton, 26 September 1942; graduated 4 December 1942 and posted to No.2 AOS, Edmonton (graduated and promoted Sergeant, 2 April 1943; subsequently commissioned with effect from that date. To "Y" Depot, 16 April 1943; embarked from Canada, 16 May 1943; disembarked in Britain, 24 May 1943. Attached to ACOS (whatever that is), 14 June to 10 July 1943. To No.9 (Observer) AFU, 31 August 1943. Promoted Flying Officer, 2 October 1943. To No.23 OTU, 12 October 1943. To No.61 Base, 18 February 1944. Attached to Battle School, 18-24 February 1944. Attached to No.1666 Conversion Unit, 24 February to 12 April 1944. Posted to No.426 Squadron, 12 April 1944; navigator in P/O R.M. Stone's crew. Promoted Flight Lieutenant, 1 January 1945. To No.63 Base, 15 May 1945. Repatriated 3 December 1945. Released 17 January 1946. Enrolled in Primary Reserve (96712), 7 September 1962 with rank of Flying Officer, Education Branch, and assigned to No.12 Royal Canadian Air Cadets Squadron, Edmonton, as Chief Instructor. To Squadron, Saskatoon, 13 September 1965. Relinquished commission, 31 August 1968. Medal presented 29 June 1945. Died in Saskatoon, 18 January 1998 as per **Legion Magazine** of September 1998. RCAF photo PL-33052 (ex UK-15464 dated 2 October 1944) shows three members of a crew which had just completed their first tour - P/O C.R. Goldies (Bulyea, Saskatchewan), F/O Doug Barr (Connell Creek, Saskatchewan) and F/O Roger Stone (Strongfield, Saskatchewan). RCAF photo PL-44885 (ex UK-22468 dated 6 July 1945) shows him with his wife following investiture on 29 June 1945. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.4431 (RG.24 Vol.20649)

has recommendation dated 22 October 1944 when he had flown 32 sorties (146 hours 50 minutes), 12 May to 27 September 1944.

Flying Officer Barr has completed a tour of operations over enemy territory and throughout his exceptional keenness and devotion to duty have been outstanding. His accurate navigation in all occasions has undoubtedly been responsible to a very great extent for the successful conclusion of the tour by his crew, and his cheerful disposition has been an inspiration to them as well as to the other members of the squadron. He also assisted greatly in his section in the training of new navigators. He is highly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

12 May 1944 - Louvain (4.40)
19 May 1944 - Franceville (4.40)
22 May 1944 - Le Mans (4.50)
24 May 1944 - Trouville (3.45)
27 May 1944 - Leopold (4.15)
21 May 1944 - Au Fevre (4.15)
17 June 1944 - Neuville (4.20)
1 July 1944 - Biennais (3.35)
4 July 1944 - Biennais (3.50)
5 July 1944 - Biennais (3.50)
6 July 1944 - Coquereaux (4.00)
7 July 1944 - Caen (4.55)
12 July 1944 - Creil (4.20)
7 August 1944 - Totalize 5 (4.20)
8 August 1944 - Foret de Chantilly (5.30)
9 August 1944 - Foret de Nieppe (3.30)
10 August 1944 - La Pallice (6.45)
12 August 1944 - Mont Richard (5.30)
12 August 1944 - Falaise (4.00)
13 August 1944 - Bons Tassily (4.40)
15 August 1944 - Brussels (3.35)
16 August 1944 - Kiel (5.45)
18 August 1944 - Connantre (6.15)
25 August 1944 - Brest (5.25)
9 September 1944 - Le Havre (4.00)
10 September 1944 - Le Havre (4.10)

11 September 1944 - Castrop Rauxel (5.00)
13 September 1944 - Osnabruck (4.35)
15 September 1944 - Kiel (6.00)
25 September 1944 - Calais (4.05)
26 September 1944 - Calais (4.40)
27 September 1944 - Bottrop (4.40)

Notes: Application for Operational Wing dated 2 October 1944 stated he had flown 32 sorties (147 hours), April to September 1944.

Assessed 29 April 1945 at No.3 PRC - "This officer is keen and ambitious and has the making of a first class Administrative Officer. Handles men well." (S/L T.D.H. Hodgins)

On repatriation form dated 15 November 1945 he stated he had flown 31 sorties (150 operational hours), the last on 28 September 1944; also 165 non-operational sorties. Types experienced were Anson (40 hours), Wellington (65 hours) and Halifax (210 hours).

Training: Attended No.2 AOS, 7 December 1942 to 1 April 1943. Anson aircraft- 36.50 as first navigator (day), 39.45 as second navigator (day), 23.25 as first navigator (night), 12.20 as second navigator (night). Graded in Navigation air work (540/700), Photography, air (84/100), Elements of Navigation (350/500), Magnetism and Compasses (90/100), Instruments (38/50), Signals, practical (100/100), Signals, written (34/50), Maps and Charts (36/50), Meteorology (71/100), Photography (41/50), Reconnaissance (35/50), Aircraft Recognition (91/100) and Armament (41/50). Placed tenth in a class of 17. "Very practical type. Shows steady improvement in both air and ground work."

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BARR, F/O Harold Watson (J90644) - **Mention in Despatches** - No.644 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born in Toronto, 18 February 1921. Home in London, Ontario; enlisted there 7 April 1942. To No.1 Manning Depot, 25 April 1942. To No.1 Training Command, 20 June 1942. To No.5 ITS, 15 August 1942; graduated and promoted LAC, 10 October 1942 but not posted to No.13 EFTS until 7 November 1942; graduated 9 January 1943 when posted to No.16 SFTS; graduated as a Sergeant, 14 May 1943. Posted to "Y" Depot, Halifax, 15 May 1943; to RAF Trainees Pool, 26 May 1943; arrived in UK, 4 June 1943; to No.20 (P) AFU, 22 June 1943; to No.82 OTU, 31 August 1943; to No.61 Base, 31 December 1943; attached to No.1659 Conversion Unit, 23 January 1944; to No.298 Squadron, 23 February 1944; to No.644 Squadron, 15 March 1944; to Station Tempsford, 12 June 1945; to Station Snaith, 25 June 1945; repatriated 2 August 1945; released 20 September 1945. Certificate sent 10 August 1948. Author of **644 Squadron: Through the Eyes of a Canadian** (1988).

On a form dated 22 July 1945 he reported having flown 169 hours ten minutes on operations plus 519 hours five minutes non-operational hours overseas. He gave his sorties as 34, and flying times on various aircraft as follows (all numbers approximations) - Oxford (68), Wellington (82) and Halifax (528). Another form states he was honoured for "Operational - Flying - not in conflict - meritorious."

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BARR, FS James (R139334) - **British Empire Medal** - No.4 Release Centre - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 10 September 1921. Home in Toronto; enlisted in Hamilton, Ontario, 26 November 1941 as "Tradesman" and taken on strength of No.1 Manning Depot. Reclassified as Clerk/Stenographer, 13 March 1942. To Torbay, 18 April 1942. Promoted LAC, 1 October 1942. Promoted Corporal, 1 November 1942. To No.1 Manning Depot, 25 June 1943. Promoted Sergeant, 1 November 1943. To No.4 Release Centre, 31 October 1944. Promoted Flight Sergeant, 1 January 1946. Released 9 March 1946. Invested with medal, 18 October 1947. Governor General's Records (RG.7 Group 26 Volume 60, file 190-I, dossier 9) has citation.

Flight Sergeant Barr has proven himself at all times to be a completely capable non-commissioned officer. His devotion to duty and the service, and his work in it, can be regarded as exceptional. He has proven that he can accomplish a large volume of work in a short time and is thus considered outstanding as an example to all airmen for whom he is responsible, as well as those with whom he is associated. He has proven himself worthy of recognition by virtue of his continued outstanding loyal and efficient service.

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BARR, LAC John Charles (R139358) - **Mention in Despatches** - No.419 Squadron (AFRO gives unit as No.64 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 3 January 1918. Home in Sherridan, Manitoba; enlisted Hamilton, 27 November 1941 as "Tradesman" and posted to No.1 Manning Depot. Classified as Armourer/Guns, 14 January 1942. To Mountain View, 17 January 1942. To No.9 BGS, 10 March 1942. To "Y" Depot, 16 November 1942. To RAF overseas, 10 December 1942. Promoted Corporal, 1 April 1943. Repatriated 4 June 1945. To Very Long Range training, Yarmouth, 8 June 1945. To Release Centre, 29 August 1945. Released 3 September 1945. Died 22 September 2008 at Cutknife, Saskatchewan as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2009. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation from W/C W.P. Pleasance, CO of No.419 Squadron, to CO Middleton St.George dated 14 July 1944. Had

enlisted 27 November 1941; 13 months in Canada, 19 months overseas.

This airman's keen interest and thorough efficiency has made him an admirable credit to his squadron. On every occasion his excellent understanding of trade responsibilities, combined with continuous hard work, has resulted in a perfect record of technical operations, whilst proving an ideal example for other tradesmen.

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BARR, F/L Vernon Leroy (J29213) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 13 August 1914 in Regina; home in Bengough, Saskatchewan or Vancouver (truck driver); enlisted in Vancouver 15 June 1942. Granted leave without pay until 7 September 1942 when posted to No.3 Manning Depot. To No.7 ITS, 5 December 1942; graduated and promoted LAC on 19 February 1943; to No.6 EFTS, 20 February 1943; course completed on 16 April 1943 and posted next day to No.7 SFTS; graduated and commissioned 6 August 1943. To "Y" Depot, 20 August 1943. Embarked from New York, 12 October 1943; arrived in United Kingdom, 19 October 1943. Taken on strength of No.3 PRC, 20 October 1943. Attached to No.6 EFTS, and No.50 Group Operations Pool, 31 December 1943 to 21 January 1944. Promoted Flying Officer, 6 February 1944. Attached to Woodhall, 16 February to 14 March 1944. To No.3 (Pilots) AFU, 14 March 1944. Attached to No.1539 Beam Approach Training Flight, 18-25 April 1944. To No.24 OTU, 30 May 1944. To No.61 Base, 23 August 1944. Detached to Aircrew School, Dalton, 23-30 August 1944. Attached to No.1659 Conversion Unit, 30 August to 5 October 1944. To No.434 Squadron, 5 October 1944. Promoted Flight Lieutenant, 30 December 1944. Repatriated 8 April 1945. To No.2 Air Command, Winnipeg, 17 April 1945. To Western Air Command, same date. To No.8 Release Centre, Vancouver, 23 June 1945. Released 29 June 1945. As of 14 June 1955, RCAF Headquarters was trying to arrange the mailing of his DFC to him. Died in New Westminster, British Columbia, 6 September 1970. Medal sent by registered mail December 1955. 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.1941 (RG.24 Vol.20612) has recommendation dated 24 March 1945 when he had flown 36 sorties (256 hours), 6 October 1944 to 12 March 1945.

This officer has completed many successful sorties over such strongly defended targets as Stuttgart, Munich, and Nurnburg. Throughout his tour he has pressed home his attacks with courage and coolness under all hazardous circumstances. He has displayed the greatest keenness for air operations and his devotion to duty has been of a very high order...

The sortie list was as follows:

6 October 1944 - Dortmund (6.25)
23 October 1944 - Essen (6.00)
25 October 1944 - Homburg (5.20)
28 October 1944 - Cologne (5.30)
30 October 1944 - Cologne (6.00)
1 November 1944 - Oberhausen (6.25)
2 November 1944 - Dusseldorf (6.20)
3 November 1944 - Bochum (6.10)
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)
2 December 1944 - Hagen (7.30)
4 December 1944 - Karlsruhe (7.35)
5 December 1944 - Soest (7.00)
6 December 1944 - Osnabruck (6.15)
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 - Merseberg (8.40)
16 January 1945 - Zeitz (9.00)
28 January 1945 - Stuttgart (7.45)
1 February 1945 - Mannheim (7.20)
2 February 1945 - Wiesbaden (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 - Reuss (2.50, recalled)
1 March 1945 - Mannheim (7.40)
2 March 1945 - Cologne (6.15)
5 March 1945 - Chemnitz (10.30)
7 March 1945 - Dessau (6.45)
11 March 1945 - Essen (6.00)
12 March 1945 - Dortmund (6.05)

Notes: On repatriation form dated 28 March 1945 he stated he had flown 36 sorties (262

operational hours) and 251 hours 45 minutes non-operational (last sortie was 12 March 1945). Types flown overseas were Tiger Moth (16 hours 20 minutes), Oxford (62.55), Wellington (78.45), Halifax II and V (39/45), Halifax III (130.45) and Lancaster (185.15).

Application for Operational Wing dated 16 March 1945 stated he had flown 36 sorties (254 hours 15 minutes), 6 October 1944 to 12 March 1945.

He was an adopted son and his father had died. Flew about 25 hours as a passenger. On enlistment he stated that he had saved for university but hopes destroyed by Depression and destruction of farm. He read aviation magazines, and wrote, "I began to believe I might have a chance to pass the medical. I have a sincere desire to fly and am the only one capable of representing this particular family." When interviewed (15 June 1942) it was noted, "This man has been out of school for 11 years. His work has been all truck driving. Doubt if he could qualify through P.E. School but may be worth a trial here." He was recommended for aircrew duties except Wireless Operator/Air Gunner (too tall).

Training: Course at No.7 ITS was 7 December 1942 to 19 February 1943. Courses in Mathematics, Armament (written and practical), Drill, Law and Discipline, Navigation, Airmanship, Anti-Gas, Aircraft Recognition, and Signals. Scored 872 out of 1,000 points. Placed 41st in a class of 96. "Visual Link 47. Medical Category - Fit for Pilot or Navigator only. Navigation mark too low for Navigator. Very keen for Pilot and should make the grade with hard work."

Course at No.6 EFTS was 22 February to 16 April 1943. Tiger Moth aircraft - 78.00 day dual (8.15 to first solo), 41.30 day solo, 4.00 night dual, 1.00 night solo). Logged 10.00 on instruments and 10.30 in Link. Ground courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition and Signals. Scored 531 out of 700 points. Placed 19th in a class of 39. "This student's general flying is above average. Is a good average on Instrument Flying but over-controls here. Is quite ambitious, mature and steady. Is well mannered, has no outstanding faults. Recommended for reconnaissance."

Course at No.7 SFTS was 19 April to 6 August 1943. Flew Anson II aircraft (3.55 day dual to first solo, total 78.00 day dual, 54.30 day solo, 1.10 night dual to first night solo, total 10.00 night dual, 10.20 night solo. Spent 12.00 in formation, 26.00 on instruments; logged 22 hours in Link. Graded in flying tests as follow: General Flying (204/300), Instrument Flying (137/4/200), Navigation (97.6/150), Armament (124/150), Night Flying (69/100), Formation (33.5/50) and Link (33.5/50). Ground courses in Airmanship (155/200), Armament (160/200), Navigation (144/200), Aircraft Recognition (96/100), and Meteorology (84/100). Placed 6th in a class of 46. "GIS high average. Good average pilot. Applies himself well and seems to understand what is required. Deportment very good. Recommended for a commission."

Course at No.3 (Pilots) AFU was 30 March to 30 May 1944. Oxford aircraft (2.50 day dual to first day solo, 13.25 total day dual, 16.10 day solo, 1.25 night dual to first night solo, 7.15 total night dual, 10.45 night solo). Of these times, 5.40 on instruments. Logged 5.30 in Link. Flying tests in General Flying (258/400), Applied Flying (130/200), Instrument Flying (170/250), Night Flying (68/100), Link (41/50). "This pilot has worked hard and shown keenness throughout. His flying ability is a good average and he should make a good captain of aircraft with further experience." (S/L R. Bailey, 24 May 1944).

On attachment to No.1539 Beam Approach Training Flight, 18-24 April 1944, flew in Oxford aircraft (10.20, all on instruments) plus five hours in Link. Graded on Beam Approach Procedure and "Q" Codes, Link (128/200), Receiver Operation (69/100), Instrument Flying (173/250, Cloud and Night Flying (172/250) and General Application of Beam Approach Procedure, flying (138/200). "Instrument flying high average. Very smooth pilot, reached high average on Standard Beam Approach."

Course at No.24 OTU was 30 May to 11 July 1944. Wellington aircraft (4.30 day dual to first day solo, 5.40 total day dual, 6.25 day at controls with a captain, 32.40 day at controls without captain; 4.15 night dual to first night solo, 5.15 total night dual, 6.30 night at controls with a captain, 22.15 night at controls without a captain). Flew 13 hours on instruments. Logged 15 hours in Link. Flew one Nickel operation and one Bullseye. Four daylight fighter affiliations and two night fighter affiliations. Did 12 dry and two wet dinghy drills and eight parachute drills. Flying tests in General Flying (280/400), Applied Flying (135/200), Instrument Flying (165/250), Night Flying (70/100), Link (30/50). Ground courses in Airmanship (276/300), Navigation (140/200), and Signals (80/100). "An ex-AFU pupil of above average as a pilot and very much above average as a Captain. He handles his crew exceptionally well and by his example and hard work has made an above average crew. He has on several occasions been able to complete a detail satisfactorily by his initiative and determination." (W/C B.H.J. Miller, 11 August 1944).

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BARRABLE, F/O Gordon Henry (C87517) - **Mention in Despatches** - Middleton St.George - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. AFRO identifies unit only as "Overseas"; **No.6 Group Monthly Summary of Activities** (July 1944), p.12 listed him as Station Armament Officer, Skipton. However, DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation sent to No.6 Group Headquarters, from Middleton St.George, 2 February 1945 when he had served 16 months in Canada, 22 months overseas. Born 27 April 1919. Enlisted in Winnipeg (his home town), 13 August 1941 and posted to No.5A Manning Depot. To Air Armament School, 19 September 1941. Promoted AC1, 15 December 1941. To No.7 BGS, 16 December 1941. Promoted LAC, 1 July 1942. Promoted Corporal, 1 August 1942. Promoted Sergeant, 1 January 1943. To "Y" Depot, 11 March 1943. To RAF overseas, 27

March 1943. Commissioned 27 July 1944. Promoted Flying Officer, 27 January 1945. Repatriated 3 December 1945. Retired 15 January 1946. RCAF photo PL-26964 (ex UK-8504 dated 3 March 1944) is captioned as follows: "The production line at the bomb dump. Trolleys drawn by tractors carry the blockbusters and incendiary canisters from the dump to the bombers dispersed all over the airdrome. Driving the first tractor is Corporal Jimmy Allen of St. Mary's, Ontario, armourer-driver. On the second tractor is Corporal G.E. Swick of Hamilton, Ontario. Beside him is the NCO in charge of the dump, Sergeant G.H. Barrable of Winnipeg, Manitoba." Photo PL-26971 (ex UK-8511) shows him supervising the loading of incendiary-filled small bomb canisters onto bomb trolleys.

This officer over a period of six months has done an exceptional job in charge of Daily Servicing Armament. He has worked long hours and several times by his efforts has got aircraft bombed up which otherwise would not have been bombed up.

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BARRETT, F/O Alexander Robert Brownlie (J37519) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Some information obtained via his widow. Born 19 July 1921 in Hamilton, Ontario; home there (blacksmith, Stelco); enlisted there 16 June 1942. To No.1 Manning Depot, 5 August 1942. To No.1 ITS, 5 December 1942; graduated and promoted LAC, 19 February 1943. Posted next day to No.9 EFTS. Ceased training and posted to No.1 Manning Depot, 27 March 1943. To No.6 BGS, Mountain View, 17 April 1943. To No.9 AOS, 12 June 1943. Graduated and commissioned on 29 October 1943. To No.1 BGS, 13 November 1943. To "Y" Depot, 13 January 1944. Taken on strength of No.3 PRC, 18 January 1944. Repatriated 15 April 1945. Retired 20 June 1945. Medal presented 27 July 1949 in Hamilton. Upon retirement from the RCAF he returned to Stelco and worked a further 40 years. Died 25 December 2002 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2003. 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.2610 (RG.24 Vol.20627) has recommendation dated 22 January 1945 when he had flown 21 sorties (116 hours 50 minutes), 15 September 1944 to 14 January 1945.

Acting in the capacity of Navigator, this officer has completed over twenty sorties, most of which were carried out over German territory, Cologne, Dusseldorf, Karlsruhe, Bochum and Duisburg, to mention only a few. His courage and devotion to duty combined with his sterling ability to perform his duties successfully under the most hazardous conditions has made him a most valued member of aircrew.

On a recent occasion upon returning from an attack on Bochum on the night of October 4th, 1944, Flying Officer Barrett demonstrated his exceptional skill by guiding his crew safely back to base, after his compass and his other navigational aids had been rendered unserviceable by enemy action.

The above is an exact transcription from the file, but the Commanding Officer was incorrect in ascribing the date of the Bochum raid to 4 October 1944 as this target was not attacked until 4 November 1944. This is borne out not only by Martin Middlebrook (**The Bomber Command Diaries**) but by the sortie list which accompanied the recommendation, as follows:

15 September 1944 - Kiel (6.50)
17 September 1944 - Boulogne (3.15)
20 September 1944 - Calais (3.40)
24 September 1944 - Domburg (3.40)
25 September 1944 - Calais (3.40)
27 September 1944 - Sterkrade (5.30)
28 September 1944 - Cap Gris Nez (4.30)
14 October 1944 - Duisburg (6.05)
14 October 1944 - Duisburg (5.40)
23 October 1944 - Essen (6.10)
28 October 1944 - Cologne (6.50)
30 October 1944 - Cologne (6.10)
1 November 1944 - Oberhausen (6.20)
2 November 1944 - Dusseldorf (5.50)
4 November 1944 - Bochum (6.10)
6 November 1944 - Gelsenkirchen (5.15)
21 November 1944 - Castrop-Rauxel (5.50)
27 November 1944 - Neuss (5.15)
30 November 1944 - Duisburg (6.15)
2 December 1944 - Hagen (7.05)
4 December 1944 - Karlsruhe (6.50)
6 December 1944 - Osnabruck (4.20 - early return)
18 December 1944 - Duisburg (6.00)
26 December 1944 - St. Vith (6.15)
28 December 1944 - Opladen (5.45)
29 December 1944 - Oberlar (5.30)
13 January 1945 - Saarbrucken (7.00)
14 January 1945 - Grevendoich (6.00)

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BARRETT, S/L Joseph Flavelle (J3740) - **Air Force Cross** - No.1 Training Command Headquarters (since moved to No.5 OTU). Award effective as of 1 January 1945 as per **Canada Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 3 June 1918 in Toronto as stated in RCAF Press Release 4907 announcing award. Attended Upper Canada College (1926-1932), University of Toronto (1932-1936, at which time he was also a Lieutenant in the Queen's Own Rifles of Canada) and Osgoode Hall Law School (1936-1939). Junior partner in the law firm of White, Ruel and Bristol, 1939-1940. Home in Toronto; enlisted there 26 June 1940. To No.1 ITS, 20 July 1940; graduated and promoted LAC, 16 September 1940 when posted to No.1 EFTS; may have graduated 11 November 1940 but not posted to No.2 SFTS until 16 November 1940; graduated and commissioned 29 January 1941 To Central Flying School, Trenton, 14 April 1941. Promoted Flying Officer, 29 January 1942. To No.6 SFTS, 22 June 1942. To "Y" Depot, 1 October 1942; to RAF overseas, 7 October 1942. Attended Empire Central Flying School with F/O H.E.C. Deane-Freeman and F/L J.D. Lamb. Repatriated 28 February 1943. To No.1 Composite Training School, 17 March 1943. Promoted Flight Lieutenant, 1 April 1943. To AFHQ, 15 August 1943. To No.1 Training Command, 30 August 1943. Promoted Squadron Leader, 1 December 1943. To No.5 OTU, 2 October 1944. To No.11 (BR) Squadron, 15 March 1945. To Release Centre, 17 August 1945. Retired 21 August 1945. Died in Toronto, 9 May 1977. Medal sent by registered mail 20 September 1946. Reported as having flown 2,159 hours to date, 1,741 hours as instructor.

This officer on all occasions throughout his career on flying instructional duties has carried out his tasks with despatch and effectiveness. By his untiring efforts and devotion to duty, he has materially assisted in raising and maintaining a high standard of pilot training. By his skill, initiative and resourcefulness, he has made a valuable contribution to the training plan.

This was based on a recommendation raised 19 August 1944 by G/C D.S. Blaine, Senior Air Staff Officer, No.1 Training Command. This gave flying times as 2,186 hours 15 minutes total, 1,741 hours ten minutes as instructor and 107 hours 45 minutes in previous six months. Text as follows:

A pilot, Flying Instructor and Staff Officer of outstanding ability, Squadron Leader Barrett has on all occasions carried out his tasks with despatch and effectiveness. By his untiring efforts and devotion to duty, he has materially assisted in raising and maintaining a high standard of pilot training and through initiative and foresight has contributed greatly to the war effort.

Selected Assessments: "An above average instructor and a very capable officer. Potential Examining Officer material. Has had excellent results with his students at Central Flying School. SFTS experience should round out his knowledge of training." (W/C F.C. Carling-Kelly, Central Flying School, 18 June 1942).

"A Canadian instructor who, in spite of little experience on the Master aircraft, flew the aeroplane confidently and accurately. His knowledge of the Single Engine sequence of instruction is sound, and his demonstrations are convincing. Recommended A.2 Category." (F/L J.A. Hart, Empire Central Flying School, 8 February 1943).

"This officer successfully completed the Empire Central Flying School course with a very high grading. He has lots of ability and has been a very valuable instructor at Central Flying School. Strongly recommended for promotion to Acting Flight Lieutenant." (W/C F.C. Carling-Kelly, Central Flying School, Trenton, 29 March 1943).

Notes: Accident at Trenton, 10 September 1941, Harvard 2629; he was instructing P/O J.E. Vallance. Starboard wing struck ground, damaging wing tip and aileron. "Over correction for drift while landing cross wind."

Accident at Trenton, 9 February 1942, Harvard 1342, instructing Sergeant J.P. Dagenais. Aircraft skidded sideways and over-ran the wingtip of a parked aircraft, 3222. "Congested taxi area, slippery condition of tarmac caused by heavy snow fall."

Training: Interviewed on 22 April 1940 when described as "well above average."

At No.1 ITS, 22 July to 14 September 1940. Courses in mathematics (72/100), Armament, practical and oral (72/100), Visual Link ("good"), Drill (79/100), Law and Discipline (87/100). Was 162nd in a class of 193. "Officer material. A very good type. Has been commissioned in the Queen's Own Rifles."

Course at No.1 EFTS, 16 September to 11 November 1940. Flew Finch II (30.30 dual, 28.15 solo) and logged two hours 45 minutes in Link). Rated "above average" as pilot. Ground courses in Airmanship (128/200), Airframes (151/200), Aero Engines (166/200), Signals, practical (50/50), Theory of Flight (76/100), Air Navigation (169/200), Armament, oral (152/200). Graded 166/200 as officer potential. Was fifth in a class of 24. "Officer material, very conscientious."

Course at No.2 SFTS was 18 November 1940 to 28 January 1941. Flew Yale (7.00 dual, 3.500 solo, all by day) and Harvard (23.40 day dual, 44.10 day solo, 1.30 night dual, 4.10 night solo). "Clear hood flying above average. Instrument exceptional. A smooth, steady pilot - no outstanding faults." Ground courses in Airmanship (138/200), Armament, written (75/100), Armament, practical (65/100), Air Navigation (135/200), Signals (40/50). "Industrious, fine appearance. Good family background. Definitely an officer." Also described as "Excellent type - above average in all departments - very popular with his class." Placed second in a class of 54.

Instructor course at Central Flying School was 29 January to 11 April 1941. Flew 80 hours solo, 75

hours dual on Moth, Fleet and Harvard aircraft. "An above average pilot, voice and manner good. Knowledge of sequence needs improvement. Very good instructor type." (F/O S.A. Bushell). Ground courses in Airframes (94/100), Airmanship (80/100), Engines (91/100) and Air Navigator (94/100). Granted "C" Category at the time. Subsequently retested and raised to "B" Category, 12 August 1941. Raised to Category A-1, 29 April 1943.

Course at Empire Central Flying School was 11 November 1942 to 10 February 1943. He flew Elementary Trainer (6.00 day dual, 15 minutes night dual, 9.30 day solo, 50 minutes night solo), Single Engine Service Trainer (7.00 day dual, 50 minutes night dual, 11.40 day solo, 45 minutes night solo), Multi-Engine Service Trainer (13.55 day dual, 2,45 night dual, 10.50 day solo, 2.25 night solo), Single Engine Service Type (5.30 day solo) and Multi-Engine Service Type (4.25 day dual, 2.25 day solo). Graded as a pilot as "Above average with further experience", as a flying instructor as "above average." W/C A.C. Kermode (Chief Ground Instructor) described him as "A capable officer who has done his best to make up for his handicap of being junior in rank to the majority of the Course - speaks well and writes well - his essays have been some of the best on the course. With further experience he should do well in a position of responsibility." W/C A. Watts (Chief Instructor) wrote, "He has made full use of his time on the course. Has shown great interest in measurement flying which he hopes to carry on in Canada." It appears that on this course he got to fly Hurricanes, Spitfires and Wellintons.

Course at No.5 OTU involving two types of aircraft. On Mitchell, flew 18.35 day dual, 25.15 day as first pilot, 3.30 day as second pilot, 5.00 night dual, 10.05 night as first pilot. On Liberator flew 16.00 day dual, 34.40 day as first pilot, 1.00 day as second pilot, 3.30 night dual, 32.25 night as first pilot. Also logged 25.45 in Link. Ground school courses in Aircraft Recognition (66/100), Navigation and Meteorology (196/200), Plotting (86/100), and Airmanship (272/300). Also tested in Morse (eight words a minute receiving, seven words a minute sending) and Aldis (seven words a minute, sending and receiving). Described on 21 February 1945 as follows: "This officer has been a good, steady worker and has shown improvement all through the course." ((S/L W. Grierson-Jackson, Chief Ground Instructor); "An excellent officer. He has a very good personality, is neat in navigation and is very well mannered. He has proved to be a good leader of men." (W/C W.A. MacKay).

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BARRETT, F/O Leslie George (J36697) - **Mention in Despatches** - No.161 (BR) Squadron - Award effective 1 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. Born 19 February 1920. Enlisted in London, Ontario, 4 March 1941. To No.1 Manning Depot, 9 June 1941. To No.1 Equipment Depot, 5 July 1941. To No.4 WS, 25 October 1941; promoted LAC, 25 November 1941. Promoted Sergeant, 8 May 1942; to No.1 BGS, 9 May 1942; to No.4 AOS, 22 August 1942. Promoted Flight Sergeant, 8 December 1942. To Halifax, 25

May 1943. To Eastern Air Command, 15 June 1943. To No.161 (BR) Squadron, 17 June 1943. Commissioned 20 August 1943. Promoted Flying Officer, 20 February 1944. To "Y" Depot, 25 September 1945. To No.6 OTU, 21 December 1945. To Release Centre, 15 February 1946. Retired 21 February 1946.

This officer has completed a tour of operations against the enemy and at all times has shown the greatest fortitude, skill and devotion to duty. In addition, while serving as Squadron Armament Officer, he has displayed such initiative and thoroughness that he has been a constant inspiration to all with whom he has served.

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BARRETT, F/O William Lemert (J18930) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born 10 February 1921 in Forest Hill, New Brunswick; home in Fredericton (ex-gunner, Royal Canadian Artillery); enlisted Moncton, 7 August 1941. To No.5A Manning Depot, 28 August 1941. To No.1 WS, 28 March 1942; promoted LAC, 30 April 1942; to No.6 BGS, 10 October 1942; graduated and promoted Sergeant, 9 November 1942. To "Y" Depot, date uncertain; to RAF overseas, 15 December 1942. Promoted Flight Sergeant, 9 May 1943. Commissioned 5 October 1943. Promoted Flying Officer, 5 April 1944. Repatriated 1 May 1945. To Moncton, 16 May 1945. To No1 Radio Navigation School, 22 June 1945. Retired 29 September 1945. Medal sent by registered mail 22 November 1948. Photo PL-33625 shows him. 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 2/9632 has recommendation dated 15 May 1944 when he had flown 26 sorties (169 hours 45 minutes), 9 July 1943 to 27 April 1944.

9 July 1943 - Gelsenkirchen (7.05)
13 July 1943 - Aachen (5.25)
24 July 1943 - Hamburg (6.10)
25 July 1943 - Essen (4.20)
27 July 1943 - Hamburg (5.35)
29 July 1943 - Hamburg (5.40)
30 July 1943 - Remscheid (5.55)
2 August 1943 - Hamburg (6.15)
7 October 1943 - Stuttgart (7.37)
22 November 1943 - Berlin (6.58)
23 November 1943 - Berlin (6.57)
26 November 1943 - Berlin (7.04)
2 December 1943 - Berlin (7.11)

16 December 1943 - Berlin (7.16)
20 December 1943 - Frankfurt (5.33)
29 December 1943 - Berlin (6.36)
14 January 1944 - Brunswick (7.04)
28 January 1944 - Berlin (7.04)
15 February 1944 - Berlin (7.08)
20 February 1944 - Stuttgart (7.29)
24 February 1944 - Schweinfurt (8.32)
24 March 1944 - Berlin (7.32)
10 April 1944 - Laon (5.10)
20 April 1944 - Cologne (5.09)
26 April 1944 - Essen (4.42)
27 April 1944 - Fredrichshaven (8.18)

Pilot Officer Barrett has completed one tour of operations with this squadron as a Wireless Operator. His sorties consisted of many attacks on distant targets in Germany, including five trips to the Ruhr, three to Hamburg, nine to Berlin and several others to southwest Germany. In all these operations, Pilot Officer Barrett has displayed great courage and has set up a fine record of achievement.

As the Deputy Signals Leader of this squadron, he has at all times set a high standard of professional skill, and his enthusiasm towards his duties is largely responsible for the excellent signals record of this squadron.

Note: The following is from The Memory Project
(<http://www.thememoryproject.com/stories/1301:william-barrett/>):

We were posted in May 1943 to [RCAF No.] 408 [Bomber] Squadron, which at that time was at [RAF] Leeming in Yorkshire. We were waiting for operations. At that time, I had a very good friend who also was a wireless op [operator] by the name of Assaf from out west. He and I were due to go on leave the following day and his leave came through in the afternoon; and he says, I'll see you down in Brighton, in the morning. My leave didn't come through until the next morning when we got word back that he had been in the shower and the German plane had come over and strafed, and killed him. So here I am, and he's gone.

We went on our first op [operation] to Aachen. Roughly we had four trips on Hamburg in six nights. So we figured that we were going to get through the tour rather quickly. But as it ended up, the pilot was promoted to a squadron leader and he became head of one of the flights, which meant that he didn't go on ops every trip and the crew naturally didn't go either.

During that winter, we had nine trips on Berlin, there were a total of 13 and one of our pilots, who

is not around now, the late Doug Harvey, he had all 13 trips on Berlin that winter. We lost a lot of men, a lot of crews. And somehow or other, we managed to survive.

We had four trips as I mentioned, four trips on Hamburg in six nights. And we had nine trips on Berlin; and most of the other trips were all in the Ruhr Valley, like Essen and Friedrichshafen, Stuttgart, Gelkirch [Gelsenkirchen], Aachen. We had one French target which was a railway switching point to stop the German troops from going towards Italy.

We were going to Hamburg one night; and our wing commander of the squadron, 'Tiny' Ferris, Wing Commander Ferris, he briefed us; and he told us, he says, there's going to be a cumulus cloud over Hamburg. And he says, if you see it, fly around it, don't try to go through it. Well, somehow or other, our plane got into it. But, fortunately, we had our 2nd Dicky [a pilot still gaining experience] with us, who had been trained in Canada; and I can hear him yet saying, keep the nose down, Bill. Bill was our pilot. The plane iced up during that trip through the cumulus or into the cumulus, which meant that the plane was causing, it was causing the plane to lift; and if we hadn't kept the nose down, it would have lifted to the point where the engines were no longer capable of lifting and we would have crashed.

So we have our friend, I think his first name was Winston, he and Bill were great friends in Training Command years before that; and it was great to hear his voice saying, keep the nose down. I think we lost an engine that night and flew home on three engines. But there were lots of nights that we always had, each of us always had a prayer before took off. My Psalm was always the 91st Psalm. And part of it is that a thousand shall fall besides thee, but shall not touch thee.

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BARRICK, Sergeant John Frederick (R67788) - **Distinguished Flying Medal** - No.17 Squadron - Award effective 23 July 1942 as per **London Gazette** dated 24 July 1942 and AFRO 1243/42 dated 7 August 1942. Born Sweetwater, Texas, 12 May 1918. Home in Odessa, Texas. Enlisted in Windsor, Ontario, 28 September 1940. To No.3 BGS, 28 October 1940 (non-flying duties) ; to No.2 ITS, 29 November 1940; graduated and promoted LAC, 3 January 1941; posted that date to No.16 EFTS; posted on 20 February 1941 to No.10 SFTS; promoted Sergeant, 28 May 1941; posted to Embarkation Depot, 14 June 1941). Embarked from Halifax, 18 June 1941 for UK, and on 29 July 1941 posted to No.55 OTU. Posted to No.17 Squadron, initially being transferred to Middle East but then diverted to India, serving with that squadron until 27 January 1944. Aerial victories as follows: **7 February 1942**, two Nakajima Ki..27s destroyed and two damaged, Rangoon area (Hurricane BE171); **23 February 1942**: one Nakajima Ki.27 destroyed (Hurricane YB-O); **21 March 1942**; one Nakajima Ki.27 destroyed and two damaged on ground, Mingalado (Hurricane YB-Y); **10 April 1942**; one Ki.43 "Oscar" destroyed and one damaged (identified as Zero fighters, Loiwing; (Hurricane BG824; damaged aircraft was then destroyed by American Volunteer Group pilots). In

this final combat he was attacked by three Oscars after shooting down another, and although he damaged one attacker, the other two damaged his aircraft sufficiently that he had to force-land. He was aided by missionary doctors until reaching AVG headquarters where he remained two weeks before being flown to India in a Dakota. Commissioned in November 1942 with effect from 1 May 1942; promoted Flying Officer, 1 November 1942. Made a Flight Commander in May 1943. Engaged in ground attack duties over Arakan, June and July 1943, but in August the unit moved to Ceylon. Promoted Flight Lieutenant, 22 December 1943. Tour ended in December 1943. Arrived in UK, 19 March 1944, and Canada 1 May 1944. To No.1 OTU, Bagotville, 16 June 1944, to No.133 Squadron (Western Air Command), 14 October 1944. Released 2 October 1945. Medal presented April 1946. Retired to Mobile, Alabama. Died there 6 September 1997.

During the campaign in Burma this airman displayed exceptional keenness to engage the enemy. During raid in March 1942 he destroyed an enemy fighter in the air and probably destroyed another fighter and damaged a bomber on the ground. During another engagement he shot down an enemy aircraft which was closing in on one of his fellow pilots. Sergeant Barrick himself was attacked by two fighters during the combat, his engine failed and he was compelled to make a landing. Although almost blinded by oil he succeeded in his purpose without the assistance of flaps. The enemy continued to fire at him whilst he was on the ground. Although suffering from shrapnel splinters and the effects of hot oil on his face, chest and arms, Sergeant Barrick walked for some two hours until he reached some Chinese troops. Throughout he displayed great courage and fortitude. He has destroyed five enemy aircraft.

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BARRON, F/O George Albert Hendry (J36201) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 8 June 1922 in Brechin, Angus, Scotland; home in Thamesford or Hespeler, Ontario (dyer); enlisted Hamilton, 19 August 1942. To No.5 Manning Depot, 25 November 1942. To Trenton, 21 January 1943. To No.1 ITS, 6 February 1942; graduated and promoted LAC, 16 April 1943; posted next day to No.20 EFTS; graduated 11 June 1943 and posted on 12 June 1943 to No.14 SFTS; graduated and commissioned 1 October 1943. To "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, 31 October 1943. Promoted Flying Officer, 1 April 1944. Repatriated 28 February 1945. Retired 16 April 1945. Medal presented 24 May 1947. Rejoined in London, Ontario as a Reserve pilot, 6 January 1951 (131298); released 31 March 1958. 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.2618 (RG.24 Vol.20627) has recommendation dated 18 March 1945 when he had flown 31 sorties (171 hours 15 minutes) between 12 September 1944 and 6 January 1945.

During a most successful tour of operational duty this officer has proved to be a most valuable member of his squadron. He has completed thirty-one operational sorties over enemy territory as Captain of aircraft. This officer's dogged determination, skill and devotion to duty has set a magnificent example and kept the morale of his crew at a high level. His outstanding ability and strong sense of duty warrant recognition and he is strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

10 September 1944 - Le Havre (4.10, day, second pilot)
12 September 1944 - Bochum (4.45, day, second pilot)
13 September 1944 - Osnabruck (4.30, day)
15 September 1944 - Kiel (6.00)
17 September 1944 - Boulogne (3.45, day)
25 September 1944 - Calais (4.25, day)
26 September 1944 - Calais (3.35, day)
27 September 1944 - Bottrop (5.10, day)
28 September 1944 - Cap Gris Nez (3.50, day)
30 September 1944 - Sterkrade (4.55, day)
6 October 1944 - Dortmund (6.40)
9 October 1944 - Bochum (6.15, day)
12 October 1944 - Wanne Eickel (5.05, day, duty not carried out)
23 October 1944 - Essen (6.10, day)
25 October 1944 - Homburg (5.10, day)
28 October 1944 - Cologne (5.50, day)
30 October 1944 - Cologne (6.40)
1 November 1944 - Oberhausen (6.00)
2 November 1944 - Dusseldorf (6.00)
4 November 1944 - Bochum (5.20, day)
6 November 1944 - Gelsenkirchen (5.15, day)
16 November 1944 - Julich (5.10, day)
18 November 1944 - Munster (6.15, day)
21 November 1944 - Castrop Rauxel (6.50)
27 November 1944 - Neuss (5.45)
18 December 1944 - Duisburg (5.50)
24 December 1944 - Dusseldorf (4.55, day)
29 December 1944 - Trois Dorf (6.55, day)
30 December 1944 - Cologne (6.30, day)

2 January 1945 - Ludwigshaven (7.10, day)

6 January 1945 -Hanau (6.45)

Note re accident on Halifax NP722 at East Moor airfield.

On the night of 15th/16th of September 1944 the crew on board this aircraft were tasked with operations to Kiel when it is believed that the aircraft was struck by flak which damaged the hydraulics. On their return to base at 04.31 hrs the aircraft landed too quickly and because of this damage the brakes did not work properly. The aircraft overshot the runway, coming to a halt with it's undercarriage was damaged after running through the Strensall Lane ditch, though remarkably no major damage resulted. Cat.A/FB damage was recorded. This incident occurred on it's eighteenth operational flight.

Pilot - F/O George Albert Henry Barron RCAF (J/36201).

Flight Engineer - Sgt G H Allen RCAF (R/62886).

Navigator - F/O E Rees RCAF (J/38739).

Bomb Aimer - F/O H E McGill RCAF (J/26215).

Wireless Operator / Air Gunner - WO J Scrafton RCAF (R/170540).

Air Gunner - F/Sgt A Robinson RCAF (R/266401).

Air Gunner - F/Sgt A B Wemp RCAF (R/204346).

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BARRON, F/L John Hollis (J9161) - **Distinguished Flying Cross** - No.692 Squadron - Award effective 13 June 1944 as per **London Gazette** of that date and AFRO 1660/44 dated 4 August 1944. Born in Fonthill, Ontario, 22 September 1916. Educated in Fonthill and Welland. BA from McMaster University; Teaching Certificate from University of Toronto. Taught in 1940 with Welland Board of Education. Enlisted in Hamilton, 6 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 24 January 1941. To No.1 BGS, 8 February 1941 (guards). To No.3 ITS, 23 March 1941; graduated and promoted LAC, 21 April 1941 when posted to No.11 EFTS. Ceased training and posted to No.1 Manning Depot, 8 May 1941. To Trenton, 12 May 1941; to No. 3 AOS, 23 June 1941; graduated 15 September 1941 when posted to No.2 BGS; graduated and promoted Sergeant, 27 October 1941. Posted next day to No.1 ANS; graduated and commissioned 24 November 1941. To "Y" Depot, 25 November 1941; to RAF overseas, 13 December 1941. Date of arrival in Britain unclear. To No.1 AFU (Observer), 16 January 1942 (Anson aircraft); to No.25 OTU, 17 March 1942 (two operational sorties); to No.61 Squadron, 6 July 1942. Promoted Flying Officer, 4 October 1942. To No.1654 Conversion Unit, 10 January 1943 to instruct. Detached to Central Navigation School, 3 July to 11 September 1943. Detached to No.16 OTU, 17-23 October 1943 (decompression tests). To No.1655 Mosquito Training Unit, 23 November 1943. Promoted Flight Lieutenant, 24 November 1943. To No.692 Squadron, 14 January 1944. Detached to No.139

Squadron, 14 January to 1 February 1944 (two sorties before return to No.692 Squadron). To Repatriation Depot, 15 August 1944. Repatriated 25 September 1944. Retired 12 February 1945. Release expedited so that he could become a civil servant (Counsellor, Rehabilitation Branch, Department of Veterans Affairs). Later Department of Transport in charge of setting examinations for civilian licenses. Living in Ottawa as of November 1950. Medal sent by registered mail, 17 September 1945. Joined RCAF Auxiliary, 10 February 1952 as Fighter Controller, No.2416 Aircraft Control and Warning Squadron, Ottawa; transferred to Supplementary Reserve, 29 April 1954. See also F/O V.P.B. Hill, below. Died in Ottawa, 6 February 1995.

One night in May 1944 several crews of Mosquito aircraft were detailed for a difficult and dangerous mine-laying mission. The operation called for the highest standard of skill and accuracy in the face of intense anti-aircraft fire, balloon defences and considerable searchlight activity. The attack was pressed home with great precision from a low level. That complete success was achieved in spite of such hazards is a high tribute to the calm courage and iron determination shown by Flight Lieutenant Barron and Flying Officer Hill who participated in various capacities as leaders and members of aircraft crew.

NOTE: Although the citation does not give a date, this was an operation on 12/13 May 1944 when 22 Mosquitos of No.8 Group attempted to block the Kiel Canal by low level mining. Intelligence had reported that flak defences on part of the canal had been removed. Twenty crews laid their mines in this stretch and one Mosquito was lost. Public Record Office Air 2/9156 has recommendation drafted 15 May 1944 when he had flown 51 sorties (266 hours 15 minutes). Sortie list and submission as follows:

28 August 1942	Nuremburg
31 August 1942	Gardening
3 September 1942	Karlsruhe
6 September 1942	Duisburg
8 September 1942	Frankfurt
10 September 1942	Dusseldorf
19 September 1942	Munich
24 September 1942	Gardening, Baltic
6 October 1942	Osnabruck
12 October 1942	Wismar
13 October 1942	Kiel
15 October 1942	Cologne
17 October 1942	Le Creusot (daylight)
24 October 1942	Milan (daylight)
6 November 1942	Genoa

20 November 1942	Turin
28 November 1942	Turin
8 December 1942	Turin
9 December 1942	Turin
17 December 1942	Gardening, Baltic
21 December 1942	Munich
* * * * *	
23 January 1944	Dusseldorf
27 January 1944	Berlin
19 February 1944	Berlin
20 February 1944	Stuttgart
24 February 1944	Kiel
29 February 1944	Dusseldorf
2 March 1944	Munich/Gladbach
4 March 1944	Duisburg
9 March 1944	Dusseldorf
17 March 1944	Cologne
18 March 1944	Frankfurt
21 March 1944	Cologne
22 March 1944	Hanover
23 March 1944	Dortmund
4 April 1944	Cologne
6 April 1944	Hamburg
8 April 1944	Essen
9 April 1944	Mannheim
10 April 1944	Hanover
12 April 1944	Osnabruck
18 April 1944	Berlin
21 April 1944	Cologne
23 April 1944	Mannheim
1 May 1944	Mannheim
2 May 1944	Leverkusen
4 May 1944	Mannheim
7 May 1944	Leverkusen
8 May 1944	Osnabruck
10 May 1944	Ludwigshaven
12 May 1944	Minelaying, Special Mission

On the night of the 12th/13th May 1944, this officer was detailed as navigator of a Mosquito to take part in a most important low level operation which involved

considerable danger from a well defended target. The success of the operation was largely due to the high degree of skill and great accuracy in navigation which was achieved by this officer and his courage and devotion to duty was commendable. He is recommended for the immediate award of the Distinguished Flying Cross.

The Officer Commanding, Station Graveley, added his remarks on 16 May 1944:

This officer has displayed coolness and courage of a high order throughout his many sorties. The successful attack on the night of May 12/13 was largely due to the accurate timing and navigational skill achieved by this navigator. He is recommended for the above award.

Air Vice-Marshal Bennett, Air Officer Commanding, No.8 Group, wrote on 19 May 1944:

The accurate and precise navigation of Flight Lieutenant Barron in the mine-laying attack on the Kiel Canal showed extreme tenacity of purpose. In spite of intense opposition from the ground, he carried out his instructions meticulously with the result that his attack was pressed home to a most successful conclusion. Strongly recommended for an immediate award of the Distinguished Flying Cross.

Air Chief Marshal Sir Arthur Harris gave his approval on 25 May 1944.

Notes: Member of crew of Lancaster W4236, No.61 Squadron, 22 September 1942, day test, forced landing at a nearby aerodrome following engine failure in port inner.

Application for Operational Wing dated 20 January 1944 covered service with No.61 Squadron, 25 sorties, 28 August 1942 to 21 December 1943.

Application for Bar to Operational Wing dated 2 September 1944 covered both tours - 72 sorties, 343 operational hours, 1 July 1942 to 15 August 1944.

Repatriation form of 14 August 1944 states he had flown 72 sorties (343 operational hours) with the last on 30 June 1944. Types experienced were Anson (60.55), Blenheim (2.05), Manchester (13.50), Wellington (74.40), Oxford (8.00), Lancaster (245.25 and Mosquito (184.40). A letter dated 8 September 1944 (Repatriation Depot to RCAF Headquarters, Ottawa) gives total flying time as 729 hours ten minutes (341.25 operational).

The fact that he completed 72 sorties is remarkable given a crisis he faced 30 September 1942 with No.61 Squadron. The Medical Officer noted, "This officer has done ten operational sorties and states that he cannot continue with operations. After briefing last night he said he could not

face flying that night. Examination reveals no medical disability. He is in my opinion not a medical case." Form concludes, "Fit full flying duties. To be referred to executive." It is not clear what happened thereafter to restore his confidence.

Selected Assessments:

"A slightly above average navigator and an average instructor; as an officer he shows a good sense of discipline and goes out of his way to assist the aircrew under training." (W/C C.D. Stenner, No.1654 Conversion Unit, 12 July 1943). He had flown 528 hours (16 in previous six months).

"A conscientious, efficient and loyal officer." (W/C W.M. Russell, No.1654 Conversion Unit, 21 November 1943). Flying time was 540 hours 35 minutes (11.55 in previous six months).

Report dated 5 Jul 1944 from No.3 District Headquarters to RCAF Overseas Headquarters, recommending him as a potential Unit Navigation Officer. "The above officer at 692 Squadron RAF Gravelly is recommended by his Officer Commanding, W/C S.D. Watts. Completed 62 operational trips. Total flying 692 hours 20 minutes. Aircraft flown - Wellington, Manchester, Lancaster, Mosquito. Ops experience, one torr. with 61 Squadron, Lancasters, 37 ops and 692 Squadron, two ops. Attended Staff Navigation Course, Cranage, July 1943 to September 1943. Officer Commanding reports "a very efficient navigator, has shown a high degree of skill and courage throughout his tour and accepts responsibility well."

"An excellent type of officer. His two completed tours of operations have been factors in completing his self-reliance and maturity. His present work shows that he has carried on his civilian career even beyond his development in active service. Probably thoroughly reliable in emergency." (F/L V.C. MacDonald, No.2416 (Auxiliary) Aircraft Control and Warning Squadron, 21 February 1952)

Training: Interviewed 26 October 1940 in Niagara Falls. "This young man has a BA Arts degree. Also a high school teacher. Very well qualified as to education. Polite, congenial and definite officer calibre. Recommend pilot."

Course at No.3 ITS was 24 March to 22 April 1941. Courses in Mathematics (97/100), Armament, practical and oral (75/100), Signals (98/100), Drill (79/100), Law and Discipline (44/60) and Hygiene and Sanitation (38/40). Placed 39th in a course of 370. "Fine type - keen, intelligent and ambitious."

Sent to No.11 EFTS, 22 April to 9 June 1941. Logged two hours in Fleet Finch. III on first flight. Medical officer concluded, "This man does not want to be a pilot. He feels that he cannot take the responsibility of being at the controls. He is of an excellent type, not afraid of being in the air and

appears to be suited to being an observer." A letter dated 8 May 1941 (W/C J.M. St. Pierre, Chief Supervisory Officer, No.11EFTS to No.3 Training Command Headquarters) read in part, "This airman has had but a very few hours instruction. He has never shown any interest in flying and has requested several times to be remustered to Air Observer. The above mentioned pupil feels that he will be of greater value to the service as an Air Observer." The letter went on to describe him as "intelligent and ambitious."

Course at No.3 AOS was 23 June to 15 September 1941. Anson aircraft (34 hours as first navigator by day, 32.25 as second navigator by day, 5.30 as first navigator by night, 4.15 as second navigator by night. "Reliable navigator". Ground courses in DR Plotting (122/150), DR and DF WT, written (138/200), Compasses and Instruments (141/150), Signals (84/100), Maps and Charts (72/100), Meteorology (73/100), Photography (69/100), Reconnaissance (77/100). Placed 18th in a class of 37. "Able, steady, reliable."

Course at No.2 BGS was 15 September to 27 October 1941. Battle aircraft (18.35 on bombing, 5.50 gunnery). Average bombing error 132 yards high level, 63 yards low level. Scored 8.5 percent hits in Beam Test, five percent hits in Beam Relative Speed Test, seven percent hits in Under Tail Test. Examined in Bombing, written (110/150), Bombing, practical (138/150), Gunnery, written (84/100) and Gunnery, practical (85/100). Placed fourth in a class of 34. "Has worked hard. Very conscientious in everything he does."

Course at No.1 ANS was 27 October to 25 November 1941. Anson aircraft (7.05 as first navigator by day, 10.25 as second navigator by day, 8.55 as first navigator by night, 6.35 as second navigator by night. "A hard worker whose results are only average." Courses in Astro Navigation, Plotting (131/150) and Astro Navigation, written (56/100). Placed seventh in a class of 36. "Does more work in the air than on the ground. Prefers practical work."

Course at No.1655 Mosquito Training Unit involved eight hours in Oxford and twelve hours in Mosquito. The dates (28 December 1943 to 20 January 1941) do not match posting dates shown above. It began on 29 December with a climb to 25,000 feet (two hours 40 minutes) but GEE unserviceable for half the time. Climb to 25,000 feet on 2 January 1944 (3.10); long exercise (3.15) on 8 January 1944 simulating operation beyond GEE range ("Good trip. Wasted 9 minutes. O.K. Winds altered near target which threw him out"); 20 January 1944 long exercise (3.35) simulating operation beyond GEE range ("Good trip. Was ten miles out on DR at target. No nav trouble throughout trip." Described overall as "Excellent navigator. Navigation and logs above average."

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BARRON, F/L Peter Clarence (J8351) - **Air Force Cross** - No.168 Squadron (Canada) - Award effective 23 February 1946 as per **London Gazette** dated 26 February 1946 and AFRO 280/46

dated 15 March 1946. Born 5 January 1916. Home given variously as Toronto and Waubauskene, Ontario. Enlisted at Hamilton, 14 June 1940 for General Duties. To No.2 Equipment Depot, 8 July 1940. Returned to Recruiting Centre, 14 August 1940. Remustered to aircrew and posted to No.2 ITS, 16 May 1941; graduated and promoted LAC, 20 June 1941 when posted to No.3 EFTS; graduated 7 August 1941 when posted to No.2 SFTS; graduated and commissioned 24 October 1941. To No.1 ANS, date uncertain. To No.2 ANS, 21 April 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 December 1944. Further postings unclear. Released 29 June 1960 and settled in Wauboushene, Ontario. As of award had flown 2,943 hours, including 382 hours as a transport pilot in previous six months. Presented 22 June 1949.

This officer has flown many hours as a transport pilot which has included fifty Atlantic crossings as captain of Liberator and Fortress aircraft. During these trips, Flight Lieutenant Barron has encountered many adverse flying conditions and has consistently shown exceptional courage, flying ability and devotion to duty. His willingness and persistence in carrying out his duties in a highly courageous and efficient manner has earned him the highest respect of all his associates.

An RCAF Press Release, early 1946 but not dated, described him as follows:

Typical of the "gen" pilots on the mail squadron is Flight Lieutenant P.C. Barron (978 Greenwood Avenue, Toronto), who, in 54 Atlantic crossings and another nine flights to Iceland, hasn't delayed a takeoff because of bad weather. F/L Barron retires shortly from the RCAF to launch an artificial ice business in Wauboushene.

In his 3,200 hours as a transport pilot, he has flown Flying Fortresses, Liberators, and Lancasters while on loan to TCA. When the mail carried by TCA was piling up, he has flown non-stop, Dorval to Prestwick, turned around and flown back to break the bottleneck.

When mail for Canada's soldiers overseas got unusually heavy, Barron flew the round trip from Rockcliffe to Rabat Sale in North Africa without a wink of sleep - 7,000 miles in 44 hours. Eastbound, he refueled at Gander and the Azores; coming back he touched down at Bermuda because Gander was closed in.

He flew mail right up to the front lines when Canada's troops were fighting in Italy. His circuit took him over the fighting areas at Rimini, southeast of Bologna.

His worst weather was encountered at Prestwick but, thanks to radar's "ground-controlled approach", he was talked down safely.

"They bring you in to within 50 feet of the runway and say, 'Now land'. You look upward and say 'my, my, isn't it wonderful', Barron said with a smile.

He admits he's going to miss the thrill and scope of a transport pilot's experience. "We certainly cover a lot of territory," he observed. "We can fly through solid sheets of rain ten or twelve hours and not see a thing from takeoff to letdown. Or we can see the sun go down while airborne and watch it come up again the next morning - but we're still going."

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BARROWMAN, WO (now P/O) Archibald McArthur (R147703/J85618) - **Distinguished Flying Cross** - No.97 Squadron (deceased) - Award effective 24 May 1944 as per **London Gazette** dated 2 June 1944 and AFRO 1444/44 dated 7 July 1944. Born in Clydebank, Scotland, 6 January 1921. Home in Tisdale, Saskatchewan (butcher for one year, creamery employee for two). Enlisted in Saskatoon, 8 January 1942. To No.2 Manning Depot, 17 February 1942. To No.4 SFTS (guard), 24 April 1942. To No.7 ITS, 29 May 1942; graduated and promoted LAC, 17 July 1942 but not posted to No.3 BGS until 1 August 1942; graduated and promoted Sergeant, 23 October 1942. To "Y" Depot, 24 October 1942. To RAF overseas, 22 November 1942. Disembarked in Britain, 30 November 1942 and taken on strength of No.3 PRC, Bournemouth. To Station Cottesmore, 2 February 1943. To No.1654 Conversion Unit, 14 April 1943. Attached to Aircrew C.S., Moreton Hall, 14-21 April 1943. Promoted Flight Sergeant, 21 April 1943. Attached to No.1485 Bombing and Gunnery Flight, 21-28 April 1943. To No.97 Squadron, 24 May 1943. Attached to Pathfinder Navigation Training Unit, 12-18 June 1943. Promoted WO2, 23 October 1943. Commissioned 9 March 1944. Killed in action 15/16 March 1944 (Lancaster JB361). The letter of condolence sent to his mother stated he had flown 42 sorties. Medal presented to next-of-kin 28 February 1946. 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 for a Distinguished Flying Medal (he was still a Flight Sergeant) dated 17 February 1944 when he had completed 40 sorties (248 hours 55 minutes), 21 June 1943 to 15 February 1944 as follows:

21 June 1943 - Krefeld (4.10)
22 June 1943 - Mulheim (4.35)
24 June 1943 Elberfeld (4.35)
28 June 1943 - Cologne (5.00)
3 July 1943 - Cologne (5.05)
8 July 1943 - Cologne (5.00)
9 July 1943 - Gelsenkirchen (5.25)
24 July 1943 - Hamburg (5.20)
26 July 1943 - Essen (4.10)

27 July 1943 - Hamburg (5.10)
29 July 1943 - Hamburg (4.50)
2 August 1943 - Hamburg (5.40)
10 August 1943 - Nuremburg (7.10)
12 August 1943 - Milan (8.20)
22 August 1943 - Leverkusen (4.30)
23 August 1943 - Berlin (6.45)
5 September 1943 - Mannheim (6.20)
6 September 1943 - Munich (7.35)
22 September 1943 - Hanover (5.25)
23 September 1943 - Mannheim (5.35)
2 October 1943 - Munich (8.00)
4 October 1943 - Frankfurt (5.25)
7 October 1943 - Friedrichshaven (7.05)
8 October 1943 - Hanover (4.35)
3 November 1943 - Cologne (4.05)
10 November 1943 - Modene (7.10)
11 November 1943 - Cannes (7.40)
17 November 1943 - Ludwigshaven (5.25)
18 November 1943 - Berlin (7.45)
22 November 1943 - Berlin (5.50)
20 December 1943 - Frankfurt (4.30)
23 December 1943 - Berlin (7.15)
29 December 1943 - Berlin (6.35)
1 January 1944 - Berlin (6.55)
2 January 1944 - Berlin (6.20)
20 January 1944 - Berlin (7.20)
21 January 1944 - Magdeburg (7.25)
27 January 1944 - Berlin (7.30)
28 January 1944 - Berlin (7.50)
15 February 1944 - Berlin (7.50)

This Non-Commissioned Officer has completed forty operational sorties against the enemy, 31 as marker. He has taken part in most of the recent major operations against German targets, including eleven on Berlin, three on Hanover, four on Cologne, four on Hamburg, and others on Friedrichshaven, Frankfurt, Munich and Mannheim.

He is an Air Gunner in a crew which has on several occasions been engaged by the enemy defences and sustained damage from flak; also they have been attacked by

enemy night fighters. Despite this they have dauntlessly pressed home their attacks with great effect.

By his skill as an Air Gunner and eagerness to operate against the enemy he has proved himself a most valuable member of the squadron, and of his crew.

Public Record Office Air 50/200 has the following Combat Report from No.97 Squadron:

Crew:

Pilot: P/O Dawson
F/E: Sergeant Shaw
WOP: Flight Sergeant McLeish
Nav: P/O Staris
AB: Sergeant Pike
MUG: Sergeant Barrowman
RG: Sergeant Roberts

Date: 23/24 August 1943

Time: 0307

Target: Berlin

Height: 5,000 feet

Position: 5-6 miles SW of Swanton Morley

Heading: Magnetic 242

Weather: clear and slight moon

Lancaster aircraft ED948 "W" returning from Berlin flying straight and level with navigation lights on. Pilot saw tracer coming from port beam passing over top of fuselage. Pilot took a diving turn to port, at same time switching off nav lights, then doing a corkscrew. Fighter was not seen and no further attack occurred. No rounds fired. No claim made.

Circumstances of death: The website "Lost Bombers" gives the following on his loss. Lancaster JB361 (OF-B of No.97 Squadron), target Stuttgart, 15/16 March 1944. Aircraft was delivered to No.97 Squadron from No.32 Maintenance Unit, 3 October 1943. It took part in the following operations: Berlin, 18/19 November 1943; Berlin, 23/24 November 1943; Berlin, 2/3 December 1943; Berlin, 16/17 December 1943; Berlin, 23/24 December 1943; Berlin, 29/30 December 1943; Berlin, 2/3 January 1944; Brunswick, 14/15 January 1944; Berlin, 27/28 January 1944; Berlin, 15/16 February 1944; Leipzig, 19/20 February 1944; Stuttgart, 15/16 March 1944 (lost). Airborne at 1920 hours, 15 March 1944 from Bourn. Shot down by a night-fighter, crashing at

Zillhausen, 5 km ESE of Balingen. All are buried in Durnbach War Cemetery. Although not unique, it was unusual for every crew member to have gallantry awards. They were F/L W.A.Meyer DFC, Flight Sergeant T.R.Shaw DFM , F/L B.J.Starie, DFC, P/O R.C.Pike DFM , P/O J.C.McLeish DFC, WO2 A.M.Barrowman DFC, RCAF, and Flight Sergeant A.E.Roberts DFM (all killed).

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BARRY, WO2 Francis Joseph (R53033) - **Croix de Guerre with Palm (France)** - award effective 16 July 1949 as per **Canada Gazette** of that date and AFRO 307/49. Born 12 June 1918. Home in Toronto; enlisted there, 31 October 1939 for General Duties. To No.112 Army Cooperation Squadron, 23 February 1940. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Proceeded overseas, 1 July 1940. Promoted Corporal and Sergeant, 13 March 1941. Promoted Flight Sergeant, 1 August 1942. Repatriated 13 August 1945. Served in interim force until retired, 1 June 1946. Award forwarded to his home, 8 November 1949.

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BARRY, F/O Roy (C6525) - **Mention in Despatches** - Western Air Command Marine Squadron - Western Air Command Headquarters - Award effective 2 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Born in Zion City, Illinois, 4 August 1901. Sailor for Canadian Government Merchant Marine, 1918-1920. Fisherman, 1920-1921. Qualified as Master for passenger steamers in coastal service, 22 April 1924. With West Vancouver Ferries, 1923 to 1928. Operated his own boat, 1928-1938. Imperial oil sale promoter, 1938-1941. Enlisted in Vancouver, 28 October 1940 as Motor Boat Crewman To Station Vancouver on enlistment and granted rank of WO2.. Commissioned 15 August 1941. To Western Air Command, 15 March 1942 for service with WAC Marine Squadron. To No.3 Repair Depot, Vancouver, 1 September 1943, this unit continuing to control WAC Marine Squadron. To Patricia Bay, 11 October 1945, still with Marine Squadron. To Release Centre, 13 January 1946; retired 16 January 1946. Died in North Vancouver, 10 February 1989.

Since entering the service in the early part of the war, Flying Officer Barry has been almost continuously employed at sea as Master in high-speed rescue and supply and salvage vessels. During this time this officer has carried out all of his duties with alacrity, courage and determination. He has often operated his vessel under extremely adverse weather conditions to carry out an important assignment. His devotion to duty, efficiency and cheerful co-operation at all times has set a fine example to those under him and for others to follow. Vessels in which he has been Master have been required to carry out difficult

assignments to extremely isolated bases and detachments under adverse conditions. Each one of these assignments he has completed satisfactorily.

Recommendation raised 17 July 1945 by F/L G.F. Robinson, Western Air Command Marine Squadron; text as shown above. Supported by Commanding Officer, No.3 Repair Depot, 24 June 1945 and by Air Officer Commanding, Western Air Command, 10 September 1945. Did not reach priority list for New Year honours but approved for supplemental list.

Seagoing services outside Canada listed as follows in support of application for Pacific Star and Maple Leaf Clasp to Canadian Volunteer Service Medal:

M.206 **Haida**, 20 November 1940 to 15 April 1942. Attached to Alliford Bay; carried passengers and supplies between that base and Prince Rupert. Also worked west coast of Queen Charlotte Islands.

M.234 **Montagnais**, 16 April 1942 to 7 February 1944. Attached to Ucluelet, Alliford Bay and Massett (air-sea rescue service). Much time spent in American waters and open sea as far as 100 miles out.

M.9 **Amaryllis**, 8 February to 7 July 1944. (coastal towing and supplies transport)

M.9 **Amaryllis**, 24 August to 23 October 1944. (ditto).

M.597 **Kimsquit**, 16 December 1944 to 10 August 1945. (salvage and supply work).

M.597 **Kimsquit**, 24 October to 21 December 1945.

Assessments: "Served as Warrant Officer on MV "Haida", is still serving with Commission. Gives every satisfaction and is making a good officer, fully competent and trustworthy." (W/C A. Rabnett, Station Vancouver, 15 Decmber 1941)

"Has proven to be an exceptionally capable Master and navigator, and has at all times maintained his vessel in first class condition, and has considered and trained his crew for advancement. Retention recommended as Marine Officer to command RCAF vessels due to his proven ability at sea and his thorough knowledge of Service Procedure and requirements in so far as operations of Marine Craft are concerned." (W/C W.R. Maxwell, Western Air Command, 23 March 1942).

"An exceptionally well qualified Master experienced on all types of RCAF Marine Craft - always helpful in training younger and less experienced personnel. (F/L D.H.P, Johnson, Western Air Command, 18 August 1942).

"An efficient Rescue Vessel Master and holds a coasting master's certificate." (F/L S.C. Burridge, Western Air Command Headquarters, 18 June 1943).

“An experienced Ship Master, has proven his ability to operate both H.S.R. vessels and Supply and Salvage vessels efficiently. A reliable and hard working Marine Officer.” (S/L G.F. Robinson, Western Air Command Marine Squadron, 13 November 1944).

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BARRY, P/O William Alexander Renton (J16116) - **Distinguished Flying Cross** - No.1474 Flight - Award effective 3 February 1943 as per **London Gazette** dated 9 February 1943 and AFRO 373/43 dated 5 March 1943. Born 15 May 1916 in Russell, Manitoba (obituary notice); home there; worked for three and one half years with the Russell **Banner** and then the **News-Express** and Morden **Times**. Enlisted Winnipeg, 20 March 1941. Posted to No.3 ITS, Victoriaville, 20 March 1941. Promoted LAC, 20 June 1941 and posted to No.5 AOS that date. Posted to No.3 BGS, 8 November 1941. Promoted Sergeant, 20 December 1941 and posted to No.1 ANS, Rivers. To “Y” Depot, Halifax, 20 January 1942. Struck off strength in Canada on posting to RAF overseas, 3 February 1942. Commissioned with effect from 23 October 1942. Promoted Flying Officer, 23 April 1943. Promoted Flight Lieutenant with effect from 9 May 1943. Invested with DFC on 25 May 1943. According to a community history website (www.russellmb.com/history/families/barry/htm) “Bill continued his operational flying with this air intelligence organization, including in his log book the first operational flying with use of a self-recording unit for radio investigation work in a Mosquito aircraft in July 1943.” Repatriated to Canada 25 September 1944 and married Eva Morden. Confirmed as Flight Lieutenant on 1 October 1946. Remained in postwar RCAF, initially as a flight despatcher and navigator in air transport units at Pennfield Ridge and Ottawa. Transferred in 1946 to public relations (Halifax and Trenton). Promoted Squadron Leader, 1 June 1949. Returned to flying duty in 1950, initially at Summerside and then with No.408 Squadron (survey work that included Ellesmere Island). Following three summers of northern survey work he attended RCAF Staff College in Toronto, graduating May 1953. From 1953 to 1951 he was employed in organisation and management staff positions in Ottawa and St. Hubert. Promoted Wing Commander, 25 February 1957. Posted in 1961 to be Executive Officer of Station Cold Lake where he eventually retired. Following retirement he worked with the Alberta government (Department of Public Works) and Alberta 75th Anniversary Commission, retiring again in 1981. Moved in Tsawwassen, British Columbia. Died at Ladner, British Columbia, 8 May 2006.

Throughout his operational career this officer has been conspicuous for his gallantry and devotion to duty and has displayed exceptional coolness and courage in hazardous circumstances.

NOTE: Public Records Office Air 2/8934 has recommendation dated 22 December 1942. The award arose from events which led to DFCs to P/O H.G. Jordan and E.A. Paulton, DFMs to FSs William W. Bigoray and FS E.T. Vachon - deliberate engagement with an enemy night fighter to

determine German airborne radar frequencies. As of award, Barry had flown on ten sorties (60 operational hours):

28 July 42 Bombing (Hamburg)
31 July 42 Bombing (Dusseldorf)
2 Sept 42 Special Wireless Investigation (Karlsruhe)
15 Sept 42 Air/Sea Rescue (North Sea)
14 Oct 42 Special Wireless Investigation (Belgian and Dutch coasts)
28 Oct 42 Special Wireless Investigation (West coast of France)
16 Nov 42 Special Wireless Investigation (Frisians and Danish coasts)
17 Nov 42 Special Wireless Investigation (Bayonne)
22 Nov 42 Special Wireless Investigation (Bayonne)
3 Dec 42 Special Wireless Investigation (Frankfurt)

On the morning of 3rd December 1942, Pilot Officer Barry was the Navigator in a Wellington 1c aircraft engaged in Wireless Investigation duties in the Frankfurt area. To obtain the wireless information under investigation, an interception by an enemy night fighter was necessary.

On this flight this interception was made and the aircraft was attacked ten or twelve times by a Ju.88, causing considerable damage to the aircraft and wounding four of the crew. When the Special Wireless Operator was hit, Pilot Officer Barry tried to take over from him and continue working the sets, so as to gain some more much needed information. When the Rear Gunner, who had come out of his unserviceable turret to give fighter control from the astro dome position, was wounded for the second time, Barry took over from him at the astro dome and continued to give fighter control.

During these fierce attacks and on the homeward journey in the severely damaged aircraft, Pilot Officer Barry displayed exceptional coolness and outstanding courage in the face of the enemy and set a fine example to the rest of the crew. Throughout his ten sorties he has been conspicuous in his devotion to duty and determination to carry out his tasks to the utmost of his ability.

This was further edited for Air Ministry Honours and Awards Committee to the following citation (not published except in the most abbreviated form):

On 3rd December 1942, Pilot Officer Barry was navigator in a bomber detailed for special wireless investigation duties over Frankfurt. For the successful completion of the mission it was necessary to provoke an attack by an enemy

fighter. This was achieved, and the bomber was fiercely assailed some ten times by a Junkers 88 which inflicted considerable damage and wounded four of the crew. When the Special Wireless Operator was hit, Pilot Officer Barry attempted to replace him in order that further vital information could be obtained. He also took over fighter control, when the turret was put out of action and the rear gunner was wounded. During these attacks, and on the extremely hazardous return flight, Pilot Officer Barry continued to display exceptional coolness and courage, materially contributing to the results of the sortie. Throughout his operational career, this officer has been conspicuous for his gallantry and devotion to duty.

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BARSALOU, FS Joseph Arthur Jacques (R104782) - **Distinguished Flying Medal** - No.10 Squadron (RAF) - Award effective 23 March 1943 as per **London Gazette** dated 6 April 1943 and AFRO 757/43 dated 30 April 1943. Born in Montreal, 9 January 1921; home there (clerk); enlisted there 15 May 1941 and posted to No.4 Manning Depot. To No.3 ITS, 15 July 1941; graduated and promoted LAC, 13 September 1941 when posted to No.11 EFTS; ceased training and posted to Trenton, 31 October 1941; to No.9 BGS, 15 December 1941; to No.6 BGS, 15 January 1942; graduated and promoted Sergeant, 15 February 1942. To "Y" Depot, 17 February 1942. Embarked for overseas, 12 March 1942. Arrived in UK, 23 March 1942. To No.7 AGS, 18 May 1942; to No.10 OTU, 6 June 1942; to No.10 Squadron, 22 August 1942; to Station Pocklington (non-effective strength), 4 April 1943; commissioned 5 August 1943; to No.23 OTU, 26 August 1943; to No.24 OTU, 15 March 1944; granted special leave in Canada, 25 July 1944 (on strength of Overseas Headquarters; returned to UK, 25 September 1944; to No.24 OTU, 10 October 1944; to No.76 Base, 10 April 1945; to No.63 Base, 2 June 1945; to No.76 Base, 16 July 1945; to R Depot, 2 August 1945; repatriated, 12 August 1945. Retired 3 October 1945. Invested with medal 20 July 1943.

One night in March 1943, this airman was the rear gunner of an aircraft which attacked Essen. When nearing the target area the bomber was subjected to heavy anti-aircraft fire and its fuselage was pierced in eighteen places. The rear turret was riddled and Flight Sergeant Barsalou was severely wounded but refrained from informing his captain who went on to bomb the objective. A few minutes later when his captain once more inquired if he was all right, Flight Sergeant Barsalou gave a reassuring reply and warned him of the presence of an enemy fighter. It was shaken off and a member of the crew was ordered to investigate the rear turret. Flight Sergeant Barsalou was then found slumped over his guns and the turret a mass of blood. He had received several shrapnel wounds. Although in great pain, very weak and bleeding profusely, he

attempted to minimize his injuries and insisted that he could bear up until the English coast was reached. When the aircraft was finally landed Flight Sergeant Barsalou was rushed to hospital. This airman displayed courage, fortitude and devotion to duty in keeping with the highest traditions of the Royal Air Force.

NOTE: Public Record Office Air 2/4951 has recommendation drafted 14 March 1943 when he had flown 17 sorties (104 operational hours).

On the night of 12th March 1943, this Non-Commissioned Officer was tail gunner in an aircraft detailed to attack Essen. On approaching the target the aircraft was held by searchlights and heavily hit by flak, the damage afterwards being found to comprise 18 holes in the fuselage, one through the propellor, and the rear turret riddled, with one hole four inches in diameter.

The captain immediately called for a report from each member of the crew and Flight Sergeant Barsalou replied "O.K. Skipper". A few minutes afterwards the target was bombed, and as the aircraft left the target area the captain again obtained an assurance from his tail gunner that he was all right. Five minutes later this gunner warned the captain of an aircraft to port quarter, and after evasive action the aircraft was not seen again. Flight Sergeant Vinish, the captain, at intervals obtained several assurances from his tail gunner that he was all right, until after 25 minutes the reply was "Carry on Skipper. I can hang on until we reach the coast."

Flight Sergeant Vinish immediately ordered the mid-upper gunner to investigate and the latter found Flight Sergeant Barsalou slumped over his guns and the rear turret a mass of blood. Protesting, though bleeding profusely, he was eventually dragged to the rest position where he started to vomit violently. When he heard the captain was making course for an emergency aerodrome, although in great pain and very weak, he attempted to make light of his injuries and insisted that he could stick it for the entire extra hour necessary to regain base. When the aircraft finally landed Flight Sergeant Barsalou had to be taken immediately to hospital, where he now lies dangerously ill with severe shrapnel wounds to intestines and right buttock.

This Canadian air gunner's conduct both over the target and throughout the return journey was undoubtedly magnificent, and has already earned the outspoken admiration of every member of my squadron. His captain's words when reporting to me were, "My tail gunner has more guts than he knows what to do with. I shall fly with anybody of greater courage."

I consider that Flight Sergeant Barsalou displayed a courage and devotion to duty comparable with the highest traditions of the service, and I strongly recommend that his magnificent example of gallant self-sacrifice be recognized at once of the immediate award of the Distinguished Flying Medal.

This was endorsed by the Officer Commanding, Station Pocklington, on 16 March 1943 and subsequently by Air Vice-Marshal Tarr, Air Officer Commanding, No.4 Group.

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BARTLEMAN, F/L James Maxwell (J21033) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 18 July 1920 in Wolseley, Saskatchewan; home there; student at Queen's University; enlisted in Toronto, 26 August 1941. Granted Leave Without Pay, 17 September 1941. To No.5 ITS, 23 November 1941; graduated 17 January 1942, promoted LAC and posted to No.21 EFTS; course completed on 27 March 1942; to No.9 SFTS, 10 April 1942; ceased training on 15 May 1942 and posted elsewhere; to No.2 Manning Depot, 17 July 1942; to No.5 AOS, 1 August 1942; graduated and commissioned 20 November 1942. To "Y" Depot, Halifax, 9 December 1942. To RAF overseas, 13 December 1942. Repatriated on 9 February 1945; released 19 April 1945. Invested with medal 18 October 1947. 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.1634 (RG.24 Vol.20604) had recommendation dated 13 July 1944 when he had flown 36 sorties (223 hours 30 minutes), 3 November 1943 to 30 August 1944. Name given as Maxwell James.

As navigator, Flying Officer Bartleman has completed one very satisfactory tour of operations, during which many successful attacks were carried out against the enemy. The success achieved and the number of aiming points obtained were in no small measure due to the excellent navigation and outstanding efforts of this officer.

For very good work throughout his whole tour and for strong support of the squadron at all times, I recommend the immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

30 August 1943 - French target (6.38, OTU sortie)
3 November 1943 - Dusseldorf (6.40)

25 November 1943 - Frankfurt (7.12)
3 December 1943 - Leipzig (9.00)
20 December 1943 - Frankfurt (7.55)
4 January 1944 - Gardening (5.15)
6 January 1944 - Gardening (8.05)
8 January 1944 - Berlin (6.45)
21 January 1944 - Magdeberg (7.25)
5 February 1944 - Moulon (5.50)
2 March 1944 - Gardening (8.05)
3 March 1944 - Trappes (5.30)
6 March 1944 - Le Mans (6.00)
7 March 1944 - Gardening (7.55)
11 March 1944 - Le Mans (1.50, duty not carried out)
13 March 1944 - Amiens (5.45)
15 March 1944 - Gardening (5.30)
30 March 1944 - Lille (5.50)
9 April 1944 - Ghent (4.50)
10 April 1944 - Gardening (6.05)
17 April 1944 - Gardening (7.20)
18 April 1944 - Lens (5.30)
20 April 1944 - Laon (5.45)
22 April 1944 - Gardening (6.50)
23 April 1944 - Villeneuve (6.05)
26 April 1944 - Aulnoye (5.05)
27 April 1944 - Gardening (6.10)
30 April 1944 - Gardening (6.35)
9 May 1944 - Ghent (5.20)
10 May 1944 - Laon (4.10)
11 May 1944 - Gardening (5.15)
14 May 1944 - Gardening (5.15)
24 May 1944 - Trouville (4.40)
27 May 1944 - Gardening (4.40)
29 May 1944 - Gardening (3.20)
31 May 1944 - Gardening (6.00)
2 June 1944 - Gardening (4.05)

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BARTLEMAN, P/O Kenneth Earl (J87199) - **Distinguished Flying Cross** - No.156 Squadron -
Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO

337/45 dated 23 February 1945. Born 21 June 1921 in Kitchener, Ontario; home there; enlisted in Hamilton, 28 June 1941 and posted to No.1 Manning Depot. To No.1 BGS (guard duty), 2 August 1941. To No.1 ITS, 13 September 1941; graduated and promoted LAC, 7 November 1941 when posted to No.14 EFTS. Ceased training and posted to Trenton, 28 December 1941; to No.1 AOS, 3 January 1942; graduated 6 June 1942 when posted to No.1 BGS ; may have graduated 18 July 1942 but not posted to No.1 ANS until 25 July 1942; graduated and promoted Sergeant, 29 September 1942. To "Y" Depot, 18 October 1942; to RAF overseas, 27 November 1942. Commissioned 12 June 1944. Repatriated 13 June 1945. Retired 19 December 1946. Medal sent by registered mail 20 April 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 18 September 1944 when he had flown 42 sorties (215 hours 30 minutes), 20 October 1943 to 15 September 1944.

20 October 1943 - Leipzig
22 October 1943 - Kassel
26 November 1943 - Berlin
2 December 1943 - Berlin
3 December 1943 - Leipzig
23 December 1943 - Berlin
29 December 1943 - Berlin
30 January 1944 - Berlin
24 February 1944 - Schweinfurt
25 February 1944 - Augsburg
11 April 1944 - Aachen
22 April 1944 - Dusseldorf
24 April 1944 - Karlsruhe
26 April 1944 - Essen
27 April 1944 - Freidrichshaven
12 May 1944 - Louvain
19 May 1944 - Boulogne
22 May 1944 - Dortmund
27 May 1944 - Rennes
28 May 1944 - Calais
31 May 1944 - Calais
6 June 1944 - Le Havre
8 June 1944 - St.Lo
9 June 1944 - Fougères
15 June 1944 - St.Pol
18 June 1944 - Montdidier
2 July 1944 - Oisemont

7 July 1944 - Vaires
10 July 1944 - Nucourt
11 July 1944 - Gapelle
12 July 1944 - Tours
18 July 1944 - Wesseling
24 July 1944 - Stuttgart
25 July 1944 - Stuttgart
28 July 1944 - Hamburg
1 August 1944 - Prouville
4 August 1944 - Paulliac
25 August 1944 - Russelsheim
26 August 1944 - Kiel
29 August 1944 - Stettin
12 September 1944 - Scholven
15 September 1944 - Kiel

Pilot Officer Bartleman has completed 42 operational sorties, 32 of which have been with the Pathfinder Force. Many of the targets attacked have been heavily defended German areas.

This officer is a keen and efficient Set Operator of special equipment used in the squadron. His skill and keenness has materially contributed to the success of one of the squadron's best Blind Marking crews. He is always cheerful and extremely keen to fly on operations, and has always shown ability and determination to produce the best results. I consider him well worth of the award of the Distinguished Flying Cross.

NOTE: It is interesting to find (Air 2/9039) a further recommendation for the DFC, this one dated 18 October 1944. It gives the number of sorties as 42 (same as above) but operational time as 217 hours 55 minutes (slightly more than above). The text also differs in detail:

Pilot Officer Bartleman has completed 42 operational sorties, 32 of which have been with the Pathfinder Force. Some of the targets attacked have been the most heavily defended in Germany.

This officer is a reliable and efficient Operator of special equipment used in the squadron, and has always shown great keenness and determination in carrying out his duties. He has materially contributed to the success of one of the best Blind Marking crews in the squadron.

The Commanding Officer evidently thought very highly of him to put forward this recommendation twice in the space of a month (unless the earlier recommendation had been deemed insufficient in some way or was submitted when quotas had already been filled)

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BARTLETT, F/O Allan Harold (J14654) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 28 April 1944 as per **London Gazette** dated 5 May 1944 and AFRO 1186/44 dated 2 June 1944. Born 18 October 1922 in Montreal; home there; enlisted there 13 October 1941 and posted to No.5A Manning Depot. To No.3 Training Command, 23 November 1941. To No.3 ITS, 17 January 1942; graduated and promoted LAC, 14 March 1942 when posted to No.8 AOS; graduated 20 June 1942 when posted to No.9 BGS; may have graduated 1 August 1942 but not posted to No.1 ANS until 15 August 1942; graduated and commissioned, 21 September 1942. To No.1 GRS, 23 October 1942. To "Y" Depot, 20 March 1943; promoted Flying Officer, 21 March 1943; to RAF overseas, 27 March 1943. Repatriated 21 December 1944. Accepted for interim force, but finally retired 13 April 1947 to Toronto.

This navigator has displayed outstanding keenness, skill and devotion to duty during many hazardous anti-shipping patrols. In January 1944 he acted as navigator in an attack on enemy shipping off Calais. The attack was successfully delivered in the face of heavy defensive action. This was, in no small measure, due to the skill and coolness of Flying Officer Bartlett. He has played no small part in the sinking of one merchant vessel and in damaging a destroyer and other enemy shipping.

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BARTLETT, LAW (now Corporal) Florence Beatrice (W301009) - **British Empire Medal** - No.9 SFTS - Awarded 1 January 1945 as per **Canada Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 11 November 1901 in Leiceister, England ((RCAF press release 4907 reporting award). Educated in England. Home in Saint John, New Brunswick; enlisted Moncton 13 November 1941 and posted to Training Depot. To No.4 WS, 17 January 1942. Promoted AW1, 13 February 1942. To No.9 SFTS, 29 February 1943. Promoted LAW, 1 July 1943. Promoted Corporal, 1 October 1944. To No.16 SFTS, 4 July 1945. Invested with medal 17 June 1945. Retired 29 November 1945.

This airwoman, in two and a half years' service at this unit, has proven herself to be an exceptionally conscientious and capable chef. Despite the arduous nature of her duties, she has displayed outstanding initiative and unselfish devotion to duty at all times. Her exemplary conduct and successful and energetic efforts for

the welfare of all concerned have been a great inspiration and example to others. Her great enthusiasm and efficiency are praiseworthy.

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BARTLETT, F/L Frederick Raymond (J23044) - **Distinguished Flying Cross** - No.414 Squadron - Award effective 23 May 1945 as per **London Gazette** dated 1 June 1945 and AFRO 1147/45 dated 13 July 1945. Born 9 September 1917 in Verdun, Quebec; home in Montreal; enlisted there 30 October 1940. To Trenton, 16 November 1941. To No.1 ITS, 27 January 1941; graduated and promoted LAC, 5 March 1941 but not posted to No.13 EFTS until 15 March 1941; graduated 6 May 1941 when posted to No.6 SFTS; graduated and promoted Sergeant, 27 July 1941; to Trenton, 28 July 1941; to No.2 SFTS, 2 February 1942. Commissioned 24 October 1942. To "Y" Depot, 19 January 1943. To RAF overseas, 8 February 1943. Repatriated via Debert, 13 July 1945. Retired 10 September 1945. Placed on Class A Reserve List, 9 May 1947 until 8 July 1956. Medal sent by registered mail 21 December 1949.

Since July 1944 this officer has completed a large number of operational sorties. The majority of these missions have been very successful and have been accomplished with skill, determination and courage. Many have been flown in the face of intense anti-aircraft fire and at very low level. On one occasion his aircraft was so severely damaged Flight Lieutenant Bartlett was forced to leave it by parachute. At all times he has set a high standard of efficiency and devotion to duty.

NOTE: Public Record Office Air 2/9088 has recommendation drafted about 28 March 1945 when he had flown 153 sorties (181 hours 40 minutes).

This officer has completed 120 Tactical Reconnaissance, ten Artillery Reconnaissance and 21 Photo Reconnaissances since joining this squadron in July 1944. Most of these missions have been very successful and were carried out with a thoroughness and determination far above the average. A great many were completed in the face of intense enemy anti-aircraft fire and often at dangerously low level. On one of these occasions, his aircraft was severely damaged and he was forced to abandon it. Since then, Flight Lieutenant Bartlett has completed many more missions, displaying the same quiet determination, courage and devotion to duty which has been characteristic of him throughout his tour. As second in command in his flight, he has set a fine example for the squadron.

On 28 March 1945 S/L F.S. Gilbertson, Commanding Officer, No.414 Squadron, wrote:

Flight Lieutenant Bartlett has completed 153 operational sorties, a total of 181 hours. Throughout his whole tour his strong sense of duty, aggressiveness and great determination has resulted in a very high standard of success. Flight Lieutenant Bartlett possesses a fine sense of loyalty which, combined with his great ability, has made him an outstanding member of the squadron and therefore, I recommend him for the non-immediate Distinguished Flying Cross.

On 29 March 1945, G/C G.H. Sellars wrote:

Flight Lieutenant Bartlett has carried out a very large number of highly satisfactory and extremely valuable missions in the face of the heaviest opposition. He has sustained some severe damage due to flak on several occasions, but his dauntless spirit and unswerving sense of loyalty has made him a leader and a fine example in his squadron. He is recommended for the award of the non-immediate Distinguished Flying Cross.

This was endorsed by the Air Officer Commanding, No.83 Group, on 31 March 1945 and approved by Air Marshal A. Coningham on 13 April 1945.

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BARTMAN, P/O Michael (J85663) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 28 February 1920; home in Vegreville, Alberta; served in Canadian Army; enlisted Vancouver, 21 May 1942 and posted to No.3 Manning Depot. To No.7 ITS, 23 August 1942; graduated and promoted LAC, 23 October 1942; posted next day to No.3 AOS; graduated and promoted Sergeant, 19 February 1943. To "Y" Depot, 5 March 1943; to RAF overseas, 27 March 1943. Commissioned 4 March 1944. Repatriated 5 August 1945. Retired 13 September 1945. Award presented 11 September 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.1633 (RG.24 Vol.20603) has recommendation dated 27 July 1944 when he had flown 31 sorties (156 hours 59 minutes), 15 February to 20 July 1944.

Pilot Officer Bartman has completed a tour of operations as navigator and during his tour he navigated to some of the most heavily defended targets in Germany including Berlin, Frankfurt, Leipzig and Essen. On each operation, Pilot Officer Bartman displayed exceptional skill as a navigator and he was very largely responsible for the splendid operational record of his crew. The very fact that their aircraft was so rarely attacked by enemy night fighters and seldom hit by

flak, other than over the target itself, is a good indication of the excellence of his navigation and track keeping.

Pilot Officer Bartman was exceptionally keen to operate at every opportunity; his cheerfulness and navigational ability have made him of the mainstays of his crew and have set a fine example to the whole squadron. Therefore, I recommend that he be granted the award of a Non-Immediate Distinguished Flying Cross.

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BARTON, F/L Alfred William (J7811) - **Air Force Cross** - No.14 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Cobourg, Ontario, 1 August 1914 as per RCAF Press Release reporting award; educated there. Employed by Port Hope Sanitary Company. Enlisted in Kingston, 16 September 1940; to No.2 Training Command, 10 October 1940 when promoted Sergeant; to No.2 ITS, 5 November 1940; reverted to AC2 and posted to No.1 Manning Depot, 14 March 1941. To No.1 ITS again, 22 April 1941; graduated and promoted LAC, 26 May 1941 when posted to No.7 EFTS; may have graduated 15 July 1941 but not posted to No.1 SFTS until 27 July 1941; graduated and commissioned, 7 October 1941. To No.14 SFTS, 27 December 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 October 1943. To No.6 OTU, 17 March 1945. To Halifax, 15 June 1945. To Release Centre, 13 September 1945; retired 26 September 1945. Medal sent by registered mail 30 November 1945 when he was in Islington. As of award had flown 2,272 hours, of which 2,022 were as instructor.

This officer's steady and progressive spirit has done a great deal to further the efforts of the training organization. His co-operation and willingness to do more than required have been of valuable assistance to his superiors. He has at all times been an example to his fellow officers and instructors that has been an inspiration to them. His outstanding direction of their problems has kept their morale and determination at a very high standard. He has displayed devotion to duty of a high order.

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BARTON, F/O George Gordon (J24258) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 15 May 1923 in Toronto; home in Sudbury; enlisted in Hamilton 6 April 1942. Trained at No.5 ITS (graduated 1 August 1942), No.2 EFTS (graduated 8 November 1942) and No.11 SFTS (graduated 5 March 1943). Commissioned 1943. Released 28 September 1945. Rejoined RCAF, 10 March 1951 (36564). Served with No.405 Squadron, No.2 (Maritime) OTU, exchange duty with USAF, No.407 Squadron (Comox), flight commander with

Air Navigation School (Winnipeg), No.405 Squadron again, and No.1 Air Division (Europe) ; retired 26 December 1968, when he moved to Paris, Ontario and worked in hardware. Medal presented 20 August 1949. Died 31 December 2008 in Paris, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2009. 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.2609 (RG.24 Vol.20627) has recommendation dated 18 September 1944 when he had flown 34 sorties (162 hours 35 minutes), 10 May 1944 to 6 September 1944. The sheet is very detailed; on 24 May 1944 (Aachen) he was attacked by an enemy aircraft and encountered intense flak; on 27 May 1944 (Bourg-Leopold) he saw three other aircraft shot down. He was hit by heavy flak during a daylight raid on 24 June 1944 (Bonnetot).

Flying Officer Barton has displayed outstanding ability as a Pilot and Captain of aircraft. He has completed 34 sorties over enemy territory, some of which were carried out over heavily defended German targets such as Metz, Stuttgart, Brunswick and Kiel.

Flying Officer Barton has shown the utmost determination to inflict damage upon the enemy. His courage has been an inspiration to his crew as well as to the other Captains in his Flight.

I feel that he fully deserves the award of the Distinguished Flying Cross.

The sortie list was as follows:

10 May 1944 - Ghent (4.00, uneventful)
11 May 1944 - Boulogne (3.40, uneventful)
22 May 1944 - Le Mans (5.30, moderate flak)
24 May 1944 - Aachen (4.25, attacked by enemy aircraft, intense flak)
27 May 1944 - Bourg Leopold (4.55, three aircraft seen shot down)
31 May 1944 - Au Fevre (4.10, weather bad, severe storms)
5 June 1944 - Houlgate (5.10, D Day)
6 June 1944 - Conde sur Noireau (5.50, PFF good, 3,000 feet)
7 June 1944 - Lorient, Mining (6.00, few searchlights, moderate heavy flak)
9 June 1944 - Le Mans (5.35, 5,000 feet, intense light flak)
21 June 1944 - Oisemont (5.20, first daylight)
24 June 1944 - Bonnetot (3.50, daylight, hit by heavy flak)
25 June 1944 - Gorenflos (4.05, daylight, moderate heavy flak)
27 June 1944 - Wizernes (3.05, uneventful)
28 June 1944 - Metz (6.35, very little flak, combats seen)

4 July 1944 - Villeneuve St. George (6.00, intense light flak)
8 July 1944 - St. Nazaire, Mining (6.45, uneventful)
12 July 1944 - Bremont (4.00, PFF good, uneventful)
17 July 1944 - Heligoland, Mining (4.45)
18 July 1944 - Wesseling (5.10, intense heavy flak and searchlights)
20 July 1944 - Anderbelck (3.20)
24 July 1944 - L'Hey (3.05)
25 July 1944 - Stuttgart (9.30, intense heavy flak and searchlights)
5 August 1944 - St. Leu d'Esserent (4.30, daylight, moderate heavy flak)
8 August 1944 - Brest, Mining (5.10, inner harbour, light flak)
9 August 1944 - Foret de Croc (4.00)
12 August 1944 - Brunswick (5.40, heavy flak and searchlights)
14 August 1944 - A.P. 28, enemy troops (4.55, daylight)
15 August 1944 - Brussels/Melsbrock (3.40, drome well bombed, intense flak)
16 August 1944 - Kiel (5.05, two enemy aircraft seen, intense flak)
18 August 1944 - Westlove (3.50, daylight)
27 August 1944 - Mimeyecoques (3.20, daylight, moderate heavy flak)
28 August 1944 - Bois de St. Remy (3.25, daylight, hit by flak)
6 September 1944 - Emden (4.15, daylight, good effort, flak).

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BARTON, F/L Paul Smith (J13606) - **Distinguished Flying Cross** - No.400 Squadron - Award effective 8 May 1945 as per **London Gazette** of that date and AFRO 966/45 dated 8 June 1945. American in the RCAF, although he was born in Sulte Ste.Marie, Ontario, 12 December 1921, and award card gives home as Oshawa, Ontario. Enlisted in Toronto, 11 August 1941 and posted to No.1 Manning Depot. To No.4 BGS, 20 August 1941 (guard duty); to No.6 ITS, 21 October 1941; graduated and promoted LAC, 19 December 1941; to No.12 EFTS, 20 December 1941; graduated 13 February 1942 and posted next day to No.14 SFTS; graduated and commissioned 23 August 1942. To No.123 (Army Cooperation) Squadron, 11 September 1942. To No.5 Coastal Artillery Cooperation Flight, 1 December 1942; to No.1 Coastal Artillery Cooperation Flight, 9 December 1942; to No.5 Coastal Artillery Cooperation Flight again, 20 May 1943. Promoted Flying Officer, 11 July 1943. To Coastal Artillery Detachment, 19 July 1943; to No.123 Squadron, 25 October 1943. To "Y" Depot, 2 December 1943. Taken on strength of No.3 PRC, 13 December 1943. Promoted Flight Lieutenant, 11 January 1944. Repatriated 5 August 1945. Retired 14 September 1945. Medal presented 9 April 1948.

This officer has completed a large number of reconnaissances and has been responsible for securing much valuable information. In March 1945 Flight Lieutenant Barton was detailed to photograph an area in the Rees sector. During

the operation much anti-aircraft fire was directed at his aircraft. In spite of this, Flight Lieutenant Barton successfully accomplished his task and then acting on his own initiative, went on to reconnoitre the whole of the Rhine River between Emmerich and Wesel. In this well executed sortie Flight Lieutenant Barton displayed skill, courage and devotion to duty.

NOTE: RCAF Routine Order 982 dated 26 June 1942 reads as follows:

No.R123478, Leading Aircraftman Paul Smith Barton, an airman of the Royal Canadian Air Force serving at No.14 Service Flying Training School, Aylmer, Ontario, was tried by a district court-martial on the 13th day of May 1942 and was found guilty on the following charges:

(a) Flying aircraft low over or near city of Oshawa, contrary to Station Standing Orders.

(b) Falsifying his cross-country flight log to show flight as being on course when he well knew this was not the case.

He was sentenced to undergo detention for 42 days. The finds and sentence, having been confirmed by the Air Officer Commanding, No.1 Training Command, Toronto, Ontario, were promulgated to the accused.

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BARTON, F/O Ruggles Wilson (J87463) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 8 April 1913 in Low, Quebec. Home in Ottawa; enlisted there 14 September 1939 as Master Motor Mechanic (Transport). To Eastern Air Command, 29 October 1939. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Remustered to aircrew, 21 December 1940 when posted to No.1 ITS, reverting to AC2 on 23 December 1940. Graduated and promoted LAC, 27 January 1941 when posted to No.9 EFTS; may have graduated 17 March 1941 but posted on 29 March 1941 to No.1 Manning Depot; to No.5 SFTS, 8 April 1941; graduated and promoted Sergeant, 21 June 1941. To Embarkation Depot, 3 July 1941; to RAF overseas, 5 July 1941. Flew as second pilot with No.58 Squadron (Whitleys), October to December 1941 (sorties to Nuremberg, Kiel, Essen and twice to Hamburg). Promoted Flight Sergeant, 21 December 1941. Promoted WO2, 21 June 1942; promoted WO1, 1 September 1942. Commissioned 9 June 1944. Promoted Flying Officer, 9 December 1944. Repatriated 28 February 1945. To No.1 Air Command, 13 March 1945. To No.16 SFTS, 22 April 1945. To Instrument Flying School, 24 April 1945. Date of retirement uncertain. May have served in postwar RCAF (Warrant Officer). Died in London, Ontario, October 1989. A news despatch

dated 28 June 1942 says that on a raid to Bremen "Saturday" (in No.405 Squadron) he was 25 miles from target when two Messerschmitts appeared on either side of his Halifax bomber. In taking evasive action the bomber rolled on its back and went into a spin. He literally stood on the seat to pull it back while everything loose in the aircraft flew in all directions. When he levelled it out it actually zoomed up 3,000 feet. It was his 13th sortie and third with No.405. Earlier he had made a forced landing with one wheel down and another still in the wheel well. He had also been thrown clear of a bomber following another crash, and in January 1942 had dropped leaflets over France on behalf of American forces.

Note: Medals sold by Dix-Noonan-Webb, 10 December 2014 for 320 pounds. Squadron records of the 13th sortie give the following account:

At 0142 hours while 15,000 feet, approached from starboard quarter astern below by E./A. which closed and fired two bursts of tracer passing beneath our aircraft. Took steep turn to starboard, and rear and upper turrets were rotated at the same time which caused the aircraft to turn on its back. Captain managed to right our aircraft at 10,000 feet.

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BARWOOD, F/L William Harry Ernest (C7487) - **Mention in Despatches** - No.3 Personnel Reception Centre - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 11 May 1915. Home in Vancouver; enlisted there 19 April 1941 as Radar Mechanic. Commissioned 6 September 1941. Overseas by 1 October 1941. Attained rank of Flight Lieutenant, 3 May 1943. Repatriated 15 January 1945. To Western Air Command, 26 January 1945. To No.5 Radio School, 22 March 1945. To Western Air Command again, 27 May 1945. To Release Centre, 26 August 1945. Retired 10 September 1945. Died 5 January 1986; buried in Forest Lawn Cemetery, Glendale, California. No citation.

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BASARICH, P/O George (J17784) - **Distinguished Flying Cross** - No.114 Squadron - Award effective 23 November 1943 as per **London Gazette** dated 26 November 1943 and AFRO 113/44 dated 21 January 1944. American in the RCAF. Born Keokuk, Iowa, 26 April 1913; home in Clinton, Iowa. Enlisted in Windsor, Ontario, 29 May 1941. Trained at No.5 ITS (graduated 24 September 1941), No.12 EFTS (graduated 21 November 1941), and No.5 SFTS (graduated 13 March 1942). To "Y" Depot, 20 April 1942. To RAF overseas, 30 April 1942. Commissioned 1943. Repatriated 31 March 1945. Retired 21 August 1945. Photo PL-24054 shows him. See also PL-32530 (ex UK-13804 dated 23 August 1944). Medal presented 11 August 1948. Died in Clinton, Iowa, 17 February 2000.

During the last nine months Pilot Officer Basarich has taken part in a large number of operational sorties. He has flown in adverse weather over the Tunisian mountains to attack enemy airfields and docks and has participated in daylight operations against heavily defended posts. He has also operated consistently and successfully at night over Sicily and Italy against enemy lines of communications. An excellent pilot, this officer has always displayed steadiness and imperturbability which, combined with his fine fighting spirit, have been an inspiring example to the other pilots in his squadron.

NOTE: Public Records Office Air 2/8993 has recommendation dated 28 September 1943 when he had flown 550 hours, 130 in previous six months. He had flown 56 sorties (126 hours 45 minutes). Drafted on 28 September 1943 by the Wing Commander commanding No.114 Squadron. The recommendation is much more detailed than the final citation and is worth quoting:

Pilot Officer Basarich has now been in this squadron nine months and has completed 56 operational sorties for a total of 126.45 hours.

He started in the first bomber wing in North Africa flying Bisleys and did some difficult sorties in extremely bad weather over the Tunisian mountains to enemy aerodromes and dock areas. Then flying Boston aircraft he took part in the intensive daylight operations against heavily defended landing grounds and strong points that culminated in the end of the Tunisian campaign.

Since that time he has operated consistently and successfully at night over Sicily and Italy against aerodromes, towns, marshalling yards and enemy lines of communications with singular success, invariably dropping his incendiaries from 1,500 feet or below, accurately on his target.

Pilot Officer Basarich's crew is one of the most reliable and pugnacious in the squadron. If a more difficult and dangerous task is wanted his name is automatically brought to mind.

His keenness to hit the enemy as hard as possible on every occasion is most outstanding, and he is seldom satisfied with merely dropping his bombs but invariably returns to the attack with all his guns from low level. As a team-work pilot in daylight boxes he has flown No.2 or No.3 with consistent steadiness and unperturbability even in the worst flak and in so doing has set a fine example and helped his fellow pilots.

As an individual night pilot he has proved himself to be an accurate and deadly intruder with much more than average dash and initiative.

In short, this pilot is a first class fighter who has done extremely well and continues to show very great keenness, and is strongly recommended for this award.

On 29 September 1943 the Group Captain Commanding No.326 Light Bomber Wing added his remarks.

By his example in keenness to attack the enemy and because of the courageous and successful manner in which he has carried out the numerous operational tasks allotted to him this officer has well deserved the above recommendation.

The Air Commodore Commanding, Tactical Bomber Force, added "Strongly Recommended" on 2 October 1943; Air Marshal Alan Coningham, Air Officer Commanding, North African Tactical Air Force, approved the recommendation on 12 October 1943.

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BASCOM, F/L Stephen Arthur (J23370) - **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 3 October 1916 in Whitby, Ontario; home in Toronto (bank clerk); enlisted there 26 April 1939 as Clerk. Promoted LAC, 24 February 1940. Promoted Corporal, 1 May 1940. To AFHQ, 15 June 1940. Promoted Sergeant, 1 February 1941. To No.4 WS, 7 July 1941. Remustered to aircrew and posted to No.1 ITS, 1 August 1942; to No.4 AOS, 21 November 1942; graduated 5 February 1943 when commissioned; posted next day to Mountain View; to No.1 BGS, 22 February 1943. To "Y" Depot, 2 August 1943; to United Kingdom, 28 August 1943. Promoted Flying Officer, 5 August 1943; promoted Flight Lieutenant, 5 February 1945. Retained rank of Flight Lieutenant as on 1 October 1946. Promoted Squadron Leader, 1 June 1951. Security Officer in postwar RCAF Headquarters. Portrait painted overseas by Eric Aldwinckle. Medal presented 1 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.1746 (PAC RG.24 Vol.20608) has recommendation dated 11 January 1945 when he had flown 29 sorties (133 hours 33 minutes):

As Air Bomber, this officer has completed a large number of sorties against enemy targets, and his work in the air has always been of the highest standard. On several occasions, Flying Officer Bascom has coolly directed his skipper in an orbit in the face of very heavy defences, to ensure the accuracy of his bombing.

A resolute and determined Bomb Aimer, Flying Officer Bascom has contributed greatly to the success of his crew.

The sortie list was as follows:

9 May 1944 - Calais (3.10)
10 May 1944 - Ghent (4.05)
19 May 1944 - Noulmer (3.30)
22 May 1944 - Le Mans (5.20)
27 May 1944 - Bourg Leopold (4.20)
9 June 1944 - Le Mans (5.50)
10 June 1944 - Versailles (5.25)
14 June 1944 - St. Pol (3.50)
15 June 1944 - Boulogne (3.30)
16 June 1944 - Hautrecourt (3.55)
21 June 1944 - St. Martin (4.10)
23 June 1944 - Bientques (4.20)
27 June 1944 - Foret d'Eary (4.05)
1 July 1944 - Biennais (4.10)
3 July 1944 - Biennais (3.55)
6 July 1944 - Conquereaux (4.25)
15 July 1944 - Nucourt (4.10)
17 July 1944 - Caen A.1 (4.05)
18 July 1944 - Wesseling (5.20)
3 August 1944 - Foret de Nieppe (4.15)
4 August 1944 - Bois de Casson (4.55)
5 August 1944 - St. Leu d'Esserent (5.05)
7 August 1944 - La Hogue (4.15)
9 August 1944 - Foret de Nieppe (3.55)
15 August 1944 - Falaise (3.55)
16 August 1944 - Kiel (5.30)
6 October 1944 - Dortmund (5.55)
4 December 1944 - Karlsruhe (7.10)
6 January 1945 - Hanau (7.05)

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BASKERVILLE, G/C Patrick George (C188) - **Mention in Despatches** - No.1 Group Headquarters (Canada) - Awarded 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. RMC graduate. Enlisted at Camp Borden, 30 August 1935; awarded wings 17 June

1936; flew with No.10 Squadron to Halifax, August 1939; served with No.11 (BR) Squadron, 1939-42; Squadron Leader as of 1 November 1940. Promoted Wing Commander, 15 May 1942 on posting to Eastern Air Command Headquarters. Promoted Group Captain, 1 June 1944. Post-war was appointed to be Air Attaché to Washington (1947). Retired as a Group Captain, 17 December 1948.

While serving as Senior Air Staff Officer at No.1 Group Headquarters, he has made a marked contribution to the energetic offensive measures against enemy U-Boats. His willingness to assume immediate control at any hour of the day or night and his able direction of operations have inspired confidence among the crews operating against the enemy and have done much to advance morale and efficiency.

RCAF Press Release 2316 dated 5 October 1943 reads as follows:

London (RCAF News Service) - In another move toward increasing the efficiency of the continuous air umbrella over Atlantic convoys, two RCAF operations room controllers have flown to the United Kingdom to replace two RAF controllers who have gone to Eastern Air Command in Canada under an exchange scheme.

The two Canadians, Wing Commander Peter Baskerville of Ottawa and Wing Commander Peter Delaney of Eureka, Nova Scotia, both of whom have had long experience in Eastern Air Command, are in Britain for a six month's tour of duty to learn at first hand how the RAF conducts anti-U-boat operations in the Battle of the Atlantic. So skilled had the two become at directing "VLT" aircraft on convoy protection duty from the Canadian side that within a few hours of their arrival they were controlling the operations of RAF Liberators from Coastal Command Group Headquarters.

They have already had experience on Coastal Command stations in Northern Ireland and in Iceland.

Wing Commander Baskerville had been senior controller at Eastern Air Command Headquarters and, prior to that, Commanding Officer of an East Coast squadron. Wing Commander Delaney served with another North Atlantic squadron flying on the East Coast.

Wing Commander Delaney happened to be the control officer at an Irish station when an RCAF Liberator completed the first West-Easy operational flight from a Newfoundland station. It is expected that there will be further exchanges of

personnel to encourage the smoothest possible cooperation of the two convoy protection services.

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BASSARAB, F/L Russell Nicholas (J22239) - **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 in Saskatoon, 26 March 1917. Home in Kingston, Ontario; enlisted in Ottawa 26 August 1941 and posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 24 October 1941. To No.32 SFTS, 20 December 1941 To No.4 SFTS, 26 January 1942. To No.7 ITS, 15 February 1942; graduated and promoted LAC, 10 April 1942 but not posted until 26 April 1942 when sent to No.19 EFTS. Ceased training, date uncertain; to No.6 AOS 9 July 1942; graduated 12 September 1942 when posted to No.7 BGS; graduated and commissioned, 18 December 1942; to No.10 SFTS, 2 January 1943. To No.31 OTU, 22 January 1943; to "Y" Depot, 24 April 1943; to RAF overseas, 15 May 1943. Repatriated 1 June 1945. Retired 13 August 1945. Died in Calgary, 1999.

BASSARAB, F/L Russell Nicholas (J22239) - **Netherlands Flying Cross** - No.299 Squadron (erroneously given in AFRO as No.229 Squadron) - Award effective 28 September 1945 as per **Canada Gazette** dated 6 April 1946 and AFRO 388/46 dated 12 April 1946. However, AFRO 473/46 cancels this ! Public Records Office Air 2/9556 has recommendation from W/C P.N. Jennings, CO of No.299 Squadron, dated 17 August 1945, when he had flown 25 sorties (128 hours 40 minutes). Document did not specify honour other than "Dutch award". Navigator, Stirling aircraft.

Flight Lieutenant Bassarab has taken part in numerous operations over enemy occupied Europe and especially Holland both in aid of the Resistance movement and in the dropping of S.A.S. troops. He played a particularly outstanding part in Operation "FABIAN" and his skill and devotion to duty contributed to the material success of that operation. His enthusiasm for operations against the enemy has been unbounded and his skill and ability in the air have at all times been an inspiration to the personnel of the squadron.

Department of External Affairs file 19-CX-1-40 (Library and Archives Canada RG.25 Box 2701) has a slightly different text:

As navigator of a Stirling aircraft this officer has participated in 25 sorties, many of which involved the dropping of S.A.S. troops and supplies in support of the Resistance Movements in both Holland and France. Throughout, Flight

Lieutenant Bassarab has displayed outstanding skill and initiative and has inspired all with whom he has had contact.

BASSARAB, F/L Russell Nicholas (J22239) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946.

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BASSETT, P/O Glenn Alvin (J86138) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 19 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born 3 April 1923 in Saskatchewan; home in Calgary or Beechy, Saskatchewan; enlisted Saskatoon, 3 July 1941. To No.2 Manning Depot, 21 July 1941. To No.4 ITS, 31 August 1941. Graduated and promoted LAC, 3 October 1941. To No.3 Manning Depot, 6 October 1941. To No.2 WS, 10 November 1941; may have graduated 7 August 1942 but not posted to No.3 BGS until 28 August 1942; graduated and promoted Sergeant, 18 December 1942. To "Y" Depot, 1 January 1943; to RAF overseas, 4 January 1943. Overseas trained at No.24 OTU. Commissioned 20 February 1944. Repatriated 10 April 1945. Retired 15 June 1945. Later RCMP and employee of Alberta Occupational Health. Died in Kelowna, 3 April 2012. Medal presented 14 June 1947. Portrait photo is PL-35935.

This officer, as rear gunner, has participated in many sorties against objectives in Germany and France; he has also completed numerous mine-laying operations. On several occasions his vigilance and skilful evading directions have enabled his pilot to frustrate enemy fighters. His excellent work has contributed materially to the successes achieved.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has recommendation by W/C W.A.G. McLeish dated 13 July 1944 when he had flown 34 sorties (225 hours) as follows:

As tail gunner, Pilot Officer Bassett has completed a very successful tour of operations, having attacked targets in Germany and France and having completed numerous minelaying operations. His keenness and above average ability contributed materially to the success enjoyed by his crew. On several occasions his vigilance and skilful directions enabled the pilot to take the proper evasive action and so avoid attack by enemy night fighters. On one occasion when returning from a German target an attack by a night fighter appeared imminent. He opened fire and shot down the attacker. On another occasion he probably destroyed an enemy night fighter over France.

For reliability and keenness and for the completion of a very satisfactory tour, I recommend the immediate award of the DFC.

The sortie list was as follows:

2 August 1943 - Hamburg (6.50)
27 August 1943 - Nuremberg (6.45)
30 August 1943 - Munchen-Gladbach (5.24)
5 September 1943 - Mannheim (7.51)
15 September 1943 - Mont Lucon (7.45)
18 November 1943 - Mannheim (8.10)
19 November 1943 - Leverkusen (6.30)
22 November 1943 - Berlin (4.30, duty not carried out)
25 November 1943 - Frankfurt (5.50, duty not carried out)
26 November 1943 - Stuttgart (7.40)
6 January 1944 - Gardening (8.10)
20 January 1944 - Berlin (6.55)
15 February 1944 - Berlin (6.55, duty not carried out)
19 February 1944 - Leipzig (8.15)
21 February 1944 - Gardening (6.40)
24 February 1944 - Gardening (5.55)
2 March 1944 - Meulon (5.50)
22 March 1944 - Gardening (6.40)
26 March 1944 - Courtrai (5.00)
29 March 1944 - Paris (5.55)
10 April 1944 - Ghent (1.05, duty not carried out)
13 April 1944 - Gardening (4.15)
17 April 1944 - Gardening (5.50)
18 April 1944 - Gardening (7.10)
20 April 1944 - Lens (5.15)
22 April 1944 - Laon (5.50)
23 April 1944 - Gardening (6.20)
3 May 1944 - Gardening (4.45)
5 May 1944 - Gardening (5.05)
9 May 1944 - Gardening (5.00)
10 May 1944 - Ghent (4.50)
12 May 1944 - Gardening (3.55)
21 May 1944 - Gardening (5.05)
23 May 1944 - Gardening (4.10)
27 May 1944 - Gardening (4.40)

31 May 1944 - Boulogne (3.50)

1 June 1944 - Gardening (4.15)

2 June 1944 - Gardening (4.35)

Combat Report for 2 August 1943:

While on operations to Hamburg on the 2nd August 1943, Halifax aircraft "T" serial number EB215 of 428 Squadron was attacked by two enemy fighters, identified by the Rear Gunner [Bassett] as Me.109s, shortly before reaching the target, at a position of 55° 40' N 09° 55' E at 0146 hours. The Halifax was flying on a course of 145° Magnetic at 19,000 feet altitude, I.A.S. 180 m.p.h.. Visibility was fair with cloud above and below.

The enemy fighters were first sighted on the port and starboard quarters, the one on the starboard quarter above carrying a light and the one on the port quarter below without a light, both at 600 yards range. This range was verified by Monica, as it gave warning at the time of visual contact and was set at 600 yards. The fighter on the port quarter attacked first and the Rear Gunner gave combat manoeuvre turn port and dive. As the range closed to 400 yards, both the fighter and the Rear Gunner opened fire, the Rear Gunner firing two bursts, the tracer from the fighter passing well to starboard. As the Halifax completed the diving turn, both fighters were lost to view.

The Halifax carried on and having bombed the target, was attacked again at 0200 hours by a fighter identified by the Rear Gunner as a Ju.88. On this attack, the Halifax was at a position of 54° 00' N 10° 00' E. The Halifax was flying a course of 283° Magnetic at 16,000 feet altitude, I.A.S. 180 m.p.h. Visibility was fair with cloud above and breaks in the cloud underneath, the tops of which were at 13,000 feet.

The fighter was first sighted dead astern as above at 600 yards as Monica gave warning, no lights were carried by this fighter. The Rear Gunner gave combat manoeuvre corkscrew and as the fighter closed to 400 yards, the Rear Gunner opened fire with one burst, with no return fire from the fighter. The combat manoeuvre taken carried the Halifax into cloud and the fighter was not seen again.

There was no searchlight activity because of clouds and the only light seen was carried by the Me.109, which appeared to act as decoy.

The Rear Gunner fired 1,100 rounds from all four guns with no stoppages. No damage to the fighter is claimed although hits may have been scored.

Combat Report for 5 September 1943:

While on operations to Mannheim on the 5th September 1943, Halifax aircraft "F", serial number JD386 of 428 Squadron was attacked by an unidentified single-engined fighter on the bombing run directly over the target at 2310 hours. The Halifax was flying a course of 105 Magnetic at 19,000 feet altitude. T.A.S. 230 m.p.h. Visibility was excellent with many searchlights and fires below.

The enemy aircraft was first sighted on the starboard quarter above at 400 yards and as the Rear Gunner [Bassett] instructed the pilot to corkscrew starboard, both the Gunner and fighter exchanged on both sides with no apparent hits being scored, and the fighter was lost to view.

This Halifax was attacked again by a single engined fighter identified as a FW.190 at 2331 hours at a position of 4920' N 0820'E. The Halifax was flying a course of 275 Magnetic at 18,000 feet altitude, T.A.S. 226 m.p.h. Visibility was still good from the light of the fires.

The enemy aircraft was first sighted on the port quarter slightly below by the Rear Gunner at 400 yards range. "Monika" had just given warning, and as the fighter was sighted it opened fire. The Rear Gunner directed the pilot to corkscrew port, at the same time firing a five second burst. The range closed rapidly and the fighter burst into flames and fell away to starboard at 200 yards range. It was well alight and was seen by three members of the crew as it broke up and burned on the ground/.

The Rear Gunner fired about 1,000 rounds on the first encounter over the target and about 450 rounds on the second encounter, and had two stoppages due to jammed links. The Halifax suffered no damage and the fighter is claimed as destroyed.

Combat Report for 25 November 1943:

While on operations to the target Frankfurt on 25th November 1943, Halifax aircraft "N", serial number LK924 of 428 Squadron was attacked at a position 5018 N 0500'E at 0200 hours while flying at 200 m.p.h. T.A.S. on a course of 090 true, at an altitude of 18,500 feet, by an unidentified single engined aircraft.

Visibility was good, with 5/10ths cloud at a height of 15,000 feet. "Monika" was working very well and picked up enemy aircraft.

The first attack was made from the port quarter below, at 400 yards range, and the enemy aircraft opened fire immediately. The Rear Gunner [Bassett] gave combat manoeuvre "dive to port" and opened fire at the same time. The enemy aircraft broke away to starboard below at 200 yards range and was lost to sight. Tracer was seen to strike the enemy aircraft, and hits were believed to have been scored. About 400 rounds were fired with no stoppages. The Halifax sustained no damage and no claims are made against the enemy aircraft.

At 0202 hours at a position 50°18'N 05°03'E at 18,500 feet altitude, a second attack was made from dead astern by a single-engined enemy aircraft at 400 yards range. The Halifax adopted combat manoeuvre "corkscrew" and the enemy broke the attack and was lost to sight. Neither the Halifax nor the enemy aircraft opened fire.

Combat Report for 6 January 1944:

When engaged on operations to St. Nazaire on the night of 6th January 1944, Halifax aircraft "X", serial number JN967 of 428 Squadron was attacked by a single-engined aircraft identified as a FW.190 by the Rear Gunner [Barrett], while flying at an altitude of 12,500 feet at 2339 hours, on a course 021true, at 218 m.p.h. T.A.S. at a position 48°47'N 05°01'W. Visibility good, with bright moon and some scattered low cloud below at 6,000 feet.

The enemy aircraft made its first attack from the port quarter level and opened fire at 500 yards range. The Rear Gunner [Barrett] gave the pilot manoeuvre "turn - dive port" and the tracer passed below the Halifax. The Rear Gunner was unable to bring his guns to bear, as the pilot took very violent action.

The second attack was made from the starboard quarter level and at 300 yards range; the Rear Gunner opened fire, just as the Halifax made a diving turn to starboard. Strikes were seen on the FW.190 by the Gunners and the Engineer. The Rear Gunner fired a total of 300 rounds from all four guns with no stoppages. The fighter broke away to the port quarter up and was then lost to sight.

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BASSO, S/L Joseph Antonio (C2762) - **Air Force Cross** - No.3 Bombing and Gunnery School - Award effective 28 May 1943 as per **London Gazette** of that date and AFRO 1459/43 dated 30 July 1943 - American in RCAF; born in Andover, Massachusetts, 23 March 1908. Received comprehensive schooling in aviation at Dallas, Texas. Enlisted in Ottawa, 5 September 1940; home in Bryan, Texas. Flight Lieutenant as of 15 May 1941. Promoted Squadron Leader, 1 September 1942. Retired 14 August 1943, presumably on transfer to American forces. Medal presented 16 November 1943. RCAF photo PL-2429 shows Flying Officers J.A. Basso, R.L. Long and A.V. Anderson, early 1941. Died in Delray Beach, Florida, 1966.

Squadron Leader Basso, as Officer Commanding Maintenance Wing, has always given unstintingly of his knowledge and experience in the maintenance of aircraft at this unit. Due to his extreme devotion to duty and unbounded enthusiasm this school has been able to maintain a high standard of training. His total flying time of 1,087 hours includes 913 instructional hours, of which 492 were logged during the last twelve months.

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BASSON, P/O Robert Arthur (J19840) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 19 November 1919 in Lethbridge; home there; enlisted in Calgary 11 March 1941. To No.2 Manning Depot, 10 June 1941. To No.4 ITS, 1 August 1941; graduated and promoted LAC, 13 September 1941 when posted to No.16 EFTS; graduated 7 November 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. Promoted Flight Sergeant, 27 August 1942. Promoted WO2, 27 February 1943. Commissioned 18 January 1944. Promoted Flying Officer, 18 July 1944. Repatriated 24 November 1944. To Release Centre, 9 September 1945. Released 1 October 1945. Re-engaged as Fighter Controller (13313), 15 October 1948 to at least 1954. Promoted Flight Lieutenant, 1 July 1952. Medal presented 11 June 1949. 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 15 June 1944 when he had flown 32 sorties (219 hours 15 minutes), 21 August 1943 to 11 May 1944.

21 August 1943 - Battaglia (5.50)
23 August 1943 - Bagnoli (5.20)
24 August 1943 - Terre Annunziata (5.45)
27 August 1943 - Salerno (5.55)
29 August 1943 - Torre Annunziata (5.40)
1 September 1943 - Aversa (5.55)

3 September 1943 - Naples (6.05); hit by flak
6 September 1943 - Battapaglia (5.35)
7 September 1943 - Viterbo (6.50)
10 September 1943 - Formia (6.35)
11 September 1943 - Frosinone (5.40)
13 September 1943 - Pompei (6.30)
14 September 1943 - Battaglia (7.00)
15 September 1943 - Terre Annunziata (6.40)
16 September 1943 - Cisterna (5.45)
18 September 1943 - Viterbo (6.20)
21 September 1943 - Bastia (7.00)
23 September 1943 - Pisa (7.45)
1 October 1943 - Formia (5.40)
4 October 1943 - Formia (6.05)
19 February 1944 - Leipzig (6.55)
25 February 1944 - Augsburg (7.25); fighter shot down
6 March 1944 - Trappes (5.50)
7 March 1944 - Le Mans (5.20)
9 April 1944 - Villeneuve St.George (6.20)
10 April 1944 - Ghent (4.00)
18 April 1944 - Noisey le Sec (5.50)
19 April 1944 - Lens (4.10)
24 April 1944 - Karlsruhe (7.45)
26 April 1944 - Essen (4.35)
9 May 1944 - St.Valery (4.00)
11 May 1944 - Bologne (3.50)

This officer has piloted his aircraft on numerous bombing missions over enemy territory. Throughout, he has displayed skill, courage and excellent leadership. His determination, devotion to duty and his courage have enabled him to press home every attack with telling success and thereby complete a highly effective tour of operations.

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BASTABLE, WO (now P/O) Vernon James (R95313/J96709) - **Military Cross** - No.106 Squadron - Award effective 13 April 1946 as per **London Gazette** dated 17 May 1946 and AFRO 602/46 dated 14 June 1946. Born in Winnipeg 2 December 1914 (birth date on MI.9 report); home there (railway clerk, warehouseman); member of Fort Garry Horse, 1933-1935; enlisted Winnipeg 4 March 1941. To No.2 Manning Depot, 10 March 1941. To No.37 SFTS (guard duty),

8 April 1941. To No.2 ITS, 3 May 1941; graduated and promoted LAC, 7 June 1941 when posted to No.8 EFTS; graduated 26 July 1941 when posted to No.3 SFTS; graduated and promoted Sergeant, 17 October 1941. To Embarkation Depot, 18 October 1941. To RAF overseas, 2 November 1941. Further trained at No.20 OTU, Lossiemouth. Shot down on his fifth sortie, 19 September 1942 (notwithstanding his account, below). Commissioned 17 April 1944. Promoted Flying Officer, 17 October 1944. Back in England, 14 June 1945; repatriated to Canada, 8 July 1945. Released 12 October 1945. Rejoined, 12 November 1946 with rank of Flying Officer (120214). Medal presented 30 October 1948. Promoted Flight Lieutenant, 11 March 1949. Killed at Winnipeg in a Vampire, No.402 Squadron, 27 March 1949.

Warrant Officer Bastable was captured in the Rouen area in September 1942 and was held in various prison camps. He made his first attempt to escape in May 1943, whilst with a working party at Metsdorf, Sudetenland, having obtained civilian clothes from the Czechs. His true identity was discovered and he was returned to Stalag 344. Warrant Officer Bastable then decided to make an immediate attempt to escape in an Army uniform. He cut the wire of a second floor window and, timing his action to miss the guards, he jumped clear and escaped. He travelled in the direction of Prague but after three days he was discovered by some German civilians. He was handed over to the authorities and sent to a Gestapo prison where he was kept for fourteen days in solitary confinement. He was sent back to Stalag Luft 344 and spent a further ten days in solitary confinement. In October 1943, Warrant Officer Bastable made another attempt to escape by means of an emergency ladder in the main shaft of a coal mine in which he was working. He gained his liberty for two days after which he was recaptured by German police in company with a Czech air force sergeant. He made another attempt to escape from Stalag 344 but both were recaptured and were returned to camp. Warrant Officer Bastable and the same Czech sergeant finally escaped in October 1944 by jumping from the roof of their billets over the fence and proceeding into some woods nearby. Here they were assisted by Czech civilians. They eventually made contact with the Czech underground with arms and ammunition and took part in many operations, destroying railways, bridges, road blocks, and electrical installations. The Czech sergeant was captured again and has not been heard of since. Warrant Officer Bastable continued serving in the underground movement until he was liberated by the Russians in May 1945.

Public Record Office WO 208/3327 has MI.9 report based on interview of 16 June 1945.

1. CAPTURE

I was captured in the area of Rouen, France on 23 September 1942.

2. CAMPS IN WHICH IMPRISONED

Dulag Luft (Frankfurt on Main), 26 September to 5 October 1942
Stalag 344 (Lansdorf), 10 October 1942 to 13 September 1944.

Working Camps

Metsdorf - 3 March to 10 May 1943
Kasimir - 9 September to 10 October 1943
Kattowitz - 20 November 1943 to 1 February 1944
Heinsdorf - 1 August to 13 September 1944

3. ATTEMPTED ESCAPES

(a) First attempt

On 3 May 1943 I changed identity with a private soldier of the British army and assumed the name of Wilfred Reid. Through Sergeant-Major Charters I was sent on a working party at Metsdorf, Czech Sudetenland. I contacted Czech civilians to obtain civilian clothes, but in the evening of 10 May my true identity was discovered and I was told I would be returned to Stalag 344 so decided to escape in army uniform.

I cut the wire of a second storey window and, timing the guards, jumped clear and escaped. My equipment was a compass, chocolate and iron rations for 21 days, an excellent map, and a water bottle. These were all obtained from Czech civilians.

I was on the loose for three days and four nights before being recaptured approximately 200 kilometres, in the direction of Prague (my intention being to make for Switzerland) by a German civilian party whilst asleep in the woods. This was apparently a hunting party who came across me quite accidentally. During this time I was given food and directions by Czech civilians.

I was taken to the Gestapo prison at Trubbau where I spent 14 days in solitary confinement and was then sent to Stalag 344 where I received ten days solitary.

(b) Second attempt

At Stalag 344 I changed identity with a Private Matthew Bell, British Army. Sergeant-Major Pearce and Sergeant-Major Charters, in charge of working parties, sent me to Kasimir coal mines in Poland. We had heard that the Polish Partisan underground had appealed to the British Non-Commissioned Officer in charge of the working party for volunteers to join their organisation. This information turned out to be false. The Polish partisans had contacted the Non-Commissioned Officer in charge of working parties, but only to request that he organise to give assistance to the Polish partisans in overpowering the German garrison in the event of the Russians drawing close.

Hoping to contact the Polish underground I divulged my true identity to a Polish civilian (name unknown) working in the mines who verified my status through their organisation and requested me to remain where I was to await the arrival of the Russians. I thought this too slow so decided to escape.

(c) Third attempt

In October 1943 I escaped by means of the emergency ladder in the main shaft of the coal mine which was not guarded. I was wearing overalls. The Polish workers gave me all the information I needed and provided me with rations, maps, and a compass.

I was free for two days and three nights when I was picked up by the German Schultz Policie at Krakow.

I spent 21 days in jail at Krakow and was then sent to another coal mine in the Dattowitz area. I worked here for some time with no chance of escape. My change over in Stalag 344, Mathew Bell, gave himself up and as a result I was taken from work and kept in a lager camp. I attempted to escape through the wire but was detected. I was given ten days solitary confinement and returned to Stalag 344 in February 1944.

4. ESCAPE

In Stalag 344 I met a Czech Sergeant Suebedu Pael, a wireless operator with a bomber squadron in the United Kingdom. He had previously escaped to the United Kingdom aided by the Czech underground. We decided to change identities, go to a working party, escape and contact the underground.

I assumed the identity of an Australian army private - T. Tarlington, NX.2617 - and with Pael went to a stone quarry at Klene Hernsdorf in Sudetenland. With Pael's knowledge of Czech we soon made good contacts with Czech civilians working in the stone quarry.

We attempted an escape but were caught in the woods by the Germans who had been informed by two British army privates who were enjoying extra privileges.

We were sent to Jagensdorf in Czech Sudetenland and given five days solitary confinement. With the aid of a New Zealand Sergeant-Major in charge of distributing Red Cross parcels at Jagensdorf we were returned to Klene Hernsdorf to try to make use of our excellent contacts.

We had to allay the suspicions of the two army privates who had previously given us away to the Germans and who warned us not to try to escape as they would lose extra privileges.

On 22 October 1944 we climbed onto the roof of our billets and jumped over the wire into the woods. We chose a dark night and three Czech civilians were waiting for us in the woods. They arranged contacts for us and guided us to the Protectorate frontier into Jindrich Stadt. Here a farmer kept us in his hayloft for three days.

From there we went in a butcher's truck to Holislou and then walked to Kyjov, the home of my Czech companion.

We then went to Bukovany where we contacted a man with whom we stayed until 20 January 1945. While staying here we contacted an officer in the Czech underground movement. This officer was in contact with a British Staff Captain and told us that the British Captain had requested us not to attempt to leave the country, but to join the underground.

Suebedu Pael organised the Czech populace into groups and we were supplied with arms and ammunition by the Royal Air Force, presumably operating from Italy. Our need for arms, etc. was passed through the Czech underground officer to the British Captain.

We carried out sabotage at night all over the country, living in woods. We were well equipped with explosives. Railways, bridges, road blocks and electrical installations were blown.

Suebedu Pael was captured whilst attempting a sabotage and I have not heard from him since. I later learned that his six companions had been shot but Pael had said he was a British officer. However, his fate is unknown to me.

On 29 April 1945 the Roumanian army made contact with us and we helped them against the Germans, acting as guides, etc.

On 4 May 1945 I returned to Kyjow and contacted the Russians who sent me to a Russian repatriation centre at Sazatic. From there I was sent to Neustadt and was virtually kept a prisoner until 1 June 1945. We then moved to Benow and were told by a Russian Major that repatriation would not take place until Russians prisoners were treated better by the British.

I then left the Russian camp without permission and reported to the British Embassy in Prague who then sent me to the United Kingdom. The British Embassy in Prague have all information regarding the activities of the partisans, of which I was one.

Further to the above, the following was received on 22 December 2003 from Mr. David Sumerauer via the website "RAF Commands", correcting the name of the Czech NCO:

W/O W. Bastable escaped from German captivity in company with Sergeant Pavel Svoboda, 787 399, 311 Squadron RAF.

Born in Bohuslavice u Kyjova, on June 28, 1916 he was studying law at Masaryk's University in Brno when Germans took over Czechoslovakia in March 1939. On November 17, 1939 Germans closed all Czech universities and many students were sent to concentration camps. Pavel Svoboda was interned in Sachsenhausen concentration camp till December 1939 when he was released and returned home. In very next month he escaped from protectorate with his brother and they joined Czech army forming in France and later in England. He was flying Wellington bombers with 311 Czech squadron as a gunner and was lost on his 37th mission.

Sergeant. Pavel Svoboda, 787 399, was captured after his Wellington Ic, KX-B, T2553 ditched in North Sea returning from Wilhelmshaven raid on December 28,

1941. The aircraft was damaged by flak and lost port engine. The rear gunner, Skalicky Rudolf, 787283 sunk with the airplane, other crew members managed to board the dinghy: Sergeant Alois Siska, 787 493, pilot, Sergeant Tomanek Josef, 787 501, 2nd pilot, F/O Mohr Josef, 82622, navigator, F/O Scerba Josef, 82633, WOP and Sergeant Svoboda. Sadly, the crew was not found and picked up by air sea rescue and F/O Mohr and Sergeant Tomanek succumbed to cold and exposure. The rest of crew were captured in the morning of January 3rd, 1942 near Alkmaar in Holland, all with severe chilblains. (F/O Sterba was repatriated to England in 1944).

After a long stay in hospital Sergeant Svoboda was held in Stalag VIII B Lansdorf (today Lambinowice, Poland) . After unsuccessful escape attempt in September 1942 he exchanged his identity with a New Zealander (private?) Harry C. Neville and start to work manually outside the camp. In May 1944 he escaped but was recaptured after two days. In October 22, 1944 he escaped again in company with W/O Wernon Bastable (who exchange his identity with an Australian John Grabtree, to be allowed to work outside the camp) and they managed to join Czech underground (build up by Czech commandos parachuted in protectorate in 1944 – Operation Carbon, Capt. Frantisek Bogataj, MC).

In April 14, 1945 he was recaptured (wearing battledress) while his companions were executed by Germans. Held in Brno, he managed to escape again on April 23, 1945 during German retreat and succeeded to hide to the end of hostilities. On May 19, 1945 he returned to England.

After the war he finished his studies, but in 1948 after communist putch in Czechoslovakia he escaped to Denmark and later to Great Britain where he lived until his death on January 8, 1993.

Directorate of History and Heritage file 181.001 D.24 has his own account of the loss of his aircraft, given to interrogators on 18 June 1945. He stated he had flown four sorties and went on to say:

Took off from Warboys on the night of 19 September 1942, target Saarbrücken, trip in uneventful - no cloud, visibility good. Enemy operating many dummy fires around target area - clearly identified target (river bend, island, etc). Had been warned bad weather likely to come in on home "drome" and to make all possible speed home. Navigator reported high counter wind. When nearing coastal area found we were south of track (I could see Le Havre). I turned northerly and near (I believe) Abbeville three searchlights picked us up, a little heavy flak - took

evasive action - rear gunner reported cessation of flak - escaped searchlights - continued on course with a little weaving - very shortly after flak again - slight jar of aircraft (say personal feeling) - I noticed glow from what seemed to me to be inboard of starboard engine and the wing root training edge. Rear gunner reported fire - had flown out of flak area by then. Fire broke into fuselage. Flares in storage aft of bulkhead door, starboard side, ignited. I considered the fire very violent - ordered crew to "prepare to abandon". Bomb aimer coming out front turret left the door open - made excellent draught for fire - elevator controls very sluggish - crew out in this order - Bomb Aimer, Navigator, W/OP and then myself.

Interrogator's Notes:

All out of front hatch except Rear Gunner who got out of his turret. Unable to put "George" in. Had no difficulty in getting out - went feet first.

The website "Lost Bombers" identifies the aircraft as Wellington BJ883 of No.156 Squadron (GT-K). Full crew was Sergeant V.J. Bastable, Sergeant E.W. Cumming (RCAF, POW), Sergeant W. Milligan (RCAF, POW), Sergeant D.J. Scott (POW), Sergeant W.F. Waterworth (RCAF, POW). Sergeant Scott initially evaded until captured when the partisan group he was operating with was captured by SS Troops (no date) and eventually placed in POW camps.

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BATCHELOR, F/L Alexander William, DFC (C89543) - **Bar to Distinguished Flying Cross** - No.109 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 22 July 1920 in Saskatoon; educated in Saskatchewan. Enlisted in RAF as 926590 Aircraftsman 2nd Class (Aircraft Hand), Air Observer, 21 May 1940; mobilised 15 July 1940. Remustered to LAC and Observer Under Training, 29 December 1940; classified as Sergeant and Air Observer, 27 June 1941; promoted to Flight Sergeant, 1 June 1942; remustered as Navigator (B), 23 July 1942; Commissioned 17 September 1942 (134045); graded as Flying Officer on Probation, 17 March 1943; promoted to Flight Lieutenant, 17 September 1944. Transferred to RCAF, 18 January 1945. His wartime postings were as follows: No.1 Recruits Centre, Uxbridge, 21 May 1940; Placed on Reserve, 22 May 1940; No.9 Recruits Centre, Blackpool, 15 July 1940; Station Leuchars, 31 July 1940 (ground defence); No.5 Initial Training Wing, 19 Oct 1940; No.50 Group Pool, 18 January 1941; No.5 Bombing and Gunnery School, 2 May 1941; No.10 OTU, 5 July 1941; No.78 Squadron, Middleton St. George, 10 September 1941 (first sortie, 30 November 1941); No.76 Squadron, 30 June 1942; No.462 Squadron, 12 August 1942 (NOTE: with these squadrons he was on operations in Middle East from 12 July 1942 to 31 December 1942; first sortie in that theatre was on 15 July 1942); No.23 Personnel Transit Centre, Middle East, 2 January 1943; No.22

Personnel Transit Centre, Middle East, 3 January 1943; No.1 Personnel Despatch Centre, UK, 26 March 1943; No.1652 Conversion Unit (Navigator/B, Instructor), 25 April 1943; No.23 OTU, Pershore (Instructor), 29 May 1943 (Wellintons); No.20 OTU (Instructor), 15 March 1944; No.1655 Mosquito Training Unit (for Pathfinder training), 31 July 1944; No.109 Squadron (Navigator/B, operations), 15 September 1944 (first sorties 1 October 1944); Little Staughton, 27 May 1945; No.63 Base, 2 July 1945; to Yarmouth, NS, 30 July 1945; released in Victoria, 9 October 1945 Awarded initial DFC while a member of the Royal Air Force (**London Gazette**, 13 April 1945, No.109 Squadron). Medal presented in New Brunswick, 21 December 1949. As of 18 January 1945 he claimed 2 1/2 operational tours and one non-operational. Claimed 380 operational hours and 500 non-operations. Times on types: Anson (84), Blenheim (65), Whitley (100), Halifax (256), Wellington (100), Oxford (37), Mosquito (238). Another form (no date but soon after transfer to RCAF) claims 82 sorties including 54 on current tour. Re-engaged in RCAF on 24 February 1946; reverted to Flying Officer, 1 October 1946; promoted to Flight Lieutenant, 1 June 1949. Postings were as follows: WAC "K" Flight, 25 November 1946; Station Patricia Bay, 27 January 1947; JAS Rivrs, 10 May 1947; NWAC "K" Flight, Edmonton, 14 September 1947; Station Summerside, 10 May 1949 (Air Navigation School). As of 20 Nov 1950 he gave flying times thus: Anson (81.45), Blenheim (9.45), Whitley (170.30), Halifax (171.40), Wellington (167.15), Oxford (33.40), Mosquito (235.05), Canso (207), Dakota (446.50), Lancaster (25.00), Beechcraft (5.10), Norseman (8.25), Harvard (5.10). To Air Ministry, London, 25 April 1951; attached to No.1 Air Navigation School, Hullavington. Killed in crash of Wellington T.10 RB383 during training exercise to Malta (seven killed), crashed on a mountain peak in southern France; aircraft not found for 16 days. As of 20 Nov 1950 he gave flying times thus: Anson (81.45), Blenheim (9.45), Whitley (170.30), Halifax (171.40), Wellington (167.15), Oxford (33.40), Mosquito (235.05), Canso (207), Dakota (446.50), Lancaster (25.00), Beechcraft (5.10), Norseman (8.25), Harvard (5.10). An article on him, "Batch", subsequently appeared in **Roundel**, written by S/L N.W. Emmott, DFC who described him as "the best natural navigator I ever knew."

Flight Lieutenant Batchelor has now completed two tours of operational duty. He has always shown himself to be a most reliable and determined navigator with outstanding courage and supreme devotion to duty. Since the award of the Distinguished Flying Cross, he has continued to operate with undiminished skill and ability and has been largely responsible for the success of many attacks on enemy targets.

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BATCHELOR, F/O Eric Trelawny (J10594) - **Distinguished Flying Cross** - No.224 Squadron - Award effective 29 September 1943 as per **London Gazette** dated 1 October 1943 and AFRO 2258/43 dated 5 November 1943. Born 21 June 1921 in Kamloops (obituary notice). Home in

Vancouver; enlisted there 2 July 1941. Trained at No.4 ITS (graduated 11 September 1941), No.18 EFTS (graduated 7 November 1941) and No.7 SFTS (graduated 13 March 1942). Commissioned 1942. Cited with F/L Maurice Morley (RAF, Gunnery Leader, awarded DFC), WO Robert William Lowe (RAF WOAG, awarded DFC) and FS Bryce Campbell McMurtie (RAF, WOAG, awarded DFM). Graduated in civil engineering from Washington State University, 1948; employed by British Columbia Department of Public Works; to RCAF again, 1950, serving in Ottawa, Winnipeg and France. Retired 1976 to Qualicum Beach, Vancouver Island. Died in Vancouver, 8 September 2006.

Flight Lieutenant Morley was the gunnery leader whilst Warrant Officer Lowe and Flight Sergeant McMurtie were wireless operator air gunners in a Liberator aircraft captained by Flying Officer Batchelor during an anti-submarine patrol over the Bay of Biscay in September 1943. During the flight the aircraft was attacked for over an hour by six Junkers 88. Throughout the engagement the masterly evasive tactics executed by Flying Officer Batchelor enabled the Liberator to emerge having sustained only two hits, whilst the accurate return fire of Warrant Officer Lowe and Flight Sergeant McMurtie skilfully controlled by Flight Lieutenant Morley enable one of the enemy aircraft to be destroyed. The cool determination and co-operation displayed by these members of aircraft crew was worthy of the highest praise.

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BATE, F/O George Gerald (J15977) - **Mention in Despatches** - No.30 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 10 September 1921. Home in Saskatoon; enlisted there 22 August 1940. To No.118 Coastal Artillery Cooperation Squadron, 18 September 1940. To No.1 Coastal Artillery Detachment, 27 September 1940. To No.1 ITS, 10 October 1940; promoted LAC, 16 November 1940 and posted to No.11 EFTS; to No.9 SFTS, 5 January 1941; promoted Sergeant, 26 April 1941. To Embarkation Depot, 11 May 1941. To RAF overseas, 18 May 1941. Commissioned 1 May 1942. Promoted Flying Officer, 1 November 1942; promoted Flight Lieutenant, 20 November 1943. As of 16 June 1944 he was supernumerary at No.20 Armament Practice Camp. Southeast Asia, pending repatriation. Repatriated 27 November 1944. Returned to UK, 8 February 1945. Repatriated again on 20 July 1945. Released 9 September 1945. Died in Saskatoon, 18 October 1998.

The caption to photo PL-18219 (which gives his name as "Bates") describes him as a keen baseball player. It also states that in February 1942 he shot down a Savoia 79 in the course of a convoy patrol, and that in April 1942 he shot down "two Zeros" in Ceylon.

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BATEMAN, FS Harold Victor (R53393) - **Mention in Despatches** - No.424 Squadron (AFRO gives unit as No.63 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Home in Timmins, Ontario. Enlisted in Galt, Ontario, 30 March 1940. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation dated 30 August 1944 when he had served one year in Canada, five months in North Africa, and 34 months in UK.

The undermentioned airman has been with No.424 Squadron since its formation and NCO in charge of Squadron Armoury since its return from North Africa. He has at all times worked with the maximum efficiency and it has been largely through his efforts that the squadron has been able to carry out its multifarious and exacting work during the recent months.

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BATEMAN, P/O Lewis Franklin (J86083) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 1 August 1921 in Bradford [Brantford ?], Ontario. Home in Toronto; enlisted there 22 September 1939 as Aero Engine Mechanic. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 1 November 1940. To No.2 WS, 28 December 1940 Promoted Sergeant, 1 July 1941. To No.6 Repair Depot, 23 July 1941. To No.8 Repair Depot, 23 August 1941. Remustered to aircrew and posted to No.7 ITS, 11 April 1942; may have graduated 5 June 1942 but not posted to No.20 EFTS until 18 July 1942; may have graduated 11 September 1942 but not posted to No.5 SFTS until 26 September 1942; graduated 5 February 1943. To "Y" Depot, 19 February 1943. To RAF overseas, 8 March 1943. Promoted Flight Sergeant, 5 March 1943. Commissioned 20 April 1944. Promoted Flying Officer, 20 October 1944. Medal presented 1 April 1949. Served in postwar RCAF (10641) as Aero Engine Technician. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Died in Toronto, 29 September 1982 as per **Airforce Magazine** of December 1982. Public Records Office Air 2/8881 has recommendation dated 1 September 1944 when he had flown 35 2/3 sorties (191 hours 45 minutes), 15 February to 9 August 1944.

15 February 1944 - Berlin
18 March 1944 - Frankfurt
22 March 1944 - Frankfurt
24 March 1944 - Berlin
26 March 1944 - Essen
30 March 1944 - Nuremburg

10 April 1944 - Aulnoye
11 April 1944 - Aachen
18 April 1944 - Rouen
20 April 1944 - Cologne
22 April 1944 - Dusseldorf
24 April 1944 - Munich
6 May 1944 - Aubigbe Racan
9 May 1944 - Dunkirk area
11 May 1944 - Hasselt
24 May 1944 - Aachen
31 May 1944 - Trappes
7 June 1944 - Foret de Cerisy
11 June 1944 - Evreux
12 June 1944 - Gelsenkirchen
14 June 1944 - Le Havre
21 June 1944 - Wesseling
25 June 1944 - Ligescourt
27 June 1944 - Vitry le Francois
7 July 1944 - Vaires
15 July 1944 - Nucourt
18 July 1944 - Caen
18 July 1944 - Scholven
20 July 1944 - Homberg
22 July 1944 - Kiel
24 July 1944 - Stuttgart
25 July 1944 - Wanne Eickel
3 August 1944 - Tressy St. Maximum
4 August 1944 - Pauillac
5 August 1944 - Blaye
7 August 1944 - Fontenay le Marmion
9 August 1944 - Chatellerault

Flying Officer Bateman, a Canadian, is a pilot of outstanding ability who has completed a highly successful tour of operations with this squadron comprising 35 2/3 sorties

With great skill and initiative he has at all times pressed home his attacks in the face of the strongest opposition and carried out his allotted task with complete disregard for his own safety.

Flying Officer Bateman by his outstanding enthusiasm and determination has set a magnificent example and his crew, imbued with his fine offensive spirit, have been eager to engage the enemy on every possible occasion.

It is recommended that this officer's courage and devotion to duty be recognized by an award of the Distinguished Flying Cross.

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BATEMAN, F/O Lorenzo John (C22661) - **Distinguished Flying Cross** - No.407 Squadron - Award effective 9 June 1944 as per **London Gazette** of that date and AFRO 1660/44 dated 4 August 1944. Born 15 August 1916 in Humboldt, Saskatchewan. Home in Winnipeg; enlisted Saskatoon, 3 October 1940. Promoted Sergeant, 13 November 1940. To No.15 EFTS to instruct, 13 November 1940. Recalled to active duty, 12 January 1942. Posted 10 October 1942 for service training at No.6 SFTS (graduated 30 December 1942). Commissioned 31 December 1942. To No.31 GRS, 22 January 1943. To "Y" Depot, 10 April 1943. To RAF overseas, 19 April 1943. Promoted Flying Officer, 1 July 1943. Repatriated 17 November 1944. Promoted Flight Lieutenant, 31 December 1944. Retired 10 April 1945. **U-846** sunk in Bay of Biscay, 3/4 May 1944. Medal presented 22 September 1945. RCAF photo PL-40122 (ex UK-12177 dated 7 July 1944) shows the following crew from attack on **U-846**: F/O L.J. Bateman (Winnipeg), WO1 J.W. Aulenback (Bridgewater, Nova Scotia, WOP/AG), F/O W.R. Keele (Toronto, second pilot), WO2 S.C. Miller (South Maitland, Nova Scotia, WOP/AG), WO1 A.E. Peter (Hanover, Ontario, navigator) and Sergeant T.I. Harries (Pontygwaith, Rhonda, South Wales, WOP/AG).

This officer has invariably displayed a high degree of skill and courage in the course of his attacks on the enemy. Recently he executed a most determined attack on a U-Boat. Despite intense opposing fire, the attack was pressed home with great skill and resulted in the destruction of the vessel. This officer has completed many sorties and has set an excellent example of keenness and devotion to duty.

NOTE: Public Record Office Air 2/9156 has recommendation drafted 7 May 1944 when he had flown 18 sorties. He had logged 2,300 hours of which 162 hours 55 minutes were on operations.

This captain has displayed a high degree of skill, courage and determination. In the early morning of May 4th, while on anti-submarine patrol, this officer attacked and destroyed an enemy submarine. The attack was made by moonlight in the face of intense anti-aircraft fire (Bay of Biscay; UBat Report No.Chivenor/UBat/24 dated 5th May 1944 - Aircraft H.134 - M/407). Although a

comparatively recent addition to the squadron, Flying Officer Bateman has shown exceptional keenness and initiative in all his undertakings.

Group Captain C.W. Dicken, Officer Commanding, Station Chivenor, supported the submission on 14 May. On 16 May 1944 the Air Officer Commanding, No.19 Group, wrote:

A very determined and successful attack. The following day a Sunderland aircraft took photographs of oil and survivors in the water which confirmed a U-boat kill. Recommended for an immediate award of the Distinguished Flying Cross.

This was finally approved by Air Chief Marshal Sholto Douglas, Air Officer Commanding-in-Chief, Coastal Command, on 20 May 1944.

DHH file 181.009 D.2620 (Library and Archives RG.24 Volume 20628) has a slightly different recommendation; date and hours same as above, wording thus:

This captain has displayed a high degree of skill, courage and determination. In the early morning of May 4th, while on anti-submarine patrol, this officer attacked and destroyed an enemy submarine. The attack was made by moonlight in the face of intense anti-aircraft fire. This is believed to be the first confirmed kill of a B-Boat by a Leigh Light aircraft. (Bay of Biscay; UBat Report No.Chivenor/UBat/24 dated 5th May 1944).

RCAF Press Release No. 5370 dated 16 June 1944 from S/L Tilley, transcribed by Huguette Oates, reads:

Discovered while it was attempting to reach the Atlantic shipping lanes undetected, a 500-ton Nazi submarine has been attacked and sunk by an RCAF Wellington bomber crew captained by F/O Lorne Bateman, 2A Hampson Court Apts., 47 Kennedy Street, Winnipeg. German survivors were seen clinging to life rafts a few hours after Bateman attacked.

Confirmation that the Nazi sub had actually gone down to the bottom of the sea came the day after the attack when the 27-year-old skipper and his Canadian crew received a personal telegram of congratulations from Air Vice Marshal B.E. Baker, Air Officer Commanding the RAF Coastal Command Group under which the Demon squadron operates.

Members of Lorne Bateman's crew, who flew with him to score this latest victory in the Battle of the Atlantic, were F/O W.R. Keele, 48 Lincoln Avenue, Toronto, second pilot; W/O1 A.E. Peter, Hanover, Ontario, navigator; W/O1 J.W. Aulenback, Bridgewater, N.S., W/O2 S.C. Miller, South Maitland, Hants Co., N.S. and Sergeant T.I. Harries, Pontygwaith, Rhondda, Glam., South Wales, all wireless operator air gunners.

Canadians with the Demon squadron, who hunt with the aid of powerful searchlights that illuminate a U-boat at night after it has surfaced to recharge batteries under the cover of darkness, had previously dropped depth charges on dozens of German submarines.

Flying in Wellington "M for Mother", Bateman and his crew were carrying out a patrol when they found their target. Weather conditions, with good visibility and a calm sea, were excellent for an attack and a short distance ahead of the aircraft was a fully surfaced U-boat travelling at an 8 knot speed.

The U-boat gunners were waiting for the Wimpy, however, and opened fire when the bomber got within range. Leaving the second pilot's seat and taking over the aircraft's nose gun, F/O Keele tried to reply but the gun jammed on the first round and became unserviceable. Enemy flak was bursting all round "M for Mother" but the RCAF skipper, by taking evasive action, prevented his kite from being hit.

Having once manoeuvred the Wellington into the correct position for attack, Bateman lost no time in striking at his target. As "M for Mother" roared over the sub, depth charges were released and a perfect straddle resulted. Warrant Officer Aulenback, in the rear gun turret, fired 600 rounds into the U-boat and silenced the enemy ack-ack. The submarine itself disappeared immediately after the attack and five minutes later, a large oil patch, 100 yards wide and half a mile long, was seen floating on the ocean surface. A Sunderland flying boat early the next morning, located survivors from the sunken sub.

Lorne Bateman, who, for two years was a civilian instructor at No.15 EFTS in Regina, came overseas in April, 1943, and this was the first time he'd attacked a U-boat. Prior to the war, he'd earned a commercial pilot's licence from the Saskatoon Flying Club and his first sub sinking victory was scored during his 18th patrol for Coastal Command. (Attack made by M/407 on May 4, 1944).

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BATEMAN, F/L William Maxwell (J26116) - **Distinguished Flying Cross** - No.76 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 7 May 1920 in Winnipeg; migrated to Nashville, Tennessee in 1925; educated in New York City; employed with Minnesota Mining and Manufacturing Company in Boston; also gave occupations as city desk guide with RROTC experience); enlisted Ottawa, 26 February 1942 and posted to No.1 Manning Depot. To No.14 SFTS (guard), 24 April 1942. To No.5 ITS, date uncertain; graduated and promoted LAC, 29 August 1942 although posting to No.10 EFTS is dated 26 August 1942; may have graduated 20 November 1942 but not posted to No.1 SFTS until 5 December 1942; graduated and commissioned 30 April 1943. To No.1 GRS, 14 May 1943; to "Y" Depot, 31 July 1943. To United Kingdom, 12 September 1943. Promoted Flying Officer, 30 October 1943. Upon completion of his tour he was employed as a Spitfire pilot on fighter affiliation duties (RCAF press release 5823 of 6 April 1945). Promoted Flight Lieutenant, 30 April 1945. Repatriated by air, 13 June 1945. Retired 27 September 1945. Attended University of Toronto, graduating with a degree in Aeronautical Engineering in 1949. Long employed in construction - "Retirement was not in his DNA." Died in Edmonton, 2 May 2014. Medal 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 Records Office Air 2/9069 (Part 1) has recommendation dated 16 February 1945 when he had flown 37 sorties (190 hours 45 minutes), 25 July 1944 to 14 February 1945. Deputy Flight Commander at the time.

12 July 1944 - Diversion Raid (4.50)
18 July 1944 - Foret de Nieppe (3.40)
25 July 1944 - Foret du Croq (3.40)
30 July 1944 - Villers Bocage (4.00); returned as ordered.
3 August 1944 - Bois de Casson (4.05)
5 August 1944 - Foret de Nieppe (3.20)
17 August 1944 - Brest (5.10)
18 August 1944 - Sterkrade (5.20)
25 August 1944 - Pons Corff (5.45)
27 August 1944 - Hamburg (2.20), stbd inner unserviceable
1 September 1944 - La Pourchante (3.15)
3 September 1944 - Soesterburg (3.30)
10 September 1944 - Le Havre (3.50)
20 September 1944 - Calais (3.40)
23 September 1944 - Neuss (4.50)
6 October 1944 - Scholven (5.50)
9 October 1944 - Bochum (5.25)

14 October 1944 - Duisburg (4.50)
14 October 1944 - Duisburg (5.25)
15 October 1944 - Wilhelmshaven (4.25)
25 October 1944 - Essen (5.00)
29 October 1944 - Walcheren (3.00)
31 October 1944 - Cologne (5.10)
6 November 1944 - Gelsenkirchen (4.40)
29 November 1944 - Essen (5.40)
2 December 1944 - Hagen (6.40)
12 December 1944 - Essen (6.05)
18 December 1944 - Duisburg (6.10)
26 December 1944 - St.Vith (5.50)
29 December 1944 - Coblenz (6.00)
1 January 1945 - Dortmund (5.30)
5 January 1945 - Hanover (6.15)
28 January 1945 - Stuttgart (8.00)
1 February 1945 - Mainz (7.05)
9 February 1945 - Wanne Eickel (5.50)
13 February 1945 - Bohlem (6.35)
14 February 1945 - Chemnitz (8.05)

Since joining the squadron Flight Lieutenant Bateman has successfully completed thirty-seven operational sorties and has proved himself to be a very gallant and resourceful captain of aircraft. Undaunted by the heaviest enemy opposition he has always pressed him his attacks with the greatest determination, never satisfied unless he can make a good run up to the target.

On the 17th of August 1944, during an attack on Brest, he returned to drop his bombs successfully on the target twenty minutes late, having discovered that his bombs had hung up on the first attack.

It is considered that his excellent conduct on operations merits the award of the Distinguished Flying Cross.

RCAF press release 5823 of 6 April 1945 states that just after bombing Mainz he had his most hair-raising experience:

A direct enemy hit smashed one of the cylinders and set one of the engines on fire. The automatic extinguisher wouldn't halt the blaze and Bateman dived his big aircraft 5,000 feet before the flames blew out. Bateman made the three-

and-a-half hour trip back to base on the remaining three engines. None of the crew were injured.

RCAF photo PL-42063 circa 20 February 1945 has following caption: "With Canadians flying in the RAF. F/L W.M. Bateman of Nashville, Tennessee, above, was snapped by an RCAF cameraman just after he returned from the bombing of Mainz when one of the engines of his Halifax bomber was rendered useless by flak. Bateman was just turning his aircraft after bombing when a jagged fragment of flak knocked out one of the cylinders of his port inner engine and set it on fire. A series of dives blew out the blaze and he flew his heavy aircraft for three and a half hours on three engines to bring it safely back to base.

* * * * *

BATES, WO1 William (R101471) - **Mention in Despatches** - Western Air Command Headquarters - Western Air Command Headquarters - Award effective 2 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Born 10 April 1910 in Durham, England. Educated in Britain including technology studies. Employed as engine operator, power house operator and fitter in British Columbia mines, 1931 to 1938 and as Sanitary Engineer on CPR SS **Princess Marguerite**, 1939 to 1941. Home in Vancouver; enlisted there 20 May 1941 as Diesel Engine fitter as granted rank of Corporal. It was pointed out in a memo, Western Air Command Headquarters to AFHQ, 15 September 1941, that the command urgently needed "skilled tradesmen for supervisory duties" and that some difficulties had arisen when skilled personnel were not granted ranks promised when they enlisted. In the case of Bates, while pursuing duties at one station, he had been compelled to perform fatigue duties which interfered with "urgently needed power station installations." Consequently he was promoted WO2, 1 October 1941. Promoted WO1, 1 June 1943. All service in Western Air Command in Western Air Command Headquarters but with attachments on temporary duty. For example, there was a stretch of Temporary Duty at "West Coast Bases", 20 May to 5 June 1942 and at Coal Harbour, 31 May to 8 September 1942. In 13 July 1942 assessed as "Outstanding in his trade, good control of men in his charge, good initiative, considerate of others." Further described on 16 July 1942 as follows: "A highly qualified Fitter Diesel, filling position of Master Mechanic in Command Headquarters. He is energetic, an excellent organizer and good personality." Described further on 20 May 1943 as follows: "A highly skilled Diesel Mechanic who has been responsible for installation and supervision of maintenance of Diesel power plants throughout this Command. Has also trained majority of Diesel operators in the service. His contribution has been outstanding in these respects and appointment to WO1 rank is very strongly recommended." Retired 6 November 1945 at which time he was planning to seek work with the British Columbia Power Commission. Recommended for MBE, 28 February 1946 but not proceeded with owing to his retirement. Died in Victoria, 26 June 1976.

This Warrant Officer has been responsible for the installation and maintenance of the many Diesel plants on the West Coast. He has also personally supervised and conducted the training of the majority of the Diesel Fitters at present operating these plants. He has brought to his duties an extraordinary capacity for hard work and his tireless efforts to maintain efficiency have resulted in a highly satisfactory record of continuous performance of the plants under his supervision.

* * * * *

BATTEN, LAC Francis Lang Courtney (R95022) - **Mention in Despatches** - No.408 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born in New Zealand, 11 September 1919. Home in Brandon, Manitoba; Fitter IIE. Retired 22 June 1945. Served again in RCAF, 13 October 1948 to 2 March 1970 (14071), retiring to Belleville, Ontario. No citation in AFRO but DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 31 July 1944; enlisted in Winnipeg, 12 February 1941; served seven months in Canada, 34 months in UK. Died in Belleville, Ontario, 29 December 2009.

This airman, by his fine record of achievement, has earned the praise of all members of aircrew with whom he has come in contact. His sterling devotion to duty at all times by doing more than his share has proven him to be an outstanding airman.

* * * * *

BATTY, F/L Arthur Watson (J7427) - **Commended for Valuable Services** - No.3 Bombing and Gunnery School - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 9 April 1921. Home in Hartney, Manitoba; enlisted Winnipeg, 12 November 1940. To No.1A Manning Depot, 9 December 1940. To "S", 31 December 1940. To No.3 ITS, 23 March 1941; to No.2 EFTS, 20 April 1941; to No.6 SFTS, 2 July 1941; graduated and commissioned, 13 September 1941. To No.3 BGS, 6 January 1942. Served there until 8 February 1945 when posted to No.1 Radio Navigation School. To No.10 (BR) Squadron, 12 May 1945; to Penfield Ridge, 19 August 1945; to Release Centre, 19 October 1945; released 20 October 1945.

Flight Lieutenant Batty has been employed on staff pilot duties at this unit for a period of three years. During this time he has carried out flying duties in all phases of gunnery training in a highly capable manner. He has been a flight commander for nearly two years and has been recently appointed officer

commanding armament training squadron. His devotion to duty and ability are well above the average.

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BAUSET, F/O Joseph Clement Pierre (J23639) - **Mention in Despatches** - No.431 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born in Montreal, 31 July 1923 (birth date on MI.9 report); home there; enlisted there 12 December 1941. Trained at No.3 ITS (graduated 3 July 1942), No.2 AOS (graduated 5 February 1943) and No.8 BGS (graduated 10 December 1942). Commissioned 5 February 1943. Arrived in UK, 17 March 1943; to No.3 (O) AFU, 4 May 1943; to No.22 OTU, 1 June 1943; to No.1664 CU, 28 August 1943; to No.431 Squadron, 26 September 1943. Reported missing, 25/26 November 1943 on fourth mission; baled out over France, evaded capture; reported safe in Switzerland, 18 January 1944; reported safe in UK, 19 September 1944; repatriated to Canada, 9 December 1944; released 3 April 1945. Served in postwar RCAF Auxiliary (25 March 1954 to 16 July 1961) as a flying controller.

Public Record Office WO 208/3323 has his MI.9 report of evasion, noting he had left Paris on 19 September 1944, arriving in Britain the same day: Aircraft piloted by Flying Officer B.N. Passant took off to bomb Franfort. Over the target it was hit by flak and attacked by fighters, and crew baled out. His report goes on:

The navigator, Warrant Officer [A.R.] Jones and myself landed in a field five miles north of St. Mesmin (France, 1:250,000, Sheet 20, O 60). We buried our parachutes and sank our harness and Mae West in a stream close by. We then went due south and contacted a man in the village, who gave us civilian clothes. From there we went to Paris by train, where I contacted the Red Cross who sent us to a priest. The priest found us billets and supplied us with false papers. As I speak French, the organisation requested that I stay and interpret for them, which I did. My navigator left for Spain after two weeks in Paris.

I stayed helping the organization until 18 January 1944, and I was then sent to Switzerland via Annecy and Collonges. I left Switzerland on 1 September 1944, crossed into France, and made my way to Marseilles. I could not find anyone there to direct me, so I made my way to Paris, arriving 19 September 1944. In Paris I contacted the Intelligence, who sent me to England.

* * * * *

BAWDEN, FS Russell (Can 18015A) - **British Empire Medal** - No.7 Photo Wing - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 16 February 1921. Home in London, Ontario; enlisted there 8 September 1939. Released 22 May 1946. Rejoined RCAF, 3 September 1946 and served until 16 February 1971 (service number 20526). Medal presented 9 December 1947.

This non-commissioned officer for the past two years in charge of camera operations with the Tri-metrogen survey squadron, has proven himself a key man. His untiring efforts, under very difficult conditions, to keep equipment in working order, his instructive ability and devotion to his responsible tasks have instilled those who work on detachment with him to keep pace with a very difficult and tedious assignment. His skill and leadership are outstanding.

* * * * *

BAWTREE, F/L Leonard (J35650) - **Distinguished Flying Cross** - No.625 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December and AFRO 212/46 dated 1 March 1946. Born 7 January 1924 in Enderbury, British Columbia; home there (logger); enlisted Vancouver, 10 July 1942 for wireless duty. Granted Leave Without Pay until 5 October 1942 when posted to No.3 Manning Depot. Remustered for aircrew and posted to No.7 ITS, 23 January 1943; promoted LAC, 3 April 1943; to No.23 EFTS (date not shown); to No.11 SFTS, 29 May 1943; graduated and commissioned on 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, 21 October 1943. Repatriated 10 January 1946. Released 22 February 1946. Logged for many years with horses as a small Caterpillar tractor; worked for Riverside Forest Products. Postwar MLA for Shuswap, Director of the British Columbia Cattleman's Association, founding member of North Okanagan Livestock Association and the Okanagan Shuswap Woodlot Association, and Director of North Okanagan Regional District. Died in Vernon, British Columbia, 7 June 2014. Medal presented at Sea Island, 22 October 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". Public Records Office Air 2/8772 has recommendation dated 2 June 1945 when he had flown 26 sorties (158 hours), 22 November 1944 to 11 May 1945.

22 November 1944 - Freiburg
1 February 1945 - Mannheim
2 February 1945 - Weisbaden
7 February 1945 - Cleve
8 February 1945 - Politz
21 February 1945 - Duisburg
23 February 1945 - Pforzheim

8 March 1945 - Kassel
11 March 1945 - Essen
12 March 1945 - Dortmund
15 March 1945 - Misburg
16 March 1945 - Nuremburg
18 March 1945 - Hanau
21 March 1945 - Bruchstrasse
23 March 1945 - Bremen
27 March 1945 - Paderborn
31 March 1945 - Hamburg
10 April 1945 - Plauen
13 April 1945 - GARDENING (Kiel)
14 April 1945 - Potsdam
18 April 1945 - Heligoland
22 April 1945 - Bremen - returned with bombs on orders of Master Bomber
29 April 1945 - MANNA (The Hague)
30 April 1945 - MANNA (The Hague)
3 May 1945 - MANNA (Rotterdam)
11 May 1945 - EXODUS (Brussels)

Flight Lieutenant Bawtree is the Canadian captain and pilot of a Lancaster aircraft and has completed 26 sorties, comprising 150 hours operational flying. He has taken part in attacks against many heavily defended targets including Mannheim, Politz, Duisburg, Nuremburg, and Potsdam, pressing home his attacks regardless of enemy opposition.

Many of his sorties have been of long duration, but despite fatigue, bad weather conditions and heavy opposition he has always lightened the burden for his crew by his cheerfulness and encouragement.

Flight Lieutenant Bawtree has always shown a keen desire to operate against the furthest and most heavily defended targets and his fine example of courage and devotion to duty recommend him for an award of the Distinguished Flying Cross.

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BAXTER, F/O Frank Dennis (J27670) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 6 April 1945 as per **London Gazette** of that date and AFRO 765/45 dated 4 May 1945. Born 25 June 1915 in Winnipeg; home there (salesman); enlisted Calgary, 15 June 1942 and granted Leave Without Pay until 1 July 1942 when posted to No.3 Air Command. To No.4 SFTS,

14 August 1942 (non-flying duties); to No.7 ITS, 26 September 1942; graduated and promoted LAC on 4 December 1942; to No.6 EFTS, 27 December 1942; to No.4 SFTS, 6 March 1943; graduated and commissioned 25 June 1943. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Reported missing, 22 February 1945. Safe in United Kingdom, 10 May 1945. Repatriated to Canada, 4 July 1945. To No.10 Repair Depot, Calgary, 20 July 1945. Released 21 September 1945. Medal presented 9 July 1949. Recommended 15 January 1945 when he had flown 15 sorties (83 hours 25 minutes), 25 September to 29 December 1944. Incident was on night of 29 December 1944.

One night in December 1944, Flying Officer Baxter was captain of an aircraft detailed to attack Troisdorf. On the return flight the aircraft was hit by anti-aircraft fire and two engines were rendered unserviceable. In spite of this and although deprived of the full services of his navigator, who was severely wounded, Flying Officer Baxter was determined if at all possible to bring his damaged aircraft to base. That he succeeded in so doing is a splendid tribute to his outstanding skill and courage. This officer set a magnificent example of devotion to duty.

NOTE: The original recommendation is with DHist file 181.009 D.5557 (RG.24 Volume 20668). It makes good reading and is worth comparing to the final citation:

On the night of 29th December, 1944, this officer was captain of aircraft detailed to attack Trois-Dorf [sic]. On the return journey, in the vicinity of Liege, his aircraft was heavily hit by flak and two engines rendered unserviceable. The navigator was severely injured and the Bomb Aimer, misinterpreting orders, baled out. Flying Officer Baxter, faced with wounded crew members and with the aircraft almost beyond control, made the courageous decision to carry on, with complete disregard to personal safety in an attempt to return to base. The return trip was hazardous and weather conditions were most unfavourable for landing even an aircraft that was completely serviceable. By skilful airmanship under the most trying conditions, Flying Officer Baxter succeeded in making a remarkable two-engined landing at Woodbridge.

For his dogged determination in the interests of his comrades and his exceptional skill and resources against overwhelming odds he is strongly recommended for the award of the DFC (Immediate).

The sortie list was as follows:

25 September 1944 - Calais (4.20, day, second pilot)

28 September 1944 - Cap Gris Nez (4.55, day)

30 September 1944 - Sterkrade (4.40, day)
14 October 1944 - Duisburg (5.15, day)
14 October 1944 - Duisburg (5.55)
23 October 1944 - Essen (5.05, day)
28 October 1944 - Cologne (5.45, day)
18 November 1944 - Munster (5.25, day)
30 November 1944 - Duisburg (6.25)
2 December 1944 - Hagen (7.10)
4 December 1944 - Karlsruhe (6.30, day)
18 December 1944 - Duisburg (5.05)
24 December 1944 - Dusseldorf (4.45, day)
28 December 1944 - Opladen (6.05)
29 December 1944 - Trois Dorf (6.05)

The website "Lost Bombers" offers the following of the circumstances in which he was shot down. Halifax RG476 (QO-T), target Worms, 21/22 February 1945. This RG476 was one of three No.432 Squadron Halifaxes lost on this operation; the others were NP803 and RG451. Airborne at 1617 hours, 21 February 1945 from East Moor. Crashed, according to Headquarters, US Third Army sources, on the east bank of the Nahe and south of Bad Munster am Stein-Ebernburg, a small town just below Bad Kreuznach. Crew consisted of F/O F.D.Baxter, RCAF (pilot, POW), Sergeant A.C.Hobbs (flight engineer, killed), F/O J.A.Bleich, RCAF (navigator, killed), F/O G.E.Creswell, RCAF (bomb aimer, killed), F/O G.E.Armstrong RCAF (WOP, wounded, POW), Flight Sergeant A.J.Hunter, RCAF (mid-upper gunner, killed), Flight Sergeant S.E.Waterbury, RCAF (rear gunner, POW). The three survivors were confined to hospital with their injuries until liberation and not allocated POW numbers.

Directorate of History and Heritage file 181.001 D.24 has Baxter's account of being shot down, given on 14 May 1945.

Two minutes after leaving target I saw tracer going past port main plane from starboard down; corkscrewed starboard. Attacked again from same quarter. No hits on our aircraft. Rear gunner reported twin engine fighter astern and he called "port go". We were raked by fighter in starboard down position in first part of corkscrew. Controls were shot away and aircraft was on fire in numerous parts of the fuselage. Immediately gave order to jump. I saw Flight Engineer going down steps towards front escape hatch. I jettisoned top hatch and stood on pilot's seat. Slip stream pinned me but aircraft must have rolled over as I fell close. Chute opened OK and I landed in some trees in small valley. Heard aircraft exploding ammunition going off. Aircraft was about a mile east of where I landed. Heard rifle fire in valley so took off towards west. Came to a river and

was captured by member of Volkstrum while trying to find a place to cross. Following morning I met WOP and Rear Gunner in small village. Pilot seat pack, rest of crew chest. Mid-Upper put his chute on the floor of aircraft and could have lost it in evasive action. Bale out order not acknowledged on intercom.

Note: Incident involving Halifax NP721 at East Moor airfield. On 5th December 1944 this aircraft was in the process of taking off for Ops to Soest when the port outer engine cut out, a swing developed and the undercarriage collapsed at 18.06hrs. Upon coming to a halt the damaged aircraft then caught fire towards the northern intersection of the runways. With the full bomb load being in the aircraft the crew ran clear, the Station tannoy instructed everyone on the airfield to clear the area and soon afterwards a massive explosion occurred scattering bits of the aircraft over a very wide area. The probable crew were:

Pilot - P/O Frank Dennis Baxter RCAF (J/27670), of Winnipeg, Manitoba, Canada.

Flight Engineer - Sgt Archibald Cecil Hogg RAFVR (1799650),

Navigator - F/O Edgar Ronald Hancox RCAF (J/38752), of London, Ontario, Canada.

Bomb Aimer - W/O George Howell Barnett RCAF (R/119875), of Mont Tremblant, Quebec, Canada.

Wireless Operator - Sgt G E Armstrong RCAF (R/197436).

Air Gunner - P/O Alvin John Hunter RCAF (J/94317), of Winnipeg, Manitoba, Canada.

Air Gunner - Sgt H W MacDonald RCAF (R/78494).

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BAYLY, S/L George Henry Uniacke (J5810) - **Distinguished Flying Cross** - No.413 Squadron - Award effective 20 December 1944 as per **London Gazette** dated 2 January 1945 and AFRO 471/45 dated 16 March 1945. Born 13 February 1918 in Toronto (see **Who's Who in Canada**, 1968); home there. Educated at Grove School, Lakefield, 1928-1932, North Toronto Collegiate Institute, 1932-1935, and University of Toronto (Bachelor of Forestry Management, 1939); ex-Royal Canadian Artillery; enlisted in Toronto, 11 October 1940. To No.1 ITS, 22 December 1940; promoted LAC and posted to No.1 EFTS, 29 January 1941; to No.1 Manning Depot, 17 March 1941; to No.2 SFTS, 6 April 1941; promoted Sergeant 21 June 1941; commissioned 22 June 1941. To Embarkation Depot on 22 June 1941. To RAF overseas, 6 July 1941; promoted Flying Officer, 22 May 1942; promoted Flight Lieutenant, 22 June 1943; promoted Squadron Leader, 2 February 1944. Repatriated to Canada, 27 November 1944. To No.1 AOS, 10 January 1945. To Release Centre, 2 April 1945. Released 18 May 1945. He had been engaged in forestry work (Alberta, Quebec and Ontario), 1939-1940. Joined Ontario Department of Lands and Forests (Reforestation Division) in 1945; appointed Chief of Division in 1954; Assistant Deputy Minister, 1957; Deputy Minister of Lands and Forests (Ontario), 1966. Medal sent by registered mail 11 August 1945. RCAF photo PL-2915 shows Torontonians graduating from No.2

SFTS - G.H. Bayly, D.J. Sinclair, T.R.C. Adams, R.W. Gardiner, N.D. Mara, N.S. Baldwin, T.W. Gain, S.W. Pearce, D.A. Court, H.V. Thompson, W.B. Randall, J.A. Long.

This officer has completed two tours of operational duty during which he has completed many long and arduous patrols over the Atlantic, Arctic and Indian oceans. On one occasion he attacked and damaged an enemy submarine which was about to attack a convoy. On another occasion he completed one of the longest reconnaissances on record. This involved a twenty-eight hour flight of more than 3,000 miles over the sea. In addition, Squadron Leader Bayley has co-operated with the Navy in rescuing a number of merchant seamen. He has at all times displayed courage and devotion to duty of a high order.

RCAF Press Release No.25 (Asia) dated March 1944 from "Dumsday", transcribed by Huguette Oates, reads:

SOMEWHERE IN CEYLON: -- A 26-year-old graduate of the University of Toronto, F/L Bill Bayly, J5810, of 47 Castlefield Avenue, Toronto, Ontario, has been named flight commander of a Royal Canadian Air Force Catalina Flying Boat squadron "Somewhere in Ceylon". The dark-haired young pilot who has been with the squadron since shortly after it was organized and flew operationally from the Shetland Island before coming to Ceylon, is officially credited with severely damaging an enemy submarine north of Cape Town while on convoy escort duty. A forester engineer in civil life, Bill has more than 1,700 flying hours to his credit. Besides piloting Catalinas since coming to the Far East, he served as a test pilot at the RAF section of the Hindustan Aircraft Company "Somewhere in India" and tested 14 types of aircraft.

F/L Bayly who succeeds an RAF squadron leader as flight commander on Canada's only Far Eastern squadron commanded by W/C L.H. (Randy) Randall (C834), of Bristol, N.B. had five Canadians flying with him when he made his successful sub attack. They were: F/L Larry Gardiner (J16220), Woodstock, Ontario, second pilot; F/O Alex Vineberg (J15255), Montreal, P.Q., navigator; P/O F.A. Lewis (J19477), Bass River, N.S., wireless air-gunner; WO1 Robbie Robertson (R71739), 25 Wanda Road, Toronto, Ontario, wireless air-gunner; WO1 P.H. Garroway (R92056), Sorrento, B.C., rigger.

Bill has no crew of his own now. His first tour on "Cats" completed, he is flying out his second tour helping green skippers, often filling in as second pilot on long stooges. The boys will tell you 'that guy (Bayly) can handle a "Cat" like a Spitfire.

While on convoy patrol off Cape Town when the squadron was widely dispersed, F/L Bayly's aircraft picked up a convoy in the evening and escorted it through the night. Just before the convoy ran into a storm, a submarine was detected before midnight. During the night, the convoy split up due to fog but reformed in the morning.

"We received a message from an escort vessel to search for a sub on the port-beam," said F/L Bayly, seated at his office desk in a building once occupied by Ceylonese as a residence. "We stogged around the convoy about 40 miles away and sighted a sub on the surface going full out at port quarter. We went after him at full bore and it took us 11 minutes to reach the sub. He dived exactly a minute before we reached his position so we dropped three depth charges where we estimated he would be. Then we advised the convoy we had made the attack. When we finally left the convoy, we didn't know for sure what had happened but we were pretty happy when we were advised later that the sub had been badly smacked about and had to be escorted by other subs."

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BAYNE, F/O Robert Joseph (J24725) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 19 October 1918 in Montreal; home in Ottawa (ex-Royal Canadian Army Signal Corps); enlisted Ottawa 1 June 1942 and posted to No.1 Manning Depot. To No.14 SFTS (non-flying duties), 24 July 1942. To No.1 ITS, 12 September 1942; promoted LAC, 6 November 1942; to No.1 AOS, 21 November 1942; graduated and commissioned 19 March 1943. To "Y" Depot, 3 April 1943. To RAF overseas, 7 April 1943. Flew two tours. Repatriated 18 December 1944. Remained in postwar RCAF (service number 20053), initially as Flight Lieutenant. Promoted Squadron Leader, 26 June 1951. Retired as Wing Commander. Died in Ottawa, 23 August 2006. Medal presented 28 February 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". Public Records Office Air 2/9026 has recommendation dated 20 July 1944 when he had flown 33 sorties (149 hours 45 minutes), 7 March to 19 July 1944.

* counted as 1/3 an operation
daylight operation

7 March 1944 - Le Mans (5.20)*

13 March 1944 - Le Mans (5.35)*

15 March 1944 - Stuttgart (8.00)

18 March 1944 - Frankfort (5.20)
22 March 1944 - Frankfort (6.25)
24 March 1944 - Berlin (8.20)
26 March 1944 - Essen (5.05)
30 March 1944 - Nuremburg (8.10)
18 April 1944 - Paris (5.30)*
20 April 1944 - Lens (4.20)*
24 April 1944 - Karlsruhe (7.00)
26 April 1944 - Essen (5.00)
27 April 1944 - Aulnoye (4.40)*
30 April 1944 - Somain (4.20)*
19 May 1944 - Calais (2.00)
21 May 1944 - Duisburg (3.40)
22 May 1944 - Dortmund (3.45)
25 May 1944 - Aachen (3.30)
27 May 1944 - Rennes (3.55)
28 May 1944 - Dunkirk (2.00)
11 June 1944 - Tours (5.05)
15 June 1944 - Lens (2.35)
17 June 1944 - Calais (1.55)
24 June 1944 - Calais (1.50)
25 June 1944 - Calais (1.40)
28 June 1944 - Abbeville (2.15)
29 June 1944 - Metz (5.10)
30 June 1944 - Villers Bocage (2.30)#
2 July 1944 - Abbeville (2.00)#
5 July 1944 - St.Omer (1.45)#
6 July 1944 - Abbeville (2.35)#
7 July 1944 - Caen (1.45)#
9 July 1944 - Dunkirk (2.55)#
10 July 1944 - Paris (3.10)#
12 July 1944 - Paris (2.55)
15 July 1944 - Nucourt (3.30)
19 July 1944 - Rollez (3.00)

This officer is a skilled Navigator in a highly successful crew. Flying Officer Bayne has a long and varied operational career and has on many occasions been placed in imminent peril. In spite of this fact he has not swerved from his allotted tasks, but has shown a coolness and dogged determination under fire which is most commendable. The magnificent example set by this officer has done much to

keep the morale of his fellow crew members at a very high standard. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

BAYNE, F/L Robert Joseph, DFC (J24725) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 802/45 dated 11 May 1945.

Since the award of the Distinguished Flying Cross, Flight Lieutenant Bayne has continued to perform his missions in a most praiseworthy manner. He is an extremely efficient member of a most reliable crew. His skill, courage and devotion to duty have been an incentive to his fellow crew members.

NOTE: Public Records Office Air 2/9050 has recommendation dated 20 December 1944 when he had flown 53 sorties (253 hours 55 minutes) of which 20 sorties (90 hours were since previous award. Added sorties and unpublished text as follows:

3 August 1944 - Isle d'Adam (2.50)
4 August 1944 - Trossy St.Maximim (3.00)
5 August 1944 - Novelle (3.00)
7 August 1944 - Caen (2.30)
8 August 1944 - Foret de Lucheux (2.55)
12 August 1944 - Russelsheim (4.30)
16 August 1944 - Kiel (5.00)
18 August 1944 - Bremen (4.50)
25 August 1944 - Russelsheim (7.15)
26 August 1944 - Kiel (5.25)
29 August 1944 - Stettin (8.35)
15 September 1944 - Kiel (5.10)
5 October 1944 - Saarbrucken (4.50)
6 October 1944 - Dortmund (4.50)
14 October 1944 - Duisburg (3.55)
15 October 1944 - Wilhelmshaven (4.05)
19 October 1944 - Stuttgart (5.25)
31 October 1944 - Cologne (4.10)
2 November 1944 - Dusseldorf (4.10)
9 November 1944 - Wanne Eickel (3.35)

Flight Lieutenant Bayne is an outstanding navigator in a highly successful crew which has now completed two tours of operations. Amongst the many heavily defended enemy areas this officer has attacked are Berlin, Stuttgart and

Frankfurt. Invariably and without reservations, this officer has carried out his operational missions in a manner which reflects great credit upon him. The skill, courage and devotion to duty displayed by Flight Lieutenant Bayne has been an inspiration and incentive to his fellow crew members.

Note: In crew of F/O J.R. Coffey. At No.1664 Conversion Unit (4 January to 5 February 1944). "Good average. Has shown marked improvement at this unit. A keen, hard working navigator." (F/L John K. Bell, Navigation Leader).

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BEACH, P/O Albert Mansfield (J15187) - **Distinguished Flying Cross** - No.104 Squadron - Award effective 30 August 1942 as per **London Gazette** dated 18 September 1942 and AFRO 1653/42 dated 16 October 1942. Born in Vancouver, 12 April 1916; educated there (Queen Mary School, 1922-1929; Lord Byng High, 1929-1934, University of British Columbia, 1934-1940 as medical student), working summers as a cannery packer and streetcar conductor; enlisted there 13 April 1940. To No.1 Manning Depot, Toronto, 17 April 1940. To No.1 ITS, 29 April 1940; graduated and promoted LAC, 24 May 1940 although posting to Vancouver Flying Club was dated 23 May 1940. To No.2 ITS, 23 July 1940; to No.2 AOS, 31 August 1940; may have graduated 23 October 1940 but not posted to No.2 BGS until 23 November 1940; graduated and promoted Sergeant, 4 January 1941, when posted to No.1 ANS; graduated 3 February 1941. To Embarkation Pool, Pool, Debert, 12 March 1941. Embarked 8 April 1941. Taken on strength of United Kingdom, 2 May 1941. To No.21 OTU, 4 May 1941. To No.405 Squadron, 14 July 1941. To No.104 Squadron, 10 October 1941. To Middle East, 19 October 1941, serving with No.104 Squadron Detachment in Malta for part of his tour. Commissioned 2 December 1941. Embarked for United Kingdom, 10 June 1942, arriving 24 June 1942. To No.12 OTU, 17 July 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 26 November 1942. To No.1655 Mosquito Training Unit, 13 November 1943. To No.139 Squadron, 15 June 1944. Repatriated via Rockcliffe, 16 October 1944. To Western Air Command, 4 December 1944. To No.3 Repair Depot, Vancouver, 9 December 1944. Retired 9 July 1945. Medal presented 27 April 1943. Completed medical studies at McGill University after the war. RCAF Press Release 7206 dated 1 July 1947 reported that as a third year Medical student he had (with 23 other medical students, all RCAF veterans) who were serving as reservists in the force' he was one of two officers attached to AFHQ working on personnel selection research. Rejoined RCAF, on a permanent basis, 10 June 1948 at AFHQ. To Sea Island, 29 June 1949. To No.426 Squadron at Dorval as Medical Officer, 2 July 1950 for service on Korean Airlift. Promoted Squadron Leader, 1 January 1951. To No.14 Training Group, Winnipeg, 25 May 1952. To AFHQ, 12 September 1952. To No.2 (Fighter) Wing, Gostenquin, 1 October 1952. To No.12 Air Defence Group, 13 August 1954. This became No.5 Air Division. Promoted Wing Commander, 1 January 1955. To No.1 Group Headquarters, 12 September 1955. To Lachine, 16 March 1957. To Station London (Centralia), 1 October 1957. To National Defence Headquarters, Ottawa, 8 July 1963. Promoted Group Captain, 28 December 1963. To Institute of Aviation Medicine, Toronto, 23 August 1965. Retired 12 May 1968 to take up duties with St.Brendan's Hospital, Bermuda. Died in Victoria, British Columbia, 2 April 1976.

As navigator and bomb aimer this officer has participated in numerous sorties against targets in Germany, France, Belgium, Italy, Tripoli and Cyrenacia. Whilst

based in ininin this country he took part in the first daylight attack on the battle cruisers at Brest. During engagements his gunners shot down an enemy fighter. During his operations in the Middle East, Pilot Officer Beach has maintained his very high standards of navigation and bomb aiming. His coolness in his attacks is exceptional

NOTE: Public Record Office Air 2/9596 has recommendation communicated on 5 August 1942 to Air Ministry by Group Captain W.J.M. Akerman (Headquarters, Royal Air Force, Middle East). This provided the following details:

Pilot Officer Beach of the Royal Canadian Air Force has completed 39 operational night bomber sorties as navigator and bomb aimer against targets in germany, France, Belgium, Italy, Tripoli and Cyrenaica.

He completed his first nine operations with No.405 (Canada) Squadron and was navigator of a crew which took part in the first daylight attack on the battle cruisers at Brest. His aircraft shot down a Messerschmitt and was the only one of its formation to return.

His navigation and bomb aiming have been consistently of a very high standard. On one recent occasion at Malta, he and his captain made no fewer than ten runs over the target before releasing their 4,000-pound bomb.

This officer has set an outstanding example to the squadron of precise and determined night bombing attacks.

BEACH, F/L Albert Mansfield DFC (J15187) - **Bar to Distinguished Flying Cross** - No.139 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Medal presented 22 May 1946.

This officer has a long record of successful sorties against a variety of targets, including fifteen on Berlin. He has now completed a second tour of operational duty. On numerous occasions he has participated in attacks on heavily defended targets and secured valuable photographs. At all times an outstanding navigator, Flight Lieutenant Beach has continued to show admirable keenness and devotion to duty.

Notes: Application for Operational Wing dated 20 January 1944 stated he had flown 44 sorties with Nos.405 and 104 Squadrons, 13 July 1941 to 9 June 1941. Hours flown (840) seem to have been both operational and non-operational.

Application for Bar to Operational Wing dated 14 September 1944 stated he had flown 50 sorties with No.139 Squadron (187 hours 25 minutes), 5 January to 27 August 1944.

Selected Assessments: "A good instructor who has always carried out his duties in a satisfactory and conscientious manner." (W/C W.M. Morris, No.12 OTU, 30 July 1943, noting he had 811

hours 50 minutes flying to date).

“This officer has been exceptionally keen and conscientious in his instructional duties here and has done very good work in his section.” (W/C J. Hurry, No.12 OTU, 18 November 1943, noting that he now had 896 hours 15 minutes time flown, 74 hours five minutes in previous six months).

“An above average officer in all respects. In my opinion suitable for promotion to Senior Navigation Officer List.” (W/C J.R. Womersley, No.139 Squadron, 15 September 1944, for period of 14 January to 25 August 1944; he had now flown 1,103 hours, 212 in previous six months).

A particularly interesting letter is that dated 19 June 1951 (Colonel Hervey B. Porter, USAF, commanding United States Air Force Hospital, McChord Air Force Base, Washington to Commanding Officer, No.426 Squadron, McChord AFB:

1. At this time of scheduled departure from McChord Air Force Base of Squadron Leader Albert M. Beach and Corporal Gustave Normandin, both of your organization, it is only fitting to make known our high regard for both. Closely associated with Dr. Beach, professionally and socially, I and my officers valued his gentlemanliness, his council, his piercing understanding, and the comradery between the Medical Services of the two Sister Nations without barrier. Truly it was an enjoyable and profitable experience. He willingly joined in and contributed to solution of our mutual and individual problems. And I am sure he paid no attention to the design of the Air Force Blues when treating patients; always sympathetic and understanding.

Corporal Normandin has been with us longer, and was faced with, at the outset, even more of a problem; but with energy, tact, good fellowship and dry humour, he won a place for himself in my organization and made all his friends. He worked hard, and the net result from standpoint of Medical Service no man was Canadian or American but Comrades together.

The service of these two outstanding individuals has been deeply appreciated by the 325th Medical Group.

“Squadron Leader Beach is a first class officer in all respects, and I believe a very capable doctor. At this station [Lachine] he always ran a highly efficient section, and in addition gave freely and cheerfully of his time to provide medical assistance to dependents, as well as to take an active part in station activities of all sorts. He also managed to maintain his proficiency as a navigator by flying as crew with No.426 (Transport) Squadron. I consider him an outstanding Medical Officer, capable of assuming higher responsibilities at any time.” (G/C G.S. Austin, 16 June 1952).

“When Squadron Leader Beach arrived here he set up his hospital in two rooms of the occupiable building on the station - a barrack block. The hospital proper was expected to be

completed in approximately 4-6 weeks, but was not completed until six months later. During this time, showing outstanding initiative and organizing ability, he managed his temporary hospital and treated patients to such good effect that [the] sickness rate was lower than at the average Canadian station. This could be marked down to coincidence, but I do not believe it to be coincidence. Unheated barrack blocks, lack of hot water, very wet weather and mud were other conditions militating against a high health standard. Squadron Leader Beach is highly thought of and like by all ranks. He inspires confidence and has a good 'bedside manner'. He participates in Mess and Station life and is a most enthusiastic member of the RCAF." (W/C E.H.M. Walsh, No.2 Wing, Grostinquin, 30 July 1952).

G/C W. Weiser thought that Walsh tended to be too generous with praise and suggested that the above might be somewhat "over the top." A year later, 31 August 1954, W/C J.C. McCarthy of No.2 Wing wrote, "Squadron Leader Beach is a very capable and competent service Medical Officer. Operating under adverse conditions from the opening day of this unit, Squadron Leader Beach has been unsparing in demands on himself and his staff. With limited personnel and equipment he has treated the varied illnesses common to a station and simultaneously directed the organization and administration of the hospital. Today this unit has a hospital that is second to none on the continent and the efficient operation is entirely due to Squadron Leader Beach." At this time, G/C Weiser had to agree: "Squadron Leader Beach has not only performed the duties of Senior Medical Officer in an outstanding manner but has been an outstanding officer as well. His keen understanding of human nature and his natural sympathy for people in trouble has been of invaluable benefit to this wing."

"I have known this officer for a long time and have followed his career with interest. He is highly intelligent and very well motivated. He is professionally very competent and inspires the respect of his patients and fellow workers. I am very pleased to be working with him. He is at present taking elementary flying instruction in order to understand the selection procedure more fully. I think that this is indicative and characteristic of his inquiring mind." (G/C T.J. Powell, Centralia, 7 January 1960.)

"This officer is Chief of Psychiatry at National Defence Medical Centre. A quiet, somewhat retiring, very dedicated specialist of great integrity. He is a very likable personality and is an extremely competent specialist. Well liked by his colleagues, the staff and his patients. A hard working and dedicated officer who gets on with the job without complaining and in a difficult specialty has a great capacity to weigh correctly his responsibilities to patients and the Service. A good family man. I would recommend him for promotion, but in the present circumstances I do not think he would make a suitable Staff Officer at the Surgeon General Headquarters." (G/C W.J.F. Young, National Defence Headquarters, 1 March 1964.)

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BEACH, FS George Elliott (R142163 or R142103) - **British Empire Medal** - No.5 Radio School (now Radar and Communications School) - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 30 December 1916. Enlisted in Regina, 15 November 1941 as Radio Mechanic and posted to No.3 Manning Depot. To McGill, 23 January 1942. Promoted LAC, 15 May 1942. To No.31 Radio School, 10 May

1942. Promoted Corporal, 1 December 1942. Promoted Sergeant, 1 April 1944. Promoted Flight Sergeant, 1 June 1945. Retired 7 May 1946. Medal presented 14 February 1948.

This non-commissioned officer is a highly efficient instructor and section leader, who by his knowledge, hard work, initiative and leadership in the field of Electronic Training has enhanced the quality and efficiency of instruction. His further contributions to station welfare have been evidenced in many ways. Such meritorious service and devotion to duty are outstanding.

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BEACOCK, F/L Grant Colville (C11994) - **Mention in Despatches** - No.404 Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 30 March 1917 in Chapleau, Ontario; educated there and Queen's University (COTC Cadet, 1936-1941); interned at Kingston General Hospital. Enlisted in Toronto, 1 June 1942 in Medical Branch (immediate commission as Flying Officer) and posted to No.1 Manning Depot. To No.31 BGS, 2 August 1942. Promoted Flight Lieutenant, 1 September 1942. To "Y" Depot, 15 July 1943; embarked from Halifax, 26 August 1943. Arrived in Britain, 1 September 1943. To No.404 Squadron, 9 September 1943. Followed that unit in its movements. Posted to Bircham Newton, 20 June 1945. Repatriated 27 September 1945 and taken on strength of Repatriation Centre, Lachine. To No.1 Air Command Administration Unit, 6 October 1945. To No.2 Air Command, 8 November 1945. To No.4 Release Centre, 13 December 1945. Retired 9 March 1946. Rejoined RCAF Auxiliary with No.4006 Medical Unit, Hamilton (150033) as Promoted Squadron Leader, 20 November 1950. To Supplementary Reserve, 17 December 1961. Died in 1987 in Chapleau, Ontario as reported on Royal Canadian Legion "Last Post" website and in **Legion Magazine** of February 1988. No citation in AFRO. RCAF photo PL-22708 (ex UK-7393 dated 9 January 1944) shows F/L G.C. Beacock (Chapleau), WO W.K. McGrath and F/O J.S. Cummins. RCAF photo PL-41035 (ex UK-14148 dated 23 November 1944) is captioned as follows: "Flight Lieutenant Grant Beacock, Chapleau, Ontario, was Mentioned in Despatches, and Pilot Officer W.K. 'Red' McGrath was awarded the George Medal when they both rescued the pilot of a burning Beaufighter. P/O McGrath was the navigator of the aircraft when it crashed on landing. F/L Beacock, the Medical Officer, got McGrath out; then they both rescued the pilot who was burning. Both are members of the RCAF Buffalo Squadron. Pilot of the burning machine was F/O Johnny Cummings of Ottawa."

RCAF Press Release No.6780 dated 19 August 1944 from F/O T. Mosher, transcribed by Huguette Oates, reads:

WITH RCAF IN COASTAL COMMAND: -- You would go a long way to find a medical officer more popular with his unit than Flight Lieutenant Grant Beacock of the RCAF "Buffalo" squadron. "Doc" Beacock, of Chapleau and Kingston, Ontario, was recently Mentioned-in-Dispatches for an incident which still draws chuckles from the "Buffalo" squadron members whenever they narrate it. But, mark this, they are not making fun of him. He made a glorious mistake which endeared him to the squadron from that day on.

It was a bleak day in January. When F/L Beacock heard that a Beaufighter aircraft of the squadron had just crashed on take-off, with a full load of incendiary and cannon shells and gasoline on board, he sprinted out through the hospital doors to his ambulance. A minute or so later, the vehicle screeched to a stop as close to the burning plane as the driver could safely bring it and "Doc" bounced out with his emergency satchel in hand.

Waving back a group of airmen who were standing nearby, the M.O ran straight to the burning Beaufighter disregarding its load of explosives due to detonate at any moment. Arrived alongside, he saw in a moment that the aircraft was empty, beat a hasty retreat and had just reached a safe distance when the explosions began.

F/O W.K. (Red) McGrath, of Bartonville, Ontario, navigator, had dragged his unconscious pilot, F/O Johnny Cummings, of Ottawa, Ontario, clear immediately after the crash and both men had been taken to a nearby farmhouse. Bystanders had shouted at the M.O. to this effect, but so intent had he been on reaching two of his boys in dire trouble that he hadn't heard.

Afterwards, F/L Beacock felt a little foolish – but nobody else felt that way about it, and now he has been officially recognized. F/O McGrath received the George Medal for his part in the incident.

F/L Grant Beacock took his medical training at Queens University and served two years as an intern at Kingston General Hospital before joining the RCAF two years ago last June. He joined the "Buffalo" squadron last fall.

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BEACOM, P/O William David (J90223) - **Mention in Despatches** - No.227 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born in Mount Forest, Wellington, Ontario, 19 April 1921. Educated in Mount Forest and Listowel. Home in Listowell, Ontario (bank clerk); enlisted Hamilton, 16 June 1942. To No.1 Manning Depot, 5 August 1942. To No.1 ITS, 5 December 1942; graduated and promoted LAC, 5 March 1943 but not posted to No.1 AOS until 3 April 1943; graduated and promoted Sergeant, 20 August 1943. To "Y" Depot, 2 September 1943; to United Kingdom, 12 September 1943; disembarked in Britain, 19 September 1943. To No.9 (Observer) AFU, 9 November 1943 (Anson aircraft, 44 hours five minutes). To No.16 OTU, 25 January 1944 (Wellingtons, 79 hours 30 minutes). To No.51 Base, 26 April 1944. To Scampton, 6 May 1944 (Stirling aircraft, 46 hours 15 minutes). To No.1654 Conversion Unit, 29 May 1944 Promoted Flight Sergeant, 20 May 1944. To Lancaster Finishing School, 6 July 1944 (12 hours 50 minutes). To No.61 Squadron, 27 July 1944. Commissioned 8 September 1944. To No.227 Squadron, 7 October 1944. Promoted Flying Officer, 8 March 1945; repatriated 1 February 1945; to No.1 Air Command, 13 February 1945; promoted Flight Lieutenant, 8 March 1945. To No.16 SFTS, 15 April 1945. Retired 3 May 1945. Died in London, Ontario, 8 April 1992.

Notes: Assessed 24 January 1945 by W/C E.R. Millington, No.227 Squadron - "Has just completed an excellent tour of operations. Has shown considerable enthusiasm and ability." Noted as having flown 424 hours 30 minutes of which 210.35 were in previous six months.

Application for Operational Wing dated 5 February 1945 stated he had flown 29 sorties (180 operational hours) with Nos.61 and 227 Squadrons, 25 July to 7 December 1944.

Training: Course at No.1 ITS was 28 December 1942 to 5 March 1943. Courses in Mathematics (74/100), Armament (76/100), Anti-Gas (32/50), Aircraft Recognition (95/100), Hygiene and Sanitation (30/50), Law and Discipline (75/100), Airmanship, Theory of Flight and Engines (85/100), Navigation (100/150) and Signals (135/200). Placed 17th in a class of 19. "A quiet, serious minded airman who showed good balance and used sound judgement. Department good."

Course at No.1 AOS was 5 April to 20 August 1943. Anson aircraft (29 hours as first navigator by day, 29.55 as second navigator by day, 19.55 as first navigator by night, 18.35 as second navigator by night). Air work graded as follows - Air Navigation Day (240/350), Air Navigation, Night (122/200), Log Keeping (144/200), Reconnaissance (66/100), Phonography (71/100) and Methodological Observations (26/50). Ground Work assess as follows - Air Navigation Elements (153/200), Air Navigation Theory (142/200), Air Navigation Exercises (133/200), Meteorology (73/100), Signals, Practical (100/100), Aircraft Recognition (48/50), Reconnaissance (39/50), Photography (34/50) and Armament (25/50).

Course at No.9 (Observer) AFU was 9 November 1943 to 25 January 1944. Anson aircraft - 23.20 as first navigator by day, 8.05 as second navigator by day, 12.40 as first navigator by night. Air work graded as follows - Air Navigation, Day (258/350), Night Air Navigation, Night (172/250). Ground Work assess as follows - Air Navigation Exercises (172/250), Air Navigation Test (158/250) Signals (116/150). "Keen and hard working. Needs more practice in plotting." (S/L H. Tee, 25 January 1944).

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BEAIRSTO, F/O Frederick Wendell (J86692) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 31 October 1922. Home in Sedgewick, Alberta; enlisted Edmonton, 24 January 1942 and posted to No.3 Manning Depot. To No.7 SFTS (guard), 31 March 1942. To No.4 ITS, 25 April 1942; graduated and promoted LAC, 19 June 1942 but not posted to No.5 EFTS until 15 August 1942; graduated 9 October 1942 and posted next day to No.15 SFTS; graduated and promoted Sergeant, 5 February 1943. To "Y" Depot, 18 February 1943; to RAF overseas, 8 March 1943. Promoted Flight Sergeant, 5 August 1943. Commissioned 30 May 1944. Promoted Flying Officer, 30 November 1944. Repatriated 8 December 1944. To Northwest Air Command, 6 January 1945. To Station Edmonton, 7 February 1945. Retired 3 May 1945. Award sent by registered mail 11 July 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 file 181.009 D.1730 (National Archives RG.24 Vol.20607) has recommendation dated 6 November 1944

when he had flown 34 sorties (171 hours 45 minutes).

Flying Officer Beairsto has displayed outstanding captaincy and tenacity of purpose throughout his first operational tour. His skill as a pilot and his constant enthusiasm on all operational duties have set the highest example for all squadron members. This skipper has stubbornly pressed home many most accurate attacks on the enemy's heavily defended areas. Undeterred by heavy opposition, he has led his crew repeatedly to their aiming point. For his exceptional qualities of leadership and fine record of achievement, Flying Officer Beairsto is strongly recommended for the Distinguished Flying Cross.

The sortie list was as follows:

24 July 1944 - Ferfay (4.00)
25 July 1944 - Stuttgart (8.05)
28 July 1944 - Hamburg (6.30)
29 July 1944 - Ayme sur Bouilles (4.55)
3 August 1944 - Foret de Nieppe (3.55)
4 August 1944 - Bois de Cassan (5.05)
5 August 1944 - St. Lieu d'Esserent (5.05)
7 August 1944 - La Hogue (4.35)
8 August 1944 - Foret de Chantilly (5.00)
9 August 1944 - Foret de Nieppe (3.55)
10 August 1944 - La Pallice (6.45)
25 August 1944 - Brest (5.30)
27 August 1944 - Marquis de Mimoyceques (4.00)
28 August 1944 - Ile de Cezembre (4.35)
31 August 1944 - Ile de Cezembre (5.00)
3 September 1944 - Volkel (4.05)
6 September 1944 - Emden (4.30)
9 September 1944 - Le Havre (4.15)
10 September 1944 - Le Havre (4.25)
11 September 1944 - Castrop Rauxel (5.25)
12 September 1944 - Wanne Eickel (5.35)
13 September 1944 - Osnabruck (5.25)
15 September 1944 - Kiel (6.15)
16 September 1944 - Boulogne (4.10)
25 September 1944 - Calais (3.45)
26 September 1944 - Calais (4.10)
27 September 1944 - Bottrop (5.45)
28 September 1944 - Cap Gris Nez (4.05)
30 September 1944 - Sterkrade (4.55)
6 October 1944 - Dortmund (7.10)
21 October 1944 - Hanover (4.00, duty not carried out)
23 October 1944 - Essen (6.00)
25 October 1944 - Hamburg (4.50)

1 November 1944 - Oberhausen (6.05)

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BEAL, Sergeant Leonard Alexander (R52682) - **Mention in Despatches** - No.160 (BR) Squadron - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Name also rendered as Leonard Almon Beal. Born 29 July 1915. Home in Niagara Falls, Ontario; enlisted there 10 June 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 12 July 1940. Promoted AC1, 16 November 1940. To No.6 SFTS, 20 November 1940. Promoted LAC, 1 April 1941. To No.120 (BR) Squadron, 11 December 1941. Promoted Corporal, 1 March 1942. Promoted Sergeant, 1 February 1943. To No.160 (BR) Squadron, 5 May 1943. Certificate sent to Station Torbay, 4 July 1945. Released 23 October 1945.

This non-commissioned officer is an airframe mechanic who has consistently displayed initiative, resourcefulness and skill in the execution of his duties. These fine qualities, combined with his powers of leadership, have contributed greatly to the effectiveness of the station as a whole and squadron maintenance in particular.

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BEAL, F/L William Taylor (J13477) - **Commended for Valuable Services in the Air** - No.16 SFTS - Award effective 11 August 1945 as per **Canada Gazette** of that date and AFRO 1453/45 dated 14th September 1945. Born 12 September 1915. Enlisted in Ottawa, 26 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 15 November 1940 when posted to No.10 EFTS; graduated 4 January 1941 when posted to No.5 SFTS; graduated and promoted Sergeant, 20 March 1941. To Central Flying School, Trenton, 30 March 1941. To No.5 SFTS, 3 July 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 25 March 1942. Commissioned 11 July 1942. Promoted Flying Officer, 15 January 1943. To Trenton, 2 May 1943. Promoted Flight Lieutenant, 1 July 1943. To No.16 SFTS, 23 January 1944. Retired 18 October 1945. Died in Pembroke, Ontario, 9 January 1999 as per **Legion Magazine** of September 1999. See DHist file 181.009 D.3948 (RG.24 Vol.20641); recommended 18 May 1945 when he had flown 2,388 hours (132 in previous six months), 2,109 hours as instructor (132 in previous six months).

This officer has been a member of Examining Flight for a period of twelve months and has always displayed the utmost fortitude and devotion to duty. His power of suggestion and understanding commands the utmost respect and admiration of all flying personnel at this unit. Flight Lieutenant Beal, through continual research, has contributed much to the introduction of a valid and reliable system of flying testing.

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BEALE, F/O James Alford (J89784) - **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. Home in Eastview, Ontario (modern Vanier, Ontario); enlisted in Ottawa, 29 October 1942. Trained at No.5 ITS (graduated 7 August 1943), No.20 EFTS (graduated 2 October 1943) and No.9 SFTS (graduated 10 March 1944). No.550 Squadron website identifies the crew as F/O J. A. Beale, RCAF (pilot), Sergeant Matthews (Flight Engineer), F/O A. S. Geen, RCAF (Navigator), F/O G. C. Glover, RCAF (Air Bomber), F/Sgt R. A. Spearing (WOP), Sergeant MacKenzie, RCAF (mid-upper gunner) and F/Sgt J. L. McKeown, RCAF (Rear Gunner). Postwar Leading Aircraftman (aero engine technician), remustering to Flight Engineer in 1948; involved in Korean Airlift. Retired as a Warrant Officer in 1973; remained as civilian employee at Trenton until second retirement, April 1987. Died July 2013. Medal presented at Government House, 7 November 1949. Photo PL-48183 shows him after investiture with his wife and father, J. Beale of Ottawa. Photo PL-48190 shows him after investiture with Corporal M.R. Talbot, also being invested with 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 2/8750 has recommendation dated 15 April 1945 when he had flown 30 sorties (210 hours 25 minutes), 12 December 1944 to 10 April 1945.

12 December 1944 - Essen (5.55)
24 December 1944 - Cologne (6.15)
29 December 1944 - Scholven Buer (5.39)
31 December 1944 - Osterfeld (6.21)
2 January 1945 - Nuremburg (7.52)
5 January 1945 - Hanover (5.25)
7 January 1945 - Munich (8.44)
14 January 1945 - Merseburg (8.38)
16 January 1945 - Zeitz (7.47)
22 January 1945 - Hamborn (5.42)
1 February 1945 - Ludwigshaven (7.03)
2 February 1945 - Wiesbaden (7.11)
13 February 1945 - Dresden (9.55)
14 February 1945 - Chemnitz (9.10)
20 February 1945 - Dortmund (6.44)
21 February 1945 - Duisburg (6.12)
23 February 1945 - Pforzheim (7.57)
1 March 1945 - Mannheim (6.40)
2 March 1945 - Cologne (5.29)
5 March 1945 - Chemnitz (9.13)
7 March 1945 - Dessau (9.32)
8 March 1945 - Kassel (7.25)
11 March 1945 - Essen (5.18)
12 March 1945 - Dortmund (5.44)
22 March 1945 - Hildesheim (5.01)
27 March 1945 - Paderborn (4.56)
3 April 1945 - Nordhausen (6.21)
4 April 1945 - Lutzendorf (8.16)
9 April 1945 - Kiel (5.26)
10 April 1945 - Plauen (5.26)

This young Canadian officer has now completed his first operational tour consisting of thirty sorties involving 210.25 hours operational flying as captain of a Lancaster bomber.

He has attacked a wide range of vital targets throughout the Reich, involving deep penetrations into the most heavily defended areas. Amongst such targets were Nuremburg, Munich, Chemnitz, Kiel and several of the Ruhr cities such as Cologne, Essen and Dortmund.

This gallant officer at the beginning of his operational career and whilst on his first sortie as captain of aircraft, was closely engaged by the enemy defences in the target area, the aircraft sustaining damage and one engine being put out of action. Nothing daunted, he skilfully captained the aircraft back to base and made a successful landing.

Throughout the remainder of his operational tour this courageous and determined pilot by his cool efficiency and skilful pilotage in the face of the heaviest opposition has set an example which has won the respect of all who knew him. His cheerful and good humoured leadership have inspired the confidence of his crew and urged his fellow captains to give their best, even during the most intensive periods of operating.

Such gallantry, skill and determination well merit the award of the Distinguished Flying Cross.

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BEALL, F/L Herbert Wilson (C4437) - **Mention in Despatches** - No.217 Squadron -Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in Ottawa, 29 September 1908 (birth date in obituary notice); attended Lisgar Collegiate Institute and one year at Queen's University before becoming interested in forestry during a summer job at Petawawa Forest Experimental Station; graduated from University of Toronto, 1932, with a degree in Forest Sciences. Home in Ottawa; enlisted there 24 February 1941. To RAF overseas, 6 April 1941. Seconded to the RAF to help set up radar stations in the Middle East. Promoted Flight Lieutenant, 1 March 1943. Promoted Flight Lieutenant, 4 November 1943. Repatriated 6 January 1945. To No.1 Air Command, 16 January 1945. To No.1 Technical Service Unit, 3 April 1945. To Release Centre, 1 May 1945; retired 3 May 1945. Postwar service in Ontario forestry organizations; credited with fire danger rating system and the road signs that now warn of fire hazard conditions. Died in Ottawa, 4 December 2000; lengthy obituary in Ottawa **Citizen** of 6 December 2000, dealing chiefly with his forestry achievements.

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BEALS, F/L Alan Welton (J17568) - **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 5 September 1918. Home in Truro, Nova Scotia; enlisted Halifax, 26 October 1940. To No.1 WS, 15 November 1940. To No.1 ITS, 7 February 1941; graduated and promoted LAC, 15 March 1941 when posted to No.17 EFTS; ceased training and posted to No.1 Manning Depot, 18 April 1941; to No.1 AOS, 26 May 1941; graduated 17 August 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 27 September 1941 when posted to No.2 ANS; graduated 28 October 1941 when posted to "Y" Depot. To RAF overseas, 11 November 1941. Commissioned 17 April 1943. Promoted Flying Officer, 17 October 1943. Promoted Flight Lieutenant, 17 April 1945. Repatriated 15 February 1946. Release date uncertain. Rejoined RCAF, 14 September 1951 as Accountant (46780). Award presented in Halifax, 27 July 1949.

Flight Lieutenant Beals is now on his second tour of operational duty. His sorties have included attacks on Hamburg, Turin, Stuttgart and Stettin. On one occasion, although most of his navigational aids were unserviceable, he directed his captain successfully to the target. Several times his aircraft has been damaged by heavy anti-aircraft fire but, despite this, Flight Lieutenant Beals has navigated the aircraft to base with his usual accuracy. He has at all times shown skill and devotion to duty of a very high order.

DHH file 181.009 D.2618 (Library and Archives Canada RG.24 Volume 20607) has recommendation drafted 17 April 1945 when he had flown 37 sorties (221 hours five minutes). Sortie list and submission as follows:

25 June 1942 - Bremen (5.20)
6 August 1942 - Duisburg (5.05)
6 September 1942 - Paris (5.55, nickels)
8 September 1942 - Frankfurt (4.10, incomplete, bomb load jettisoned)
10 September 1942 - Dusseldorf (5.15)
13 September 1942 - Bremen (2.55, incomplete, abandoned, landed on three engines)
14 September 1942 - Wilhelmshaven (4.25)
16 September 1942 - Essen (5.00)
19 September 1942 - Saarbrucken (6.00)
26 September 1942 - Flensburg (6.00)
13 October 1942 - Kiel (6.00)
15 October 1942 - Cologne (1.00, hydraulics unserviceable; crashed)
6 November 1942 - Gardening (4.45)
9 November 1942 - Hamburg (7.00)
18 November 1942 - Turin (8.45)
28 November 1942 - Turin (8.35)
6 December 1942 - Mannheim (7.25)
9 December 1942 - Turin (3.50, overload tank unserviceable, incomplete)

12 December 1942 - Turin (8.55)
25 February 1943 - Nuremberg (9.30)
26 February 1943 - Cologne (6.30)
28 February 1943 - St. Nazaire (6.20)
4 April 1943 - Duisburg (1.35, incomplete, wireless unserviceable, crashed on landing)
10 April 1943 - Frankfurt (6.50)
14 April 1943 - Stuttgart (2.15, incomplete, landed on three engines, crashed)
16 April 1943 - Pilsen (9.55, Skoda works)
19 April 1943 - Stettin (9.05)

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23 February 1945 - Essen (6.25)
23 February 1945 - Kamen (6.50)
27 February 1945 - Mainz (7.00)
1 March 1945 - Mannheim (7.00)
2 March 1945 - Cologne (5.55)
22 March 1945 - Dorstein (5.00)
24 March 1945 - Glabeck (5.55)
25 March 1945 - Munster (5.40)
31 March 1945 - Hamburg (5.55)
4 April 1945 - Harburg Rhenania (6.00)

Flying Officer Beals has flown a large number of sorties, making attacks on such targets as Hamburg, Turin, Mannheim, Nuremberg, Stuttgart, Stettin, and many heavily defended targets in Germany, Italy [and] including Pilsen in Czechoslovakia.

In a recent sortie he was able to guide his captain successfully to the target, having lost his most useful navigational aids. His aircraft on several occasions has been severely damaged by flak and navigation handicapped by the loss of an engine. In spite of this, Flying Officer Beals navigated his aircraft home with his usual accuracy.

This officer has now completed ten sorties on his second tour and during all his operations he has demonstrated his skill, determination and devotion to duty. It is strongly recommended that he be awarded the Non-Immediate Distinguished Flying Cross.

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BEALS, WO William Franklin (R101280, later J88566) - **Distinguished Flying Cross** - No.422 Squadron - Award effective 16 November 1943 as per **London Gazette** dated 3 December 1943 and AFRO 297/44 dated 11 February 1944. Born 10 June 1920. Home in Vernon, British Columbia (educated there); attested 22 July 1940 as a member of the Canadian Active Service Force (Fifth Canadian Motorcycle Regiment). Discharged 3 May 1941, Enlisted in RCAF,

Vancouver, 6 May 1941. To No.2 WS, 23 May 1941. To No.8 EFTS (guard), 4 June 1941. To No.2A Manning Depot, 23 July 1941. To No.2 WS, 2 August 1941; promoted LAC, 4 September 1941; to No.2 BGS, 20 December 1941; graduated and promoted Sergeant, 19 January 1942. To No.32 OTU, 1 February 1942. Promoted Flight Sergeant, 17 April 1942. To No.31 Personnel Depot, 10 June 1942. Embarked from Canada, 20 July 1942; disembarked in Britain 30 July 1942. To No.3 RDF School, 12 August 1942 (Botha aircraft, nine hours 35 minutes). To No.120 Squadron, 16 September 1942 (Liberators, 49 hours 20 minutes). To No.422 Squadron, 12 December 1942. Shot down in action with a U-Boat, 17 October 1943 (Sunderland JM712, lacerations to hand and left lip, contusion to forehead), immediately rescued by an RCN vessel and taken to St. John's (see entry for Paul T. Sergent). At the time he had flown 543 hours 25 minutes on Sunderlands. Granted leave in Canada. Promoted WO2, 19 January 1943. To No.45 Group (Ferry Command), 27 December 1943. To United Kingdom, 18 January 1944. To No.422 Squadron, 20 January 1944 (104.30 on Sunderlands). To No.4 (Coastal) OTU, 30 June 1944 (Sunderlands, 51 hours). A report dated 6 June 1944 in DHH file 181.009 D.506 (National Library and Archives RG.24 Volume 20592) states he had completed his first operational tour with 562 hours. Commissioned 31 July 1944. To No.1674 Conversion Unit, 28 September 1944 (Halifaxes, six hours, with a course at No.14 Radar School on Anson aircraft). Promoted Flying Officer, 31 January 1945. Repatriated 9 February 1945. To No.8 Release Centre, Vancouver, 26 February 1945. Retired 3 April 1945. Award presented 22 September 1944. Cited with F/O A.R.B. Bellis (pilot, awarded DFC). Died 22 January 1984 in Vernon as per **Legion Magazine** of June 1984. RCAF photo PL-33097 (ex UK-15294 dated 27 September 1944 shows Sergeant Alice Oliver (Vernon, British Columbia, RCAF WD) and P/O Bill Beals outside Holyrood Palace after his investiture - they were married next day. PL-33098 (ex UK-15299) shows both outside Holyrood with a colonel of a Scottish regiment (also invested). Photo PL-33099 taken as they left the church on wedding day. RCAF photo PL-33114 (ex-UK-15301 dated 27 September 1944 shows F/L J.R. Hughes (Northwood, Ontario, invested with Bar to DFC), F/L R.B. Hart (Midland, Ontario, invested with AFC) and P/O W.F. Beals (Vernon, B.C., invested with DFC) outside Holyrood Palace after investiture. Photo PL-33116 shows him alone outside Holyrood Palace. Photo PL-35279 is a portrait.

Flying Officer Bellis and Warrant Officer Beals were members of a crew of an aircraft which successfully fought and destroyed a U-Boat in an attack which was executed in the face of intense anti-aircraft fire from the submarine. Flying Officer Bellis and Warrant Officer Beals displayed courage, skill and resolution beyond praise.

NOTE: Public Record Office Air 2/5020 has recommendation drafted 15 November 1943 when he had flown 31 sorties (506 operational hours).

This Warrant Officer was in the crew of a Sunderland which recently destroyed a U-boat. During the action the aircraft was severely damaged and the Special Equipment put out of action. Warrant Officer Beals succeeded in repairing the Special Equipment and the promptness with which he tackled the job,

disregarding the fact that the aircraft was under fire, was highly commendable and his example has a very steadying effect on the remainder of the crew.

Notes: Application for Operational Wing dated 2 July 1944 stated he had flown 47 sorties (599 hours 50 minutes), 11 October 1942 to 11 June 1944.

Assessed 22 May 1944 when he had flown 560 operational and 188.20 non-operational hours. "An above average NCO recommended for a commission. Particularly recommended for pilot training." (W/C J.R. Frizzle, No.422 Squadron). This is added, "Standard of intelligence and temperament entirely satisfactory. Good physical qualities, Recommended. (G/C M. Costello, Station Castle Archdale).

Training: Interviewed in Vancouver, 22 January 1941. "Smart lookinf CASF Corporal. Bright and intelligent looking. First class WAG material."

Attended No.2 WS, 4 August to 18 December 1941. Spent 40 minutes in Flying Classroom as first operator, 2.35 in Flying Classroom on listening watch and 5.10 in single engine aircraft as sole operator. Ground training in Theory (34/50), Radio Equipment (135/250), Morse, buzzer and lamp (190/200), Procedure (180/200), Signals Organization (115/150), Armament (88/100) and Drill and PT (38/50). Placed ninth in a class of 42.

Attended No,2 BGS, 22 December 1941 to 19 January 1942. Battle aircraft - eight hours ten minutes. Fired 213 rounds on ground, 200 rounds air-to-ground and 2,300 air-to-air. Scored 80 percent in written examination and 78 percent in practical and oral exams. Rated 173/250 in Ability as Firer. "Results in ground subjects above average, Slightly below average in air firing."

Course at No.32 OTU was 4 February to 26 May 1942. Beaufort aircraft (5.20 by day as WOP, 9.45 as Air Gunner) and Anson aircraft (25.05 as WOP by day, 24.50 as WOP by night). Fired 600 rounds in Beam Relative Speed Test (5.5 percent hits), 600 rounds in Under Tail Test (seven percent hits) and 200 rounds in Cross Over Quarter Test (18 percent hits). Otherwise, fired 350 rounds on ground, 200 round air-to-ground and 1,400 air-to-air. Ground training in Morse (81 percent), Signals Procedure (60 percent), Ship Recognition (74 percent) and Aircraft Recognition (86 percent). "Keen and came second in ground work. Slow in perception, but once a subject was grasped he retained it. Found some difficulty in expression. Thoroughly reliable," (S/L J.M. Meikle).

RCAF Press Release No.2676, date uncertain, transcribed by Huguette Oates, recounts his story in his own words:

I'm going to tell you a story about a Sunderland flying boat and two U-boats. All three are on the bottom of the Atlantic Ocean now, but we – the ones who came back, think we got better than an even trade in some respects, and took a big loss in others. It would take more than two German crews to make up for the four pals

we lost.

Our crew was part of a Sunderland squadron on a coastal command station on the other side of the ocean. We'd been together for more than a year, had flown thousands of miles of patrol, and always lived in the hope that we'd spot a Jerry some day and let him have it. We liked our work, we liked each other and we liked our ship. You get attached to those big Sunderlands. They're a great aircraft and have done lots to clean up the ocean.

One morning not so long ago, we were called at 2 o'clock and given a whopping big breakfast. We knew there was something in the wind, but we didn't know what it was. It was cold and there was a suspicion of fog rolling around the corners of the buildings as we jogged over to ops to get our briefing. There was Flight Lieutenant Paul Sargent, our skipper, and one of the swellest guys in the world. Flying Officer "Art" Bellis of Victoria, was our co-pilot, Pilot Officer Chesley Steves, of Elgin, N.B., was at the navigator's desk, and Flying Officer Bill Campbell of the R.A.F. was third pilot. Our others were: Flight Lieutenant Woodward, Flight Sergeants Needham, Geordie Rutherford and Douglas Mesney of the R.A.F. Flight Sergeant J.D. Stafford, of Calgary, on the waist guns, Pilot Officer J.D. Shand, of Lethbridge, wireless air-gunner, and myself, on the radio.

We'd figured on something pretty big, but when they told us in ops that five aircraft would take off on a straight sweep, we had an idea we were going to get our wish – that this time we'd really tangle with them. Everything was fine. The skipper got her up and the engines were rolling over like a song. It was dark, good and dark, but there we were, the old gang, going out to do some work. Happy as larks! Daylight broke grey, and down below the ocean was rolling. You see lots of ocean when you're on patrol, so nobody bothered to admire the beauties of nature. But we were watching.

I was up forward when we got to the place where we were supposed to turn back. We'd been flying straight out for nine hours, and were just about the middle. Then around 1 o'clock in the afternoon, we got a contact. I couldn't believe it at first. It's like when you're fishing and you're just about to give up when you get a wallop big strike. I let out a yell and the skipper gave her the gun. At the same time, he snapped "Attacking immediately" over the intercoms. What a picnic. We were laughing and yelling and singing, so damned happy we could have jumped up and down – in fact I'm pretty sure we did. The skipper was standing up trying to get more speed out of her and from the look on his face you could tell that he was as excited as a kid. Not any more excited than the rest to us. Bill Campbell, the R.A.F. boy who was third pilot, was in the co-pilot's seat by this time and he was really working to get her around on the course our contact indicated. Bellis and Shand were standing by in the waist with guns and camera,

Stafford was in the mid-upper turret checking his guns and Geordie Rutherford, was in the tail, all set to blast. Needham was on the job as engineer and I was banging away at the radio, sending out the first sighting report.

Then, we saw them. We'd been hunting a sub for months and here were two, surfaced, and running along about 10 or 11 knots on a 90 degree course. This was going to be pie. The skipper took her down to 200 feet, joggled her around a bit for evasive action and started his run. It was a big joke when we saw puffs. The Jerries were staying on the surface to shoot it out with us. What a hope. We were laughing and yelling every time those puffs would drift past us. They didn't look dangerous and neither did the U-boats as they washed along down there, cutting out their wakes. But we took it differently when we got to within 2000 yards. I don't know what kind of range finders they use on those subs, but they're good, and the crews can really shoot.

Just as we were going in for the kill, a shell exploded in the front of the Sunderland and blew everything there all to hell. I don't know whether it was a 20 millimetre or an Oerlikon shell but it sure messed things up. The skipper kept right on. Tracers were coming up like the 24th of May, but he shoved her down. We must have taken 20 or 30 hits. The jolts were terrific. Every time we took one, the Sunderland would shake and shudder and then go on again, just like a man shaking his head when he's got a hard punch on the nose, and plowing back into the fight.

One shell took the pants off Pilot Officer Shand, and meanwhile other shells were knocking out our radio, putting holes in the hull you could stick your head through, and generally raising hell. They had us in a cross-fire, and if we were going to get in on them, we had to take it. The skipper could have turned back. He'd have been justified, but that wasn't like our skipper. He kept on. The big compass took a hit and was knocked clean through the side of the ship, leaving a hole you could crawl through. One second the compass was there and the next second it wasn't. We were so busy we didn't notice the uproar. I can't remember anything about noise, but I know there must have been a lot of it. You don't think of what a spot you're in at a time like that. You're too intent on what you have to do. That's where training comes in, I suppose. Remember, all this took place in a few seconds. We got that shooting up in a lot less time than it takes to tell about it.

We also did some work on our own. We went over that sub and the depth charges were away. But they were short. You could see them spout up in the sea, just behind the sub, close, but not close enough. At the same time, Shand and Stafford were pumping it into the gun crews with their guns. We were down 75 feet and the tracers from our Sunderland were relay pouring onto the deck of that first sub,

and all the time we had to take the fire from the other one. The gun crews just wilted in a flash. We must have got them all. The one sub's guns stopped shooting.

We kept on taking hits ourselves, which is where the business about Shand losing his pants comes in. Our intercom had been knocked out and I had to run up and down stairs with instructions from the skipper to the men at the battle stations. A Sunderland is a big ship and there are two decks to it, so that with the intercom gone, practically need a messenger boy. When I got to Shand, he was sitting on the floor, no pants, and holding up the broken plug from his intercom. He'd point at it and point at where his pants should be. He said afterwards he was dead scared. Bellis and Stafford were standing over him Bellis with his helmet blown clean off his head. He didn't get hurt. Those two started to laugh and they got me going too and in a couple of seconds Shand cracked a smile and then he started to laugh. We really roared. I think we all must have been scared still, but it didn't seem to strike any of us at the time. When I got back on the top deck, Needham, the engineer, was singing at the top of his voice.

On the U-boat, it couldn't have been very good. Those depth charges we dropped must have rattled everything aboard and broken a few legs, and the machine guns Shand and Stafford hosed the decks which didn't do anyone in sight any good. But we were hurt. Our good old ship was loggy on the controls when we came about for the second attack. The skipper was putting her in again! The Jerries on the sub we'd attacked had manned their guns again and the other one joined it in sending up a regular curtain. It was crossfire, down low, just where we'd have to go to get at them.

The skipper bulled in ignored all evasive action to make sure of a kill. We wanted that Jerry. The skipper seemed to want him most. There he was, with everything shot away, his cabin full of holes, everything gone, going in again. The old girl was down to 75 feet by now and going straight for the Jerry through a regular storm of stuff. There was another shuddering wallop and Needham and Woodward were killed. Needham's left leg was taken off and his chest was full of holes. He couldn't have known what hit him. Woodward was shot right through the right temple. It looked like a slug from a 303. They must have been firing machine guns at us too.

We went over the sub, taking the crossfire, and let go with two more charges. Rutherford, in the tail gun, let out a yell you could hear all over the ship. I looked and the sub seemed to lift about four feet. When I looked again it was gone. That was no crash dive. It just disappeared. There were no cheers. We were all too busy. It was just about this time that a shell hit near me. I was on a machine gun, strafing the decks of the remaining sub and not bothering about doing anything

less, when I felt a jar against my hand. I looked down and found that the handle had been shot right out from between my fingers. The second Jerry was still pounding registering the odd hit, but we were getting beyond range.

It was about this time I first remember hearing any sound I could identify. It was screaming, and you could hear it above the engines. They were banging as if they'd come apart, but this screaming rose above them. Stafford and Shand went forward over the catwalk and the skipper told them to get the two dead gunners into the wardroom. He was as cool as a cucumber. Everything below the catwalk had been shot away, leaving the whole front of the ship sort of hanging there. When they crossed the catwalk there was nothing under them but the ocean. They got the gunners out and I rushed to where the screams were coming from.

It was Steves, the navigator. He was on the floor, beside his table, with his left leg and side shot away, all the way up to just below the lower rib. There was no hope of saving him. He was still alive, and he knew me. He made a motion and I bent down. He could hardly talk by this time. One hand kept moving under him to where his severed leg was doubled up beneath him. His other hand held his pencil – his navigator's pencil. As I bent close, he said to me "We're in 50, 40 and course to the convoy is 46. Tell the skipper." Then he held up his right hand, still hanging onto his pencil and gave me a 'thumbs up' sign. I damn' near cried. It was the last thing Steves ever did, making that sign.

There was no use moving him, so I went to the skipper with the position, and then reported on damage. Our starboard outer engine was making 2350 revolutions a minute, our starboard inner was doing 2100, our port outer was making 700 and our port inner was making 300. They'd been nearly torn apart, but they were still on the job, doing the best they could. We had no compass, little control, and we were falling apart. Talk about a wing and a prayer!

All our dinghies except one had been shot off the wings, and that one might not be in the best of shape. The skipper hauled her around and headed for the convoy, 20 miles away. He ordered us to get ready for ditching. How we went that 20 miles, none of us will ever know. Maybe the skipper put some of himself into the ship, because she managed to hang together. I was busy with the wireless, trying to make it run, and everyone went to the station the skipper had assigned. We didn't do it according to the book, because at a time like that there are things the book doesn't always take into account.

We spotted one of the escort ships and our flares went out. I had the aldes lamp and was flashing signals by this time. Then the skipper let her down. It was the most perfect landing you could imagine, and the toughest piece of luck. We hit 100 feet to the leeward of the escort, landed on the crest of a breaking wave, and

bounced into the air again for perhaps 150 feet. Had we landed a slit second sooner, we'd have been all right. The breaking wave filled the lower half of our hull with water, and the next second or so, when we went down again, it was a crash. The tail came off and we were knocked around. I came to under water and must have gotten out through a hole in the aircraft. I don't remember.

Talking to the others afterwards, I found that Shand crawled out through the broken tail. Mesnay, with a broken leg, went through a hole in the floor, and so did Stafford and Rutherford. She was still floating when I came up, and the escort vessel was right alongside. Bellis lay on one of the wings, snarled up in loose wires. She'd sink any second. A sailor skinned down a ladder and got him free.

The skipper and Campbell, the third pilot, must have been thrown out through the glass in front, because I saw the skipper come up about 40 feet in front of the sinking Sunderland. I grabbed for the ship's ladder and looked down. By this time, the escort ship had drifted up to where the skipper had been, and I saw him again. He was about a foot under water, and I don't think he was alive. Campbell, the R.A.F. man, was on the ladder with me by this time, and we made a grab for the skipper's jacket. We got him to the ladder, and tried to get him up, but we couldn't. He must have got caught in some of the loose wires from the old, battered Sunderland, which was just barely floating nearby. When she gave a lurch and went down, he was pulled out of our grip, and went with her. That's the way our skipper ended up. He had been just Paul to us – nobody in the crew ever called him sir. It would have made him sore.

I think that few seconds that Campbell and I hung onto the ladder and looked down into the ocean, where the old Sunderland was drifting down with our skipper, was the worst either of us will ever put in. We would have been crying when we got on deck of the escort if there'd been a tear left in us. But we'd gone through too much, too fast, so we just stood there until the doctor and the medical orderlies led us away, cut our clothes off, and put us to bed.

We were able to give the course taken by the second sub and the destroyer 'Drury' went away in a hurry, and I hear it came back later licking its chops. They were sure they'd made a kill. That kind of squared things. The Drury brought us in to Newfoundland and we were all right in two or three days.

I'd just like to note something before I wing up. A Sunderland is a good swap for two submarines, but two U-boat crews can't make up for our skipper and the pals we lost. We've got a big score to settle with the Jerries, and I hope to be in on some of the settling. That goes for everyone that's left of the crew.

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BEAMISH, P/O Roger Wilson (J36688) - **Distinguished Flying Cross** - No.10 (Bomber Reconnaissance) Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in Toronto, 8 July 1921. Home there; educated there. Employed by a furniture company; enlisted there 12 February 1941. To No.5 Equipment Depot, 19 April 1941. To No.1 WS, 19 July 1941; promoted LAC, 21 August 1941; to No.4 BGS, 6 December 1941; graduated and promoted Sergeant, 6 January 1942. To Eastern Air Command that date. To No.11 (BR) Squadron, 17 January 1942. To No.5 (BR) Squadron, 24 January 1942. Promoted Flight Sergeant, 15 August 1942. Promoted WO2, 15 February 1943. To No.10 (BR) Squadron, 22 April 1943. Commissioned 20 July 1943. To No.1 Technical Support Unit, 7 November 1944. Retired 22 August 1945. Died in Lindsay, Ontario, 20 July 2012. As of award had flown 1,140:35 minutes (990:25 operational, 100 sorties). Award presented 14 June 1945. Photo AH.651 shows him at investiture. See entry for DFC to R.M. Aldwinckle for report of attack on **U-420**.

This officer has been employed as Wireless Operator Air Gunner on anti-submarine operations for the past two years, during which time he has flown hundreds of operational hours. Through his diligence and insistence on training, the proficiency of the wireless operator/air gunners in his crew has been raised to a very high standard. This was recently emphasized by the fine team work displayed in an attack against an enemy U-Boat in the vicinity of a convoy, which attack was assessed as Probably Sunk. His record throughout his services on operational flying has been marked by the faithful and efficient execution of his duties.

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BEAN, W/C Wilfred Winter (C1014) - **Mention in Despatches** - Western Air Command Headquarters - Awarded 1 January 1945 as per **Canada Gazette** of that date and AFRO 89/45 dated 19 January 1945 - Born in Kitchener, 6 September 1912 (birth date in obituary notice). Educated at University of Toronto and Waterloo College. Employed by John Forsythe, Limited. Enlisted Hamilton, 15 May 1939. Won his wings 20 October 1939. Flight Lieutenant as of 1 October 1940. To RAF overseas, 29 July 1941. Promoted Squadron Leader, 1 February 1942. Repatriated 13 April 1943. To Western Air Command, 24 June 1943. Promoted Wing Commander, 1 November 1943. To AFHQ, 8 October 1944. Promoted Group Captain, 1 April 1945. Awarded Queens Coronation Medal, 23 October 1953 as a Group Captain, Centralia. Air Officer Commanding, Air Material Command in late 1950s. Retired as an Air Vice Marshal, 18 March 1968. Joined the administrative staff, University of Guelph, and became Vice-President, Administration, retiring again in 1976. Died in Guelph, Ontario, 18 October 2001.

This officer has served with distinction overseas and has continued this excellent record at these headquarters. Due to his unflinching energy and devotion to duty, the operational training units in this command have been able to get away to a

good start in the face of many severe and discouraging obstacles. He has proved himself to be a most able and efficient organizer.

BEAN, G/C Wilfred Winter (C1014) - **Officer, Order of the British Empire** - Air Force Headquarters - Awarded 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/45 dated 25 January 1946. DHist file 181.009 D.1636 (RG.24 Vol.20604) has application for Operational Wings dated 23 February 1944 claiming 13 sorties with No.415 Squadron, August 1941 to March 1943 (68 operational hours).

This officer has rendered outstanding service as Director of Operational Training at a time when, due to constantly changing conditions, the administration of this directorate presented great difficulties. His foresight, initiative and sound good judgement did much to ease the transition from Phase I to Phase II in operational training for all concerned. Since the commencement of the war, he has had a distinguished record on operations, both in Canada and overseas, and subsequently as staff officer of operational training at Western Air Command, prior to coming to Royal Canadian Air Force Headquarters.

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BEARD, F/O James Seymour (J25438) - **Distinguished Flying Cross** - No.57 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 16 December 1921. Home in Beverly Hills, California (but was still a British subject); enlisted in Vancouver 29 January 1942 and posted to No.3 Manning Depot. To No.,1 SFTS, non flying duties, 29 March 1942. To No.4 ITS, 20 June 1942; promoted LAC, 14 September 1942; to No.5 EFTS, 26 September 1942; completed course 11 November 1942 but not posted to No.7 SFTS until 22 December 1942. Graduated and commissioned, 16 April 1943. To "Y" Depot, Halifax, 30 April 1943. To RAF overseas, 8 May 1943. Repatriated 7 February 1945. Released 2 May 1945. Award presented 29 January 1947. 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 19 October 1944 when he had flown 34 or 35 sorties (the two sheets differ) totalling 195 hours 25 minutes.

1 June 1944 - Saumur (6.10)
3 June 1944 - Ferme d'Urville (4.00)
4 June 1944 - Maisy (3.20)
6 June 1944 - Caen (5.15)
7 June 1944 - Cerisy (4.35)
24 June 1944 - Ponnereval (3.20)
4 July 1944 - St.Leu d'Esserent (5.10)
7 July 1944 - St.Leu d'Esserent (4.30)
12 July 1944 - Chaumont (8.10)

18 July 1944 - Caen (3.55)
20 July 1944 - Courtray (2.55)
23 July 1944 - Kiel (5.25)
25 July 1944 - Stuttgart (8.35)
26 July 1944 - Givors (8.45)
28 July 1944 - Stuttgart (8.05)
30 July 1944 - Aunay-sur-Odon (5.10)
31 July 1944 - Joigny (5.30)
2 August 1944 - Trossy St.Maximim (4.25)
3 August 1944 - Trossy St.Maximim (4.35)
5 August 1944 - St.Leu d'Esserent (4.50)
7 August 1944 - Secquenville (3.25)
25 August 1944 - Darmstadt (8.50)
26 August 1944 - Konigsberg (11.25)
29 August 1944 - Konigsberg (11.20)
31 August 1944 - Berqueuneuse (4.25)
3 September 1944 - Deelen (4.30)
9 September 1944 - Munchen Gladbach (4.30)
11 September 1944 - Le Havre (3.40)
11 September 1944 - Darmstadt (6.05)
12 September 1944 - Stuttgart (6.45)
17 September 1944 - Boulogne (3.35)
18 September 1944 - Bremerhaven (4.35)
19 September 1944 - Munchen Gladbach (4.20)
23 September 1944 - Handorf (6.00)

Flying Officer Beard has completed a successful tour of operations totalling 35 sorties against heavily defended targets in Germany including Kiel, Stuttgart, Konigsberg, Darmstadt, Bremerhaven, Munchen Gladbach, also against defended targets in enemy occupied territory. As a captain of aircraft this officer has led his crew in an admirable manner. On two or three occasions his aircraft was attacked by enemy fighters. By vigorous offensive action on his part and on the part of his crew the enemy fighter was driven off and no damage was sustained by Flying Officer Beard's aircraft. On one occasion the enemy fighter was claimed as damaged.

This captain has pressed home the attacks for which he has been detailed in a determined manner, and photographs show that he has been extremely successful.

Flying Officer Beard has shown courage and devotion to duty of a high order, and he is strongly recommended for the non-immediate award of the Distinguished Flying Cross.

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BEARE, F/O Burgess John (J21277) - **Distinguished Flying Cross** - No.227 Squadron - Award effective 9 December 1943 as per **London Gazette** dated 7 January 1944 and AFRO 4110/44 dated 25 February 1944. Born 12 October 1921. Home in Port Perry, Ontario; enlisted in Toronto, 27 October 1941. To No.1 Manning Depot, 25 November 1941. To No.14 SFTS (guard), 7 December 1941. To No.5 ITS, 14 February 1942; graduated and promoted LAC, 11 April 1942 when posted to No.20 EFTS; graduated 20 June 1942 when posted to No.8 SFTS; graduated and commissioned 9 October 1942. Posted to No.1 GRS, 6 November 1942; to "Y" Depot, Halifax, 30 January 1943; to RAF overseas, 6 February 1943. Destroyed three Junkers 88s, 30 October 1943 near a convoy (Beaufighter "S" JL900). Probably destroyed one Junkers 88, 7 November 1943 (Beaufighter "X", JL619). Repatriated 3 May 1945; released 19 June 1945. Award presented 27 January 1946.

This officer has completed very many sorties and has displayed commendable skill, keenness and devotion to duty. During a sortie in October 1943, Flying Officer Beare was compelled to bring his aircraft down on to the sea. His keenness was such, however, that within a few days of being rescued he had resumed flying duties. Towards the end of the month Flying Officer Beare took part in an engagement against a large force of enemy bombers and fighters. In the fight he manipulated his guns with deadly effect and shot down three Junkers 88 in rapid succession. The enemy aircraft hit the sea almost simultaneously. He also drove off a fighter which was attacking his leader. Flying Officer Beare displayed great skill and determination throughout.

RCAF Press Release No.4436 dated 17 February 1944 (transcribed by Huguette Oates) reads:

CAIRO: -- The story of how a Royal Canadian Air Force Beaufighter pilot helped to break up an attack by eight Ju.88's on a Mediterranean convoy and left four of the enemy aircraft burning on the sea, has been written into the historical records of RCAF Middle East Headquarters. The engagement took place three months ago. The story, taken from the records of RAF Middle East command, tells how F/O Burgess J. Beare, DFC, of Port Perry, Ontario, waded into the enemy formation. When he was through, he and his squadron mates counted four flaming wrecks on the sea and four parachutes had been seen in the sky during the fight. Beare was given immediate Distinguished Flying Cross for his exploit.

The enemy aircraft attacked the convoy, which was being guarded by the Beaufighters, in two V's of four aircraft each. One formation of Ju.88's carried bombs and the other four acted as a fighter escort. Beare made his first attack from 150 yards closing to 50 yards with the deadly cannon in the nose of the Beaufighter. The Junkers jettisoned his bombs and then blew up in the air. The second victim fell in a similar starboard quarter attack. After an engine caught

fire, the German crashed flaming into the sea. The third adversary fell in a wild head-on attack. The two aircraft rushed at each other with their guns blazing. The Hun took the brunt of the exchange and after the two duelling pilots broke the enemy aircraft had a flaming engine. He fell into the sea. The fourth victim, with which Beare was credited, was knocked down in a general melee of Beaus and Ju.88's milling in the sky over the convoy.

Some days later, Beare was given credit for another Ju.88 --- his fifth in a week.

* * * * *

BEARE, P/O Richard George (J88661) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 29 December 1915. Home in Belleville, Ontario; enlisted Toronto 28 January 1942. To No.1 Manning Depot, 15 March 1942. To No.1 Training Command, 22 May 1942. To No.5 ITS, 20 June 1942; graduated and promoted LAC, 12 September 1942 but not posted to No.8 AOS until 28 September 1942; graduated and promoted Sergeant, 22 January 1943. To "Y" Depot, 8 February 1943; to RAF overseas, 8 March 1943. Promoted Flight Sergeant, 22 July 1943. Commissioned 28 July 1944. Repatriated 22 January 1945. Promoted Flying Officer, 28 January 1945. To No.1 Air Command, 18 February 1945. To No.16 SFTS, 25 March 1945. Retired 18 April 1945. Award sent by registered mail 6 May 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 13 December 1944 when he had flown 35 sorties (155 hours 16 minutes), 29 February to 21 November 1944.

29 February 1944 - NICKELLING (4.20)
27 June 1944 - Mont Condon (4.02)
28 June 1944 - Blainville (7.05)
1 July 1944 - St.Martin l'Hortier (3.47)
17 July 1944 - Caen H.2 (4.22)
18 July 1944 - Acquet (4.22)
20 July 1944 - Bottrop (4.01)
23 July 1944 - Kiel (5.20)
25 July 1944 - Foret du Croc (3.41)
29 July 1944 - Foret de Nieppe (3.46)
1 August 1944 - Prouville (4.00)
3 August 1944 - Bois de Cassan (4.01)
5 August 1944 - Foret de Nieppe (3.02)
7 August 1944 - GARDENING (4.46)
9 August 1944 - Foret de Mormal (3.36)
12 August 1944 - Brunswick (4.56)

14 August 1944 - Falaise (3.55)
15 August 1944 - Tirlumont (3.54)
25 August 1944 - Watten (3.30)
26 August 1944 - Homburg (4.11)
1 September 1944 - Lumbres (3.41)
3 September 1944 - Soesberburg (3.40)
10 September 1944 - Le Havre (3.29)
11 September 1944 - GARDENING (5.00)
12 September 1944 - Munster (4.19)
15 September 1944 - Kiel (5.38)
23 September 1944 - Neuss (5.15)
4 October 1944 - GARDENING (6.07)
7 October 1944 - Cleves (4.14)
14 October 1944 - Duisburg (4.49)
15 October 1944 - Duisburg (5.31)
15 October 1944 - Wilhelmshaven (4.13)
23 October 1944 - Essen (2.23), port outer unserviceable
28 October 1944 - Westkapelle (3.06)
29 October 1944 - Westkapelle (2.55)
21 November 1944 - Sterkrade (6.16)

This officer has now completed his first operational tour consisting of 35 sorties (120 points) involving a total of 155 hours.

He is a very efficient and capable navigator who has completed a very successful tour. He has always set a high standard in the execution of his duties, both on the ground and in the air, displaying the greatest determination at all times.

For his good operational record and devotion to duty he is strongly recommended for the award of the Distinguished Flying Cross.

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BEARS, Corporal Charles Austin Petherbridge (R99118) - **Mention in Despatches** - No.6420 Servicing Echelon - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 625/45 dated 12 April 1945. Born 20 July 1916. Home in Moncton; enlisted there 17 April 1941 as Wireless Electrical Mechanic. To Manning Depot, 28 June 1941. To Embarkation Depot, 21 July 1941. To RAF overseas, 19 August 1941. Promoted Corporal, 1 October 1942. Repatriated 19 December 1944. Released 13 February 1945. Recommendation indicates he was in Canada four months, North Africa five months, UK 28 months. NOTE: AFRO erroneously gives No.6418 Servicing Echelon; card in DHist biographical file has two units entered - No.9420 Servicing Echelon and No.6418 Servicing Echelon. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 31 July 1944, identifying unit, trade as

Wireless Mechanic.

Without personal consideration this Non-Commissioned Officer has worked vigorously during long hours in an endeavour to improve his service knowledge and tradesman's skill. Acting on his own initiative, Corporal Bears designed and constructed a valuable device which has been incorporated in the local aircraft control R/T installation, and which has been of great assistance in R/T communication.

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BEAT, P/O Walter Bruce (J3252) - **Air Force Cross** - No.10 SFTS - Award effective 1 January 1943 as per **Canada Gazette** of that date and AFRO 55/43 dated 15 January 1943. American in the RCAF. Born in Ortona, Florida, 19 November 1918. Home in St.Petersburg, Florida. Enlisted in Hamilton, 10 June 1940. To No.1 ITS, 24 June 1940; promoted LAC and posted to Moose Jaw Flying Club, 19 July 1940. To No.1 SFTS, 14 September 1940. Graduated and commissioned, 1 January 1941. To No.10 SFTS, 5 March 1942. Promoted Flight Lieutenant, 24 May 1942. Transferred to USAAF, 25 September 1942. Award presented 10 March 1944. RCAF photo PL-2588 is captioned as follows: "Pilot Officer W.B. Beat of 620 Diston Avenue, St. Petersburg, Florida, left St. Petersburg College to join the RCAF. He is 22 and has 300 hours in the air. He was captain of the track team, football team and basketball team at College. He is now stationed at RCAF Station Trenton, Ontario."

By outstanding performance of, and devotion to duty and service, and by rendering of thorough flying instruction, this officer instructor has established an enviable record. He has given approximately 800 hours of student instruction and authorized approximately 3,000 hours of solo student flying during which flying neither he, nor any of his pupils, has been involved in any kind of flying or taxiing accident. His total flying hours are 968.

* * * * *

BEATON, F/L John (J27161) - **Distinguished Flying Cross** - No.83 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September and AFRO 1704/45 dated 9 November 1945. Born 14 September 1912. Home in Montreal; enlisted there 16 July 1942 and posted to No.5 Manning Depot. To No.5 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942 to not posted to No.4 BGS until 6 February 1943; graduated 1 May 1943 when posted to No.4 AOS; graduated and commissioned, 11 June 1943. To No.1 BGS, 26 June 1943. To "Y" Depot, 6 August 1943. To United Kingdom, 25 August 1943. Promoted Flying Officer 11 December 1943. Promoted Flight Lieutenant, date uncertain. Repatriated 14 May 1945. To No.1 Air Command, 27 May 1945. To No.13 EFTS, 27 June 1945. Retired 23 August 1945. Award presented in Montreal, 25 November 1949. RCAF photo PL-33234 (ex UK-15513 dated 4 October 1944) is captioned as follows: "Grouped about the entrance of their dispersal bus

are these young Canadians who are members of an RAF Bomber Command squadron overseas. Back row, F/O Tom Olsen, navigator of Toronto (DFC), FS Harry Loggin, navigator of Leduc, Alberta, F/O Jack Cartwright, pilot, of Toronto (DFC), P/O Harold Callon, air gunner, of Hamilton, Ontario; F/O Jack Beaton, bomb aimer, of Montreal (DFC); Front row, P/O Malcolm MacNeil, DFC, bomb aimer, of Glace Bay, Nova Scotia, FS Irving Simpson, air gunner, of Vancouver. (DFC).”

This officer has completed numerous sorties against the enemy. In March 1943 he was detailed to take part in an attack on an oil plant at Hamburg when his aircraft was damaged by anti-aircraft fire. In spite of this, Flight Lieutenant Beaton directed his pilot and accurately dropped his flares over the target. At all times he has displayed cool courage and great devotion to duty.

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BEATTIE, LAC Allan Wilson (R140181) - **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 26 June 1920. Home in Swalwell, Alberta; enlisted Calgary, 14 November 1941 as Radio Mechanic and posted to No.3 Manning Depot. To McGill, 23 January 1942. To No.31 Radio School, 3 May 1942. Promoted LAC, 16 May 1942. To No.31 Personnel Depot, 13 August 1942. To RAF overseas, 25 September 1942. Repatriated 27 September 1945. Released 9 November 1945. He subsequently made agriculture his career, graduating from the University of Alberta as a professional agronomist and working in a number of increasingly senior roles and retiring from Alberta Wheat Pool in 1985. As a tribute to Allan's dedication to the industry he received the Distinguished Agronomist Award from the Alberta Institute of Agronomists and was inducted into the Alberta Agriculture Hall of Fame in 1993. His dream of creating a museum about Alberta farming was realized with the opening of the Grain Academy at Stampede Park in 1981. Died in Colonel Belcher Hospital, Calgary, 25 September 2010. No citation in AFRO.

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BEATTIE, F/L David Lloyd George (J22966) - **Mention in Despatches** - No.116 (BR) Squadron - Award effective 3 November 1944 as per **Canada Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Born 24 August 1916. Home in Moose Jaw, Saskatchewan; enlisted Regina, 7 March 1941. To No.2 Manning Depot, 15 March 1941. To No.36 SFTS (guard), 2 May 1941. To No.2 ITS, 9 June 1941; graduated and promoted LAC, 26 July 1941 when posted to No.6 EFTS; graduated 12 September 1941 when posted to No.4 SFTS; graduated and promoted Sergeant, 5 December 1941. To No.13 Operational Training Squadron, 6 December 1941. To Western Air Command, 8 March 1942. To No.122 Squadron, 24 March 1942. To Eastern Air Command, date uncertain. To No.116 (BR) Squadron, 1 April 1942. Promoted Flight Sergeant, 5 May 1942. Promoted WO2. 5 December 1942. Commissioned with effect from 11 November 1942. Attained rank of Flight Lieutenant, 1 June 1944. To No.12 (Communications) Squadron, 27 May 1945. Retired 16 January 1946.

This officer, for the past two years, has completed a large number of operational sorties entailing hundreds of hours of flying. At all times he has been a keen and tenacious pilot. He is an outstanding captain of aircraft, who has performed his duties with exceptional cheerfulness, skill and determination, setting an excellent example to all personnel in his squadron.

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BEATTIE, F/O Robert Leslie (J17090) - **Distinguished Flying Cross** - No.138 Squadron - Award effective 3 October 1944 as per **London Gazette** of that date 1944 and AFRO 2637/44 dated 8 December 1944. Born 10 February 1913 in Londesbore, Ontario. Home there; educated in Garlock (1919-1928) and Seaforth (1928-1930); truck driver and salesman. Enlisted in Saskatoon, 14 February 1941 and posted to No.2 Manning Depot. To No.3 SFTS (guard duty), 29 March 1941. To No.2 WS, Calgary, 25 May 1941. Promoted LAC, 26 June 1941. To No.1 BGS, Jarvis, 3 January 1942; graduated and promoted Sergeant on 2 February 1942. To "Y" Depot, 3 February 1942. To RAF overseas, 27 February 1942, arriving 10 March 1942. To No.7 AGS, 24 May 1942. To No.26 OTU, 23 June 1942. To No.149 Squadron Conversion Flight, 25 September 1942. To RAF Stradishall, 3 October 1942. To No.1657 Conversion Unit, 4 October 1942. To No.15 Squadron, 9 November 1942. To No.214 Squadron, 18 January 1943. Commissioned 6 March 1943. Attached Central Gunnery School, 24-31 March 1943. Promoted Flying Officer, 6 September 1943. To No.138 Squadron, 11 September 1943. Missing 8 February 1944 in Halifax LW275. Reached Gibraltar, 9 April 1944 and returned to Britain 12 April 1944. Repatriated 11 May 1944. To "Y" Depot again, 21 June 1944. Embarked from Canada, 11 July 1944; disembarked in Britain, 18 July 1944. To No.138 Squadron, 8 August 1944. Attached to No.1651 Conversion Unit, 25 September to 5 November 1944. Promoted Flight Lieutenant, 6 March 1945. Attached to No.1662 Conversion Unit, 9-22 March 1945. To No.427 Squadron, 15 June 1945. To RCAF Overseas Headquarters, 7 March 1946. Repatriated again, 8 May 1946. To Radio and Communication School, Clinton, 25 June 1946. To No.2 Release Centre, 8 July 1946. Released 11 July 1946. Award presented in Hamilton, 27 July 1949. Died in Seaforth, Ontario, 27 November 1983 as per **Legion Magazine** of March 1984.

As air gunner this officer has participated in a large number of sorties. He is a courageous and resourceful member of aircraft crew and he has on more than one occasion contributed materially to the safe return of his aircraft. He has set a worthy example.

NOTE: Public Record Office Air 2/9159 has recommendation by his squadron Commanding Officer drafted 19 August 1944 when he had flown 31 sorties (180 hours 30 minutes).

Flying Officer Beattie has now completed a total of 31 operations, during which time he has operated with enthusiasm and determination worthy of praise.

A number of these operations have been undertaken at low level over areas heavily defended by enemy defences, and on several occasions Flying Officer Beattie has been instrumental in preventing his aircraft from being hit by light flak by informing his captain immediately and accurately of its presence. He has at all times undertaken his duties in a resolute and practical manner, both in the air and on the ground. His fortitude, courage and devotion to duty is most commendable.

This was endorsed on 21 August 1944 by the Officer Commanding, Station Tempsford. On 24 August 1944 the Air Officer Commanding, No.3 Group, added the following:

Before being employed on operations of a Special nature, this officer took part in a number of successful bombing attacks which included 15 sorties to targets in Germany. On his last operational flight, in February 1944, the aircraft in which he was flying was forced to land in enemy territory, but Flying Officer Beattie succeeded in avoiding capture by the enemy and made good his escape to rejoin his squadron. I recommend the immediate award of the Distinguished Flying Cross.

Public Record Office WO 208/3319 has MI.9 report of evasion based on interviews of 12-13 April 1944. This covers himself, F/O Reginald William Lewis (RAF, navigator) and F/O James Stanley Reed (RAF, WOP); they had left Gibraltar on 11 April 1944, arriving at Lyneham on 12 April 1944. Also in crew were S/L Cook (pilot, evading), F/O Gornall (flight engineer, last heard of with S/L Cook), F/O Withecombe (despatcher, last heard of with S/L Cook) and P/O Bell (evader). The reports of Beattie, Lewis and Reed are all transcribed below:

We were members of a Halifax Mark II aircraft which took off from Tempsford about 1945 hours on 7 February 1944 on a special operation. On the way out, when we were about one hour from the target, trouble developed in the engines. The starboard engine caught fire and we were unable to maintain height.

F/O Beattie

I came down on a slope beside a house at about 2300 hours. I gathered up my parachute and carried it for about 100 yards into a wood. I took off my wings and stripes and cut off the tops of my boots. I stayed in the wood all that night. At dawn I came out and watched the house by which I had landed for any movement. I could see two women and a child, so I approached them. They appeared unable to make out who I was, but gave me food and wine. I returned to the wood, as they could not help men, and started walking southwest by my compass.

I walked all the morning and, although I saw various farmers, I approached nobody. At about noon (8 February) I discovered I was near Chateauneud d'Iser (Sheet 32, J 0606). I continued in the direction of a small village north of St.

Marcel (J 0601). Walking through the village I saw a man with some children. I beckoned him over and tried to get him to understand that I was a British airman. He appeared mystified, so I walked away, but found he was calling me back. There were now some other men with him and one of these put some test questions to me. They appeared satisfied and took me into a house. I was given food, and one of them wrote a note and sent it off. I was given plain clothes and quite soon was taken away on a bicycle to a small place in the neighbourhood of St. Marcel, where I found F/O Lewis and later was joined by Bell and Reed.

F/O Lewis

I came down at about 2300 hours (7 February) within a yard of a house in a very small village. As I could hear somebody moving about nearby I ran for about 400 yards, leaving my parachute for the time being. The person moving about eventually made off, so I returned and hid it in a ditch.

I walked about for an hour to try and discover my whereabouts, and eventually knocked at the door of one of a small cluster of houses. A woman opened a window at the top of the house and after some discussion, during which she fetched her 14-year old daughter, I was admitted. With the help of drawings I made them understand that I was a British airman. Another daughter of about 24 joined us, and it was decided that I should stay the night and that they would try and obtain help for me in the morning. I discovered that I was near and south of Chateauneuf d' Iser (Sheet 32, J 0606). In the morning at about 0930 hours another girl turned up who explained that the mother had gone off on a bicycle to get help.

At 1130 hours a man arrived with a Dutch lad, who was also in hiding, and I was taken to a house in the neighbourhood of St. Marcel, where I eventually linked up with Bell, Beattie and Reed.

F/O Reed

I came down at about 2300 hours (7 February) on a bankside. My parachute had caught in a tree. I cut it down and hid it and my harness in a cave. I started to walk south over fields for about three hours. I came across a wood, which I entered, and where I buried some personal wireless papers. Just outside I found a cave in which I spent the night.

At about 0800 hours (8 February) I approached a nearby farm. I knocked at a door and made my identity known to the man and woman who came out. I was given a meal and asked if I could stay for two days. I was given permission to do so.

In the afternoon the man, who had been out, told me that somebody would be coming to see that evening at 2000 hours. At the stated time about four de Gaullists appeared and said they had seen my Canadian friend. I went with them and we walked for about three hours, passing our own crashed aircraft on the way. At 2300 hours we arrived at a house in what I discovered was a village near St. Marcel (J 0601). I stayed the night in this house.

In the morning (9 February) another de Gaullist brought me a suit of civilian clothes and took me in a taxi to Valence (O 0295). On arriving at the market square the de Gaullist and I left the taxi and walked to a small café where two men, speaking broken English, asked for my name, rank, number and identity disc.

After half an hour I was taken to a wine shop and then to a private home, where I met a man who told me that three of my crew were safe. At about 1500 hours I left with in a car and met the others in a house in the neighbourhood of St. Marcel.

Notes: Full crew of Halifax LW275 was 103506 A/S/L T.C. Cooke, DFC, AFC. DFM (pilot), 142873 P/O R.G. Lewis, DFC (navigator), 142874 P/O E. Bell (air bomber), 145816 F/O J.S. Reed (WOP/AIR), 52164 F/O L. Gornall (flight engineer), 137231 F/O A.B. Whitcombe (air gunner), plus Beattie.

Application for Operational Wing dated 5 June 1944 stated he had flown 31 sorties (200 hours) with No.15, 214 and 138 Squadrons, 10 September 1942 to 7 February 1944.

On 11 May 1944 he listed types he had experienced and approximate hours - Tiger Moth (10), Norseman (five), Whitley (10), Wellington (100), Stirling (200) and Halifax (150).

Assessed 15 October 1945 as Gunnery Leader at Leeming, Stated he had flown 300 hours on operations (49 sorties). "An efficient Gunnery Leader." (W/C J.C.R. Brown).

Training: Interviewed in Saskatoon, 18 October 1940 by F/O J.M. MacDonald. "Splendid type. Neat, refined, healthy, slender in appearance. Conservatively and smartly dressed. Quick, well organized in thought and movement. Confident and pleasant. Desirable candidate for aircrew."

Course at No.2 WS was 26 May to 7 December 1941. Flew 25 minutes in flying classroom as First Operator, two hours 35 minutes in flying classroom on listening watch, and six hours in two-seat aircraft as sole operator. Although he took all courses and had extra eight weeks at school, he failed Morse, did not graduate and was advised to remuster as straight Air Gunner.

Course at No.1 BGS was 5 January to 2 February 1942. Battle aircraft - ten hours 15 minutes. Fired 810 rounds on ground, 100 rounds air-to-ground and 2,1000 rounds air-to-air. Scored 6.5

percent hits in Beam Test, 5.1 percent hits in Beam Relative Speed Test and 11 percent hits in Under Tail Test. Scored 85 percent in written examination, 82 percent in practical and oral examination and was rated 176/250 in Ability as Firer. Placed fifth in a class of 27. "An industrious lad, learns easily and thinks clearly. Dependable and always ready to take imitative," (S/L G.D. Godson, Chief Instructor).

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BEATTY, S/L James Hughes (J14471) - **Distinguished Flying Cross** - No.439 Squadron - Award effective 22 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Born in Regina, Saskatchewan, 13 February 1923. Home in St.Catharines, Ontario (work with a printer); enlisted Hamilton, 12 June 1941 and posted to No.4A Manning Depot. To No.1 WS (guard), 27 July 1941. To No.3 ITS, 20 August 1941; graduated and promoted LAC, 23 September 1941 when posted to No.21 EFTS; graduated 21 November 1941 and posted next day to No.9 SFTS; graduated and promoted Sergeant, 10 April 1942. To No.132 (Fighter) Squadron, 18 April 1942. Crashed Kittyhawk ET866 of No.132 Squadron at Armstrong, Ontario, 5 June 1942, landing in soft ground. Commissioned 22 August 1942. To Tofino, 15 October 1942. Promoted Flying Officer, 22 February 1943. Ground looped a Harvard at Patricia Bay, 28 July 1943. To No.111 Squadron, 31 October 1943. To "Y" Depot, 5 January 1944. Taken on strength of No.3 PRC, 20 January 1944. Disembarked in Britain, 30 January 1944. To No.143 Airfield, 12 February 1944 and posted supernumerary to No.440 Squadron. Proceeded with that unit to France, 27 June 1944. Promoted Flight Lieutenant, 8 August 1944. Returned to Britain, 19 October 1944. To BPC (whatever that is), 19 October 1944. To No.3 Tactical Evaluation Unit, 14 November 1944. To No.83 Group Service Unit, 17 January 1945. To No.439 Squadron, 25 January 1945 and promoted Squadron Leader. Attended No.14 Armament Practice Camp, Warmwell, 3-23 April 1945. Repatriated 10 September 1945. Retired 25 October 1945. Recalled to service with Interim Air Force, 7 May 1946 with No.1 Air Command, mainly checking Air Cadet equipment. Resigned commission 27 March 1947 to enter Dentistry School at Hamilton. Employed as instructor at St. Catharines Flying Club, 19 August 1952 to 31 March 1958 in capacity of Primary Reserve Officer (207038). Twin bother William also flew Typhoons with No.438 Squadron. Award presented at Stamford Centre, Ontario, 7 August 1949. Died in St.Catharines, Ontario, 3 October 1993 as per Royal Canadian Legion "Last Post" website and **Legion Magazine**, issue of June/July 1994. Shown in RCAF photo PL-42812 (ex UK-20122 dated 3 April 1945). See also PL-28804 (ex UK-8885 dated 29 March 1944).

This officer has completed a large number of sorties during which he has successfully attacked a wide range of enemy targets. He has displayed a high degree of courage and determination in pressing home his attacks and has set a very fine example. Over a long period of operational flying his devotion to duty has been unflagging.

NOTE: Public Record Office Air 2/9086 has recommendation drafted by W/C F.G. Grant, 9 April 1945, when he had flown 141 sorties (144 hours 15 minutes).

This officer, on his second tour of operations with the 2nd Tactical Air Force, has completed a large number of sorties in each phase of the present campaign on the Western Front. With complete disregard of opposition, Squadron Leader Beatty has attacked every conceivable fighter-bomber target, displaying great presence of mind, and a fine offensive spirit.

In August this officer led a dive-bombing attack against an ammunition dump, pressing home, in spite of accurate and intense flak. The dump was destroyed.

A few days later, when leading the squadron, an important bridge over the Ouvre River was demolished, greatly impeding the enemy's retreat in this area.

On March 24th, the skilful destruction of a German Army Headquarters north of Dorsten, in the face of intense flak opposition, was due entirely to the courage, tenacity and initiative of Squadron Leader Beatty.

Through a long period of operational flying as a fighter-bomber leader, this officer has proved repeatedly his value to the Service, and indeed, shown himself an example of cheerful courage, outstanding leadership and devotion to duty.

I definitely recommend the award of the Distinguished Flying Cross (Immediate).

Grant subsequently added another comment to the form:

A keen and courageous Squadron Commander with a fine record of achievement. His ability to press home all attacks has inspired the entire Wing. Highly recommended for the immediate award of the Distinguished Flying Cross.

This was supported by the Air Officer Commanding, No.83 Group, 17 April 1945, and approved by Air Marshal Coningham, 30 April 1945.

Notes: As of 5 December 1945 he stated he had flown 792 non-operational and 158 operational hours overseas. Aircraft flown, in Canada and abroad, had been Fleet (64 hours), Harvard (286), Kittyhawk (278.35), Hurricane (23.00) and Typhoon (255 hours).

Selected Assessments: "Sergeant Beatty is an above average pilot. This airman is a young man of excellent character, good disposition and very likeable personality. He is bright and able. His deportment, appearance and speech are very good. He is good commission material and, though young, should make a good officer. He is also keen and definitely a fighter pilot type. The undersigned had no hesitation in strongly recommending his appointment to a commission." (F/L J.G. Elliott, Officer Commanding, No.132 Squadron, 22 August 1942).

“An above average pilot. As Acting Station Security, Guard and Service Police Officer, proved very capable. Very keen, definitively a fighter pilot type.’ (F/L B. Boe, 1 March 1943).

“Flying Officer Beatty is an exceptionally good type of fighter pilot. Keen type, very dependable.” (S/L G.J. Elliott, No.132 Squadron, 4 November 1943).

“Above average dive bomber. A forceful character with a pleasing personality. He is an excellent leader and does his job with confidence, Will be a credit to any unit.” (S/L A.E. Monson, 21 December 1944).

Training: Course at No.3 ITS was 20 August to 20 September 1941. Courses in Mathematics (55/100), Law and Discipline, Navigation, General Studies, Anti-Gas, Armament, practical and oral (72/100), Hygiene and Sanitation (32/40), Drill (78/100), Law and Discipline (47/50). Placed 53rd in a class of 151. “Fair education. Pleasant. Youthful. Frank, honest type. Defendable. Serious minded. Good home background. Not outstanding in any way. Quiet, mild manner.”

Course at No.21 EFTS was 25 September to 21 November 1941. Fleet Finch - 30.15 dual, 33.45 solo. Was 6.05 on instruments. Logged ten hours in Link. “Very young but with wxperiece will make a good pilot.” Ground school marks were in Airmanship (152/200), Airframes (80/100), Aero Engines (54/100), Signals, practical (60/100), Theory of Flight (63/100), Air Navigation (130/200), Armament, oral (149/200), Qualities as Officer (109/200). Placed 26th in a class of 33. “Quiet, young, didn’t get climated [sic] quickly but worked hard. Conduct good. Ability average.”

Course at No.9 SFTS was 24 November 1941 to 10 April 1942. Harvard aircraft - 48.30 day dual, 58.55 day solo, 5.00 night dual, 7.55 night solo. Spent 21.05 on instruments. Logged 23 hours 30 minutes in Link. “Good steady progress throughout SFTS. Had a very hard time to start with but progressed rapidly once soloed. Should make good fighter pilot material with more training.” (S/: J.W. Gledhill). Ground courses in Airmanship and Maintenance (150/200), Armament, written (69/100), Armament, practical (67/100), Navigation (79/150), Meteorology (25/50), Signals, written (35/50), Signals, practical (60/100). “Low average student, slow to learn but studious and dependable.” (F/L A.F.M. Wilson). Placed 53rd in a class of 58.

Application for Operational Wing: Drafted 18 October 1944, listing the following sorties with No.440 Squadron, 1944; does not include second tour operations:

- 30 March 1944 - Patrol, Channel Islands (1.10)
- 14 April 1944 - Bombing, Noball, NW of Abbeville (1.25)
- 25 April 1944 - Bombing, bridge at Agon (1.30)
- 26 April 1944 - Bombing, Noball near Abbeville (1.40)
- 30 April 1944 - Patrol, Isle of Wight (1.25)

30 April 1944 - Patrol, Isle of Wight (1.30)
3 May 1944 - Bombing, Elbe class destroyer (1.05)
7 May 1944 - Bombing, Noball near Tobes (1.20)
8 May 1944 - Bombing, marshalling yards, Douis (1.10)
9 May 1944 - Fighter cover, Long (1.05)
10 May 1944 - Bombing, bridge at Long (1.20)
11 May 1944 - Bombing, marshalling yards, Amiens (1.15)
19 May 1944 - Bombing, tanks, Evergem (1.30)
20 May 1944 - Bombing, Noball, Gorenflos (1.30)
21 May 1944 - Strafing, Radar gun post, Cherbourg peninsula (45 minutes)
22 May 1944 - Strafing, Radar gun post, Arromanches (1.10)
23 May 1944 - Search for F/O Crowley (1.10)
28 May 1944 - Bombing, bridge south of Rouen (1.15)
29 May 1944 - Bombing, Noball at Gorenflos (1.05)
30 May 1944 - Bombing, Bois de la Justice (1.25)
3 June 1944 - Bombing, Wurzburg, Guernsey (1.15)
6 June 1944 - Bombing, beaches, Normandy (1.30)
7 June 1944 - Strafing, 88-mm guns near beach (1.35)
8 June 1944 - Reconnaissance, Bayeux (1.30)
10 June 1944 - Bombing, convoy (1.45)
11 June 1944 - Bombing, village south of Caen (1.20)
13 June 1944 - Bombing, woods S.E. of Caen (1.25)
14 June 1944 - Bombing, Demouville (1.10)
15 June 1944 - Bombing, bridge, Amaye (1.10)
15 June 1944 - Bombing, bridge, Amaye (1.20)
16 June 1944 - Bombing, bridge, Amaye (1.25)
16 June 1944 - Scramble (15 minutes)
17 June 1944 - Bombing, bridge N.E. of Caen (1.25)
17 June 1944 - Fighter cover (1.20)
19 June 1944 - Recce, anti-shipping (1.30)
23 June 1944 - Recce, M.T. south of Caen (1.55)
24 June 1944 - Bombing, strong point west of Caen (1.20)
28 June 1944 - Bombing, bridge, Amaye sur Orne (35 minutes)
5 July 1944 - Bombing, bridge, Amaye sur Orne (50 minutes)
10 July 1944 - Bombing, Maltot (30 minutes)
15 July 1944 - Bombing, Chateau near Vendes (35 minutes)
18 July 1944 - Bombing, mortars east of Caen (30 minutes)
18 July 1944 - Bombing, bridge east of Caen (30 minutes)
18 July 1944 - Bombing, woods at Bourguebus (30 minutes)
25 July 1944 - Bombing, forest of Goufern (1.05)
25 July 1944 - Bombing, quarry neat Hautmesnil (45 minutes)
26 July 1944 - Bombing, Raquancor (35 minutes)
26 July 1944 - Bombing, Raquancor (40 minutes)

30 July 1944 - Bombing, Carcelles Secqueville (45 minutes)
31 July 1944 - Bombing, headquarters near Thury Harcourt (30 minutes)
2 August 1944 - Bombing, Conde sur Noireau (45 minutes)
2 August 1944 - Bombing, woods near Roucamps (35 minutes)
3 August 1944 - Bombing, Onde Fontaine (45 minutes)
3 August 1944 - Bombing, Thury Harcourt woods (50 minutes)
4 August 1944 - Bombing, M.T. southeast of Falaise (40 minutes)
5 August 1944 - Bombing, road southeast of Falaise (1.00)
7 August 1944 - Bombing, Chenodolle (50 minutes)
8 August 1944 - Bombing, chateau, Clair Tizon (35 minutes)
9 August 1944 - Bombing, Bois de St. Clair (50 minutes)
10 August 1944 - Bombing, armed reconnaissance (40 minutes)
11 August 1944 - Bombing, ammo dump west of St. Pierre (40 minutes)
11 August 1944 - Bombing, route de Ceriste (50 minutes)
12 August 1944 - Bombing, chateau west of Vassy (45 minutes)
12 August 1944 - Bombing, bridge on Orne (45 minutes)
12 August 1944 - Bombing, bridge on Orne (55 minutes)
13 August 1944 - Bombing, Kableville (1.00)
13 August 1944 - Strafing, M.T. near Fleurs (50 minutes)
13 August 1944 - Strafing, M.T. near Fleurs (1.00)
15 August 1944 - Bombing, road at Vimoutier (1.00)
16 August 1944 - Bombing, woods at Carnetot (45 minutes)
17 August 1944 - Bombing, barges on Seine (1.10)
18 August 1944 - Strafing, M.T. south of Vimoutier (50 minutes)
18 August 1944 - Strafing, M.T. south of Vimoutier (1.05)
18 August 1944 - Strafing, M.T., Lisieux area (40 minutes)
19 August 1944 - Strafing, M.T., Orbec-Bernay (50 minutes)
19 August 1944 - Strafing, M.T., Orbec-Bernay (55 minutes)
25 August 1944 - Bombing, M.T. at Gournay (1.15)
27 August 1944 - Bombing, barges on Seine (35 minutes)
27 August 1944 - Bombing, M.T. at Mailleraye (50 minutes)
31 August 1944 - Recce, Amiens area (1.25)
14 September 1944 - Recce, weather (40 minutes)
15 September 1944 - Strafing, M.T. near Turnhout (1.00)
16 September 1944 - Recce near Turnhout (1.15)
16 September 1944 - Recce (1.10)
17 September 1944 - Bombing, gun post, Nijmegen (1.20)
17 September 1944 - Strafing, road at Eindhoven (1.10)
22 September 1944 - Bombing, bridge at Cleve (1.10)
25 September 1944 - Bombing, bridge at Deventer (1.05)
26 September 1944 - Scramble, patrol east of Nijmegen (1.05_)
27 September 1944 - Bombing, rail lines (45 minutes)
27 September 1944 - Scramble, Grefath, Germany (30 minutes)

27 September 1944 - Bombing, duty not carried out (30 minutes)
 28 September 1944 - Bombing, rail near Croenlo (1.00)
 29 September 1944 - Bombing, near Zwolle (1.15)
 29 September 1944 - Bombing, near Zwolle (1.20)
 30 September 1944 - Bombing, rail near Winterswick (1.10)
 5 October 1944 - Bombing, rail west of Bocholt (1.20)
 6 October 1944 - Bombing, duty not carried out (20 minutes)
 6 October 1944 - Patrol, night patrol (1.10)
 7 October 1944 - Bombing, marshalling yards at Borcken (1.30)
 7 October 1944 - Bombing, rail north of Borcken (1.10)
 12 October 1944 - Bombing, Amerika (40 minutes)
 12 October 1944 - Bombing, Hortst (1.10)
 13 October 1944 - Bombing, rail at Xanten (45 minutes)
 13 October 1944 - Fighter cover, Roermond (1.30)
 14 October 1944 - Bombing, rail east of Verden (50 minutes)
 14 October 1944 - Bombing, rail east of Verden (1.00)
 15 October 1944 - Bombing, rail south of Borcken (1.00)
 15 October 1944 - Bombing, rail north of Barneveld (1.00)
 17 October 1944 - recce, weather (50 minutes)

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BEATTY, FS Ronald George Churchill (Can 4299) - **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 5 July 1911. Home in Vancouver. Enlisted there 14 September 1939 as an armourer. To No.118 (Coastal Artillery Cooperation) Squadron, 28 June 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 1 January 1941. Squadron became No.118 (Fighter) Squadron, January 1941. Promoted Sergeant, 1 July 1941. Promoted Flight Sergeant, 1 June 1943. To "Y" Depot, Halifax, 1 July 1943. To RAF overseas, 25 August 1943. Repatriated 9 August 1945. Released 7 September 1945. Certificate sent 5 April 1950.

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BEAUCHAMP, F/L Joseph Vignal Xavier Norbert Raymond (J17330) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1507/45 dated 28 September 1945. Born 24 October 1918. Home in Montreal; enlisted there 22 June 1940. To No.2 ITS, 30 June 1940; promoted LAC, 17 August 1940 and posted that date to No.1 WS; graduated 19 December 1940 posted 20 December 1940 to No.4 BGS; promoted Sergeant, 29 January 1941; to Halifax, 30 January 1941. To RAF overseas, 2 March 1941. Commissioned 19 March 1943. Repatriated with No.425 Squadron, 30 June 1945. To Debert, 6 September 1945; to Greenwood, 5 October 1945. Released 2 February 1946. Award presented 5 October 1947. Recommended 9 January and 24 January 1945 when he had flown thirteen sorties of a second tour. DHist file 181.009 D.1515 (RG.24 Vol.20600) has a

much longer and more detailed text than the citation that appears below.

Throughout numerous operational missions Flight Lieutenant Beauchamp has displayed initiative, outstanding determination and enthusiasm. On one occasion when detailed to participate in an attack against Hanover this officer's aircraft was damaged by anti-aircraft fire. Despite this it was decided to press on and a successful attack was accomplished. On the return flight they were attacked by a Junkers 88 and Flight Lieutenant Beauchamp was severely wounded. Despite his injuries and the fact that the hydraulic system had been rendered unserviceable he remained at his post until the attacker had been evaded. Throughout all his sorties his co-operation, skill and resourcefulness have played a noteworthy part in the success of numerous attacks against major targets in enemy territory.

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BEAUCHAMP, F/O Sidney Neil Edward (J20162) - **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 25 January 1920. Home in Dauphin, Manitoba; enlisted Winnipeg, 11 August 1941. Trained at No.2 ITS (graduated 30 December 1941), No.7 BGS (graduated 11 September 1942) and No.5 AOS (graduated 23 October 1942). Flew 35 sorties. Released 28 November 1945. Rejoined RCAF, 10 January 1946; served under number 20111; rose to Squadron Leader; retired 28 August 1969, settling in Vancouver. He then worked for the Bank of Nova Scotia in Vancouver for 13 years before retiring. He and his wife moved to the Langley area in 1991. Award presented 18 May 1946. Died in Langley, British Columbia, 21 October 2002 as per **Legion Magazine** of March 2003.

Flying Officer Beauchamp has participated in numerous operational sorties against the enemy. Throughout he has displayed exceptional coolness and devotion to duty. On two separate occasions in June and July 1943 his aircraft was attacked by enemy fighters. Undeterred by the attacks, Flying Officer Beauchamp calmly directed his pilot on a steady run over the target and successfully pressed home his attacks. Again, in May 1944, despite extensive damage to his aircraft from anti-aircraft fire, this officer successfully completed his task. Flying Officer Beauchamp's enthusiasm has contributed largely to the high standard of operational efficiency maintained by his squadron.

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BEAUDET, F/O Joseph Rudolphe Paul (J24277) - **Distinguished Flying Cross** - No.23 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 4 February 1919. Home in Portneuf, Quebec; enlisted Montreal, 18 February 1942 and posted to No.5 Manning Depot, 14 March 1942; to No.4 Manning Depot, 14 March 1942; to No.5 Manning Depot again, 22 May 1942; to No.9 SFTS

(non-flying duties), 25 May 1942. To No.3 ITS, 1 August 1942; promoted LAC, 26 September 1942 and posted that date to No.8 AOS; graduated and commissioned 22 January 1943. To "Y" Depot, 1 February 1943; to RAF overseas, 3 March 1943. Navigator to George Stewart, RCAF. Repatriated 7 February 1945. To No.1 Air Command, 18 February 1945. To No.7 OTU, 20 March 1945. Remained in postwar RCAF (service number 20483); attained rank of Squadron Leader, 1 January 1953. Award presented 27 February 1947. 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 2/9050 has recommendation dated 14 December 1944 when he had flown 50 sorties (223 hours 35 minutes):

12 July 44	Zuider Zee - "Freshman" sortie (not further explained)
14 July 44	Venlo and Volkel - Intruder
20 July 44	Heligoland Bight - Day patrol
20 July 44	Coulommiers a/f - Intruder; bombed airfield
21 July 44	Vechtaa/Quakenbruck - Intruder
23 July 44	Westland/Sylt a/d - Intruder; bombed aerodrome
24 July 44	Florennes a/d - Intruder
26 July 44	Coulommiers a/f - Intruder; bombed airfield
28 July 44	Bonn - Intruder
4 Aug 44	Bordeaux - Escort to bombers
5 Aug 44	Bordeaux - Escort to bombers
7 Aug 44	St.Trond - Intruder
8 Aug 44	Gilze/Eindhoven - Intruder
9 Aug 44	Florennes a/f - Intruder; bombed airfield
11 Aug 44	St.Trond - Intruder
12 Aug 44	Schleswig a/f - Intruder; strafed an airfield
15 Aug 44	Ausbach/Kitzengen/Hall - Free lance
16 Aug 44	Westerland/Sylt - Intruder
25 Aug 44	Oberolm - Intruder; strafed F/P [?], Brussels
27 Aug 44	Leuwarden - Intruder
28 Aug 44	Venlo - Intruder; bombed Gilze.
29 Aug 44	Nordholz - Intruder
1 Sept 44	Kiel - Intruder; ground strafing Kiel; bombed road, guns, searchlights; returned on starboard engine.
9 Sept 44	Bonn - Intruder
10 Sept 44	Wunstorf - Intruder
12 Sept 44	Holland - Escort
16 Sept 44	Dutch coast - Escort
19 Sept 44	Biblis - Intruder
23 Sept 44	Ahlhern - Intruder
26 Sept 44	Grove aerodrome - Day Ranger; one Ju.88 damaged on ground; shot at Freya (radar).
27 Sept 44	Frankfurt area - Night Ranger; one unidentified enemy aircraft damaged on landing.

29 Sept 44	Hall and Crailsheim - Intruder
2 Oct 44	Nordhausen - Intruder; damaged four trains
3 Oct 44	Memmingen - Intruder; two trains damaged
5 Oct 44	Echterdingen - Intruder
28 Oct 44	Paderborn - Ground strafing; bombed railway; damaged one train; damaged two more.
1 Nov 44	Sachsenheim - Intruder; damaged five trains.
2 Nov 44	Handorff - Intruder
4 Nov 44	Ardorf - Intruder; damaged Ju.88 and He.111
6 Nov 44	Paderborn - Intruder
11 Nov 44	Quackenbruck - Intruder
21 Nov 44	Babenhhausen, Zellhausen - Intruder
27 Nov 44	Anderf, Marx - Intruder
28 Nov 44	Bonn - Bomber support; bombed Bonn.
29 Nov 44	Bremen area - Cooperation patrol; drawing flak from minelaying aircraft
1 Dec 44	Cologne area - Intruder; bombed Cologne airfield
2 Dec 44	Werl - Intruder
4 Dec 44	Langheim - Intruder; chased a V-1 "doodlebug"
6 Dec 44	Gutterslce - Intruder
8 Dec 44	Coblenz area - Intruder; bombed Coblenz.

This navigator has carried out 50 sorties with his pilot in the fine months that they have spent in the squadron. He has taken part in every phase of the squadron activities and his navigational ability has been of an exceptionally high standard. He and his pilot have damaged three aircraft in the air, one on the ground, three trains and twelve locomotives. He has shown a fine offensive spirit throughout his tour and his infectious enthusiasm for his job has been a great example to the squadron.

To the above, the Station Commander writes (15 December 1944):

This officer has been a true inspiration to all with whom he come in contact. His enthusiasm to engage the Hun and his daring offensive spirit have become a byword in the squadron. I recommend he be awarded the Distinguished Flying Cross.

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BEAUDOIN, F/L Marcel Joseph Alcide (J21913) - **Distinguished Flying Cross** - No.630 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 12 March 1923. Home in Winnipeg; enlisted there 28 July 1941. To No.2 Manning Depot, 9 September 1941. To No.3 BGS, 9 November 1941 (non-flying duties); to No.7 ITS, 20 December 1941; promoted LAC, 13 February 1942; to No.19 EFTS, 23 February 1942. Ceased training and posted elsewhere, 10 April 1942; to No.7

AOS, 9 May 1942; graduated and commissioned, 11 September 1942. To "Y" Depot, 26 September 1942; to RAF overseas, 20 October 1942. Repatriated 10 November 1944. To No.2 Air Command, 18 December 1944. To No.5 AOS, 5 January 1945. To No.2 Release Centre, 22 March 1945. To No.5 Release Centre, 18 October 1945. Retired 19 October 1945. Moved to Minneapolis, Minnesota after the war. Award presented at St.Paul, 10 June 1950. 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 20 September 1944 when he had flown 32 sorties (209 hours 52 minutes), 27 January 1944 to 15 August 1944.

27 January 1944 - Berlin (8.45)
24 February 1944 - Schweinfurt (8.30)
1 March 1944 - Stuttgart (7.55)
10 March 1944 - Clermont Ferrand (6.30)
15 March 1944 - Stuttgart (7.50)
18 March 1944 - Frankfurt (5.50)
22 March 1944 - Frankfurt (5.30)
24 March 1944 - Berlin (7.35)
26 March 1944 - Essen (5.45)
30 March 1944 - Nuremburg (7.30)
5 April 1944 - Toulouse (7.41)
9 April 1944 - Konigsburg (9.03)
20 April 1944 - La Chappelle (5.20)
22 April 1944 - Brunswick (5.50)
24 April 1944 - Munich (9.48)
26 April 1944 - Schweinfurt (8.57)
29 April 1944 - Paris (7.02)
3 May 1944 - Mailly (5.13)
7 May 1944 - Tours (5.07)
19 May 1944 - Amiens (3.50)
21 May 1944 - GARDENING, Forget- Me-Nots (5.28)
12 June 1944 - Caen (4.48)
4 July 1944 - Creil (4.14)
25 July 1944 - Stuttgart (8.31)
28 July 1944 - Stuttgart (7.43)
30 July 1944 - Auney-sur-Odon (5.21)
5 August 1944 - St.Leu d'Esserent (4.47)
6 August 1944 - L'Isle Adam (4.04)
9 August 1944 - Chatelleault (7.09)
11 August 1944 - Givors (8.19)
12 August 1944 - Brunswick (6.12)
15 August 1944 - Deelen (3.45)

Flying Officer Beaudoin is an outstanding navigator, and he is considered to be

the best H2S navigator in his squadron. He has completed 32 sorties on his first operational tour; these include heavily defended targets in the Ruhr, in addition to attacks on Berlin, Nuremburg, Schweinfurt and difficult targets in Northern France and enemy occupied territory.

On 20th April 1944 his aircraft was attacked by fighters over Brunswick [? NOTE: Does not tally with sortie sheet]. Combat manoeuvres were taken, which lasted for a considerable time. Eventually the fighter broke off the attack, and although it had been difficult to check the course being flown while these combat manoeuvres were being undertaken, this navigator was able to give his captain the correct course to steer to bring his aircraft back on track without delay.

On another occasion whilst over Munich, the aircraft in which he was flying was coned by searchlights for 20-25 minutes. Four fighters were observed on Fishpond to approach. Combat manoeuvres were undertaken, and eventually the fighters were lost. Again, this navigator was able to give his captain the exact course to steer to bring the aircraft back on track, and return to base safely.

Flying Officer Beaudoin's courage and resourcefulness in the face of danger have always been an inspiration to his crew. Despite various difficulties such as lack of oxygen on one occasion, he has always displayed determination and ability of a high order.

He is strongly recommended for the non-immediate award of the Distinguished Flying Cross.

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BEAULIEU, P/O William Victor (J91018) - **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 16 July 1923. Home in Estevan, Saskatchewan; enlisted Regina, 14 January 1943. To No.2 Manning Depot, 19 May 1943; To No.2 ITS, 11 July 1943; promoted AC1, 18 August 1943; to No.1 CNS, 26 August 1943, to No.1 Air Gunner Ground Training School, 1 October 1943; promoted LAC, 12 November 1943 and posted that date to No.3 BGS; promoted Sergeant, 23 December 1943; to "Y" Depot, 14 January 1944. To No.4 AGTS, 16 January 1944; to "Y" Depot again, 11 February 1944; taken on strength of No.3 PRC, Bournemouth, 5 March 1944. Commissioned 3 October 1944. Repatriated 9 February 1945. Released 25 April 1945. Died in Indian Head, Saskatchewan, 10 October 2006 as per **Legion Magazine** of May/June 2007. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945 when he had served 14 months in Canada, one year overseas.

This officer has participated in thirty successful operational sorties, the cool and efficient manner in which he has always carried out his duties both in the air and

on the ground, contributing in a large measure to the success attained by the crew.

For his example of loyalty and fine record of achievement, Pilot Officer Beaulieu is recommended for the award of "Mention in Despatches."

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 - Castrop Rauxel (5.00, day, duty not carried out)
23 October 1944 - Essen (6.10)
25 October 1944 - Homburg (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)
6 November 1944 - Gelsenkirchen (5.10, day)
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)

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BEAUPRE, F/L Henry Harold (J16378) - **Distinguished Flying Cross** - No.83 Squadron - Award effective 9 October 1945 as per **London Gazette** dated 19 October 1945 and AFRO 1822/45 dated 7 December 1945. Born 4 October 1918. Home in Kitchener; enlisted Hamilton,

28 October 1940. To No.1 WS (non-flying duty), 15 November 1940. To No.1 ITS, 7 February 1941; graduated and promoted LAC, 16 March 1941 but not posted to No.10 EFTS until 29 March 1941; ceased training and posted elsewhere, 13 May 1941; to No.4 AOS, 6 June 1941; graduated 1 September 1941 when posted to No.1 BGS; graduated and promoted Sergeant on 11 October 1941 when posted to No.2 ANS; graduated and commissioned 27 November 1941. To "Y" Depot that date; to RAF overseas, 28 December 1941. Promoted Flying Officer, 27 November 1942. Promoted Flight Lieutenant, 16 April 1943. Repatriated to Canada, 1 June 1945. To No.1 Composite Training School, 12 June 1945. To No.4 Release Centre, 24 September 1945. Retired 10 October 1945. Award presented in Hamilton, 27 July 1949. Died in Waterloo, Ontario, 26 March 2002 as per **Legion Magazine** of November 2002. The incident described occurred on the night of 16/17 April 1943 (raid on Skoda works) and resulted in Beaupre being made a POW.

This officer has displayed a high degree of courage, determination and devotion to duty throughout a large number of operational sorties. On one occasion in April 1943, he was navigator in an aircraft detailed for an attack against Pilsen. After leaving the target area his aircraft was hit by anti-aircraft fire and severely damaged. All members of the crew, with the exception of the bomb aimer, being wounded. For ten to fifteen minutes the aircraft was illuminated by searchlights and subjected to an intense barrage of fire from the enemy's defences. Although it was again hit, two engines being put out of action, the captain managed to keep the crippled bomber on a course for the French coast for approximately two hours. This was largely owing to the cool and concise instructions of Flight Lieutenant Beaupre. The aircraft was then attacked by an enemy fighter and the captain, wireless operator, and Flight Lieutenant Beaupre wounded. One of the two remaining engines was rendered useless and the aircraft was forced down to a low level and crashed. Despite his many wounds and suffering from shock due to the crash, Flight Lieutenant Beaupre, who has extricated himself from the wreckage, unhesitatingly entered the burning wreckage and freed the trapped gunner. Throughout this hazardous experience, this officer, both in the air and on the ground, subsequent to the crash, displayed outstanding courage and devotion to duty.

The website "Lost Bombers" provides the following on this sortie, involving Lancaster R5484 (OL-V) of No.83 Squadron, target Pilsen, 16/17 April 1943. This aircraft had first been delivered to No.44 Squadron who coded it KM-K but did not operate it before transfer to No.83 Squadron on 28 March 1943. With that unit it took part in the following operations: Essen, 3/4 April 1943; Pilsen, 16/17 April 1943 (one of two squadron Lancasters lost on this mission). When lost this aircraft had a total of 67 hours. Airborne at 2117 hours, 16 April 1943 from Wyton. Last heard on W/T at 0411 hours, 17 April 1943 advising that the Lancaster was trying to make base on two engines. Crashed at Pontavert (Aisne), 28 km SE of Laon, France. Crew consisted of F/O G.A.McNichol, pilot. RCAF (killed), Warrant Officer G.C.Mott (POW), F/O H.H.F.Beaupre, RCAF (POW), F/O T.W.Lewis, RCAF (POW), Flight Sergeant G.S.MacFarlane

(POW), Sergeant H.R. Willis (POW), Flight Sergeant C.W. Hobbs, RCAF (POW). Beaupre was held Camp L3, POW number No. 1253 with T.W. Lewis, POW number 270, an American citizen serving in the RCAF. Flight Sergeant Hobbs (promoted WO1 during captivity) was held in Camps L1, L6 and 357, POW number 1071 with Flight Sergeant Willis, POW number 1113, Flight Sergeant MacFarlane, POW number 1079 and Warrant Officer Mott, POW number 1152.

Directorate of History and Heritage file 181.001 D.24 has his report of loss of aircraft based on interview of 10 May 1945. He stated he had flown 37 sorties.

Took off at 2130 from Wyton, target Pilsen. Conditions were good until we reached the target when low cloud was encountered. We dropped our flares to light up the target area and then went below cloud to mark the target visually. Intense light flak and believe the aircraft was hit as the 4,000X hung up. We did a third run and finally a fourth when the 4,000X was released manually by the Flight Engineer. He said it was burning at the time. On returning we met the Frankfurt defences at 12,000 feet when the aircraft was coned by about 30 searchlights with both intense heavy and light flak. The first burst wounded the Mid-Upper, Wireless Operator and self. Another burst shot away the D.R. and P.4 compasses and intercom was unserviceable. The gunners fired at searchlights and flak batteries; turrets were unserviceable after leaving the area. The pilot carried out evasive action when in and we left the area at tree top height with the starboard engine [on] fire following the moon, which could be seen through 9/10 cloud. He climbed back to 10,000 feet and carried on at 90 K and 30 degrees of flap to maintain height. The fire was extinguished and a second engine had to be feathered. After two hours we saw the French coast - a Ju.88 attacked and set the fuselage on fire and wounded the Flight Engineer, Rear Gunner and Mid-Upper and self - the Mid Upper was on the rest chair and Rear Gunner was brought forward earlier to stand by to abandon aircraft or possible ditch. After the attack a second one was made wounding the pilot and self. The order to bale out had been given and the Flight Engineer and Bomb Aimer left the aircraft. The loss of a third engine and rudder controls caused the aircraft to dive; we crashed into a house when the pilot was killed. The Rear Gunner and Wireless Operator were thrown clear. I went head first through the instrument panel. After regaining consciousness I saw the aircraft in flames - apparently broken up and I found the Mid-Upper trapped under the main spar. We managed to get his leg free and left the aircraft in flames. Head, arm, leg and back injured. Hit at 2130 hours.

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BEAUREGARD, FS Joseph Arthur Andre Gerard Victor (R70747) - **Mention in Despatches** - Linton-on-Ouse - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 25 July 1917. Home in Gravelbourg, Saskatchewan. Enlisted in Regina 13 September 1940 and Wireless Operator (Ground). To No.11 Equipment

Depot, 23 September 1940. To No.1 WS, 9 October 1940. To No.1 BGS, 26 May 1941 when reclassified as Wireless Electrical Mechanic. Promoted LAC, 1 October 1941. To "Y" Depot, 25 February 1942. To RAF overseas, 12 March 1942. Promoted Corporal, 1 July 1943. Promoted Sergeant, 1 August 1943. Repatriated to Canada, 7 June 1945. To No.8 OTU, 8 June 1945. To Halifax, 4 September 1945. Released 5 September 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 forwarded 3 February 1945 when he had served 18 months in Canada, 34 months overseas. W.E.M. by trade. Died in Moose Jaw, Saskatchewan, 14 May 2005 as per **Legion Magazine** of November 2005. NOTE: DHist award card spells it as "Beauregarde" (apparently so spelled in **London Gazette**) but the microfilm record spells it as above.

This Senior NCO commands the highest respect of his officer and men. By his example of unflinching enthusiasm and diligent devotion to his duties as NCO in charge R & I Signals Section, that section has operated with exemplary efficiency. Because of his qualities as a senior NCO and his exceptional technical knowledge, it is highly recommended that he be mentioned in despatches.

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BEAUBAIS, F/O Joseph Lucien Rosaire (J37765) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1507/45 dated 28 September 1945. Born 3 October 1915. Home in Montreal; enlisted there 31 July 1942. To No.5 Manning Depot, 3 November 1942. To No.31 SFTS (guard), 20 January 1943. To No.5 ITS, 15 February 1943; graduated and promoted LAC, 17 April 1943 when posted to No.10 EFTS. Ceased training, 10 May 1943 and posted to No.5 Manning Depot. To No.4 AOS, 12 June 1943; graduated and commissioned 29 October 1943. To "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, 23 November 1943. Promoted Flying Officer, 24 April 1944. Repatriated 5 August 1945. Retired 20 September 1945. Award presented in Montreal, 25 November 1949.

Flying Officer Beauvais has frequently displayed exceptional skill as a navigator on sorties against major targets in enemy territory. On one mission in October 1944, early on the outward flight all the navigational equipment became unserviceable. Despite this Flying Officer Beauvais succeeded in guiding his pilot to the objective and safely back although adverse weather was encountered. On a number of his other sorties this officer's aircraft has sustained damage from anti-aircraft fire and once was attacked by an enemy fighter. Whatever the hazards Flying Officer Beauvais has invariably displayed outstanding coolness and courage.

The original recommendation (DHH file 181.009 D.1730, Library and Archives Canada RG.24 Volume 20607) was submitted 15 December 1944 by W/C Hugh Ledoux when he had flown 23 sorties (127 hours 15 minutes), as follows:

14 August 1944 - Bons Tassily (4.35)
15 August 1944 - Brussels (4.15)
18 August 1944 - Connantre (6.40)
27 August 1944 - Marquis Mimoyecques (3.45)
28 August 1944 - Ferfay (3.40)
31 August 1944 - Ile de Cezembre (3.05)
13 September 1944 - Osnabruck (5.10)
15 September 1944 - Kiel (6.20)
17 September 1944 - Boulogne (4.15)
27 September 1944 - Bottrop (6.00)
30 September 1944 - Sterkrade (4.55)
4 October 1944 - Bergen (7.05)
6 October 1944 - Dortmund (6.05)
9 October 1944 - Bochum (6.15)
12 October 1944 - Wanne Eickel (5.10)
14 October 1944 - Duisburg (4.35)
14 October 1944 - Duisburg (6.00)
23 October 1944 - Essen (5.45)
25 October 1944 - Hamburg (5.35)
30 October 1944 - Cologne (6.15)
29 November 1944 - Duisburg (6.45)
5 December 1944 - Soest (6.55)
6 December 1944 - Osnabruck (5.55)

A navigator of very fine calibre, Flying Officer Beauvais has successfully completed twenty-three operational sorties on heavily defended targets such as Kiel, Duisburg, Cologne and Essen.

On the morning and night of the 14th October 1944, when detailed for operations over Duisburg, all navigational equipment became unserviceable when still over English territory on both successive sorties. This officer, with outstanding determination, navigated his aircraft through adverse weather conditions and successfully reached the target. His superb ability as a navigator permitted the aircraft to reach its objective on time and on both occasions these operations proved to be very successful.

On five other sorties, his aircraft was riddled by heavy and light flak and once his crew were attacked by a FW.190 and after many corkscrews, succeeded in eluding the enemy and pressed home a successful attack.

As Assistant Navigation Leader, Flying Officer Beauvais has shown great administrative ability, efficiency and is an exceptional leader of men.

This officer's good example and cheerful devotion to duty has inspired all members of the squadron. I therefore strongly recommend him for the award of the non-immediate Distinguished Flying Cross.

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BEBENSEE, Sergeant Douglas Glenn (R68061) - **Distinguished Flying Medal** - No.35 Squadron - Awarded 31 May 1943 as per **London Gazette** dated 11 June 1943 and AFRO 1338/43 dated 16 July 1943 - Born in Bothwell, Ontario, 14 October 1921. Farmer and truck driver. Enlisted London, Ontario, 19 June 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 14 August 1940. Promoted AC1, 21 December 1940; to No.4 SFTS, 27 December 1940. To "Y" Depot, 2 January 1942; to RAF overseas, 7 January 1942. Taken on strength of No.3 PRC, Bournemouth, 21 January 1943. To No.415 Squadron, 31 January 1942. Promoted Corporal, 1 May 1943. Remustered to aircrew and trained posted to No.4 School of Technical Training, 16 September 1943. Reclassified as Flight Engineer, 22 November 1943 with rank of Sergeant. To No.419 Squadron, 2 December 1943. To No.35 Squadron, 5 March 1943. Cited with P/O W.S. Sherk (Bar to DFC), F/O G.G. McGladrey (DFC) and F/O R.G. Morrison (DFC). Last sortie with unit was 26/27 April (Duisburg, uneventful). To No.405 Squadron, 5 July 1943. Killed in action 13/14 July 1943 (Halifax HR905); buried in Holland. Award presented to next of kin, 27 June 1945.

One night in April 1943, Pilot Officer Sherk and Flying Officers McGladrey and Morrison and Sergeant Bebensee were pilot, wireless operator, navigator and flight engineer, respectively, in an aircraft which attacked Stettin. Whilst over the target area the bomber was struck by falling incendiary bombs. One of them which lodged behind the pilot's seat jammed the aileron and rudder controls. Flames and smoke rapidly filled the cockpit and Pilot Officer Sherk's clothing caught alight. The aircraft began to lose height diving steeply. Pilot Officer Sherk endeavoured to regain control whilst Flying Officer McGladrey attempted to subdue the flames. Meanwhile Sergeant Bebensee struggled to free the locked controls. Just as the situation appeared hopeless the pilot regained control and a course was set for home as Flying Officer McGladrey extinguished the fire. Much of the navigational equipment had been lost but Flying Officer Morrison, displaying great skill, was able to plot accurate courses. Sergeant Bebensee who worked untiringly for three-quarters of an hour succeeded in freeing the controls. Eventually Pilot Officer Sherk flew the badly damaged bomber back to this country in circumstances fraught with great danger displaying great courage, skill and determination.

NOTE: Public Record Office Air 2/4974 has recommendation drafted 23 May 1943 when he had flown 19 sorties (119 operational hours). Sortie list and submission as follows:

16 January 1943 - Lorient
21 January 1943 - Gardening, Frisian Islands
23 January 1943 - Lorient
14 February 1943 - Cologne
16 February 1943 - Lorient
18 February 1943 - Wilhelmshaven
19 February 1943 - Wilhelmshaven
24 February 1943 - Wilhelmshaven
26 February 1943 - Cologne
28 February 1943 - St.Nazaire
1 March 1943 - Berlin
8 March 1943 - Nuremberg; bombs dropped but one-third of incendiaries hung up, rear turret was unserviceable for 45 minutes, and port inner engine failed 250 miles from base.
9 March 1943 - Munich; returned early with a faulty starboard engine
11 March 1943 - Stuttgart; bombed successfully; wings holed by flak
10 April 1943 - Frankfurt, uneventful
13 April 1943 - Spezia
16 April 1943 - Mannheim
20 April 1943 - Stettin - DFM event
26 April 1943 - Duisburg

On the night of 20/21st April 1943, Sergeant Bebensee was Flight Engineer, taking part in the attack of Stettin. On the second bombing run over the target, incendiaries dropped from an aircraft above hit the aircraft, one falling through the pilot's escape hatch and penetrating the Lorenz equipment behind the pilot's seat, finally jamming the controls in such a way that the aircraft become uncontrollable in a 30 degree spiral dive. Flames and smoke filled the cockpit but Sergeant Bebensee removed parts of the burning incendiary from the control wires and attempted to free them. His efforts appeared to be of little avail and the captain ordered the crew to abandon aircraft. Almost immediately, however, control was partially regained by using the engines only, and the order to abandon the aircraft was cancelled.

Attempts to free the controls were then resumed and after working for three-quarters of an hour with improvised tools the controls were released and the captain was able to regain normal control. Course was then set for base where a safe landing was made.

Had it not been for his great tenacity and knowledge of his aircraft the pilot would have been unable to steer a sufficiently accurate course to return to this country, especially as 120 gallons of petrol had been lost through another incendiary piercing a tank, and in recognition of his fine services Sergeant Bebensee is recommended for the immediate award of the Distinguished Flying Medal.

The website "Lost Bombers" has the following on his final sortie. Halifax HR905 (LQ-G) of No.405 Squadron, target Aachen, date 13/14 July 1943. The aircraft was airborne at 2315 hours, 13 July 1943 from Gransden Lodge. Shot down by a night- fighter and disintegrated near Asten (Noord Brabant), 9 km SE of Helmond, Holland. Crew described as S/L D.L. Wolfe, DFC (Canadian in the RAF, killed), F/O D.J.Smith, RNZAF, (POW), Sergeant t D.G.Bebensee DFM, RCAF (killed), F/O R.G.Morrison, DFC, RCAF (killed), Sergeant E.M.Witt, RCAF (killed), F/O G.G.McGladrey, DFC RCAF (killed), F/O D.M.Clarke, RCAF (POW), Flight Sergeant T.H.N.Emerson, DFM, RCAF (killed).

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BECHARD, WO2 Edmond George (Can 10241) - **Member, Order of the British Empire** - Station Dorval (AFRO says "Overseas" but this is an error) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born 25 December 1917 in England; enlisted in Montreal, 7 August 1939 for General Duties; remustered to Aircrew, 15 August 1940 and trained at No.2 ITS, Regina (30 August to 26 October 1940), No.13 EFTS, St.Eugene (26 October to 22 December 1940) and No.8 SFTS, Moncton (23 December 1940 to 12 March 1941). Ceased training and reverted to General Duties on latter date; on strength of Recruiting Centre, Montreal, 5 April 1941 to 25 February 1942 (fingerprinting duties); on strength of No.5 Manning Depot, Lachine, 26 February to 31 December 1942; remustered to Link Trainer duties, 10 September 1942, at which time he was promoted Sergeant; with AFHQ, Ottawa, 1 January 1943 to 1 May 1944 (promoted Flight Sergeant, 1 July 1943); with No.301 Conversion Unit, Dorval, 2 May 1944 to 16 July 1945 (promoted Warrant Officer, 2nd Class, 1 October 1944); with Station Lachine, 16 July to 1 September 1945; Station Rockcliffe, 2 September 1945 to 9 July 1946; released 11 July 1946.. Employed in Argentina 1946-1950 (airline service). Served in Canadian Army, 26 March 1951 to 14 February 1954 (Korean service) and RCAF, 1954-56. Public Record Office Air 2/9130 courtesy of Tom Thorne has the following citation:

As Chief Link Trainer Instructor, this Warrant Officer has been in charge of the large Link Trainer Section at Dorval for more than two and a half years. During this period his responsibilities have been greater than those of a normal link trainer instructor as he has supervised the Link training of all the pilots employed in No.45 Group whose specific duties have been long range transport and ferrying. In addition to this work, Warrant Officer Bechard has compiled the bulk of the "45 Group Radio Range Manual" and has also invented a new type of hood for use on the Link trainer.

A letter written 20 August 1945 by F/L J.A. Reid further explained much of his duties and effectiveness:

WO2 Bechard has been on duty at Dorval for over three years and during the

greater part of the time has acted as Senior Non-Commissioned Officer in charge Link Training. His work has been of a consistently high standard and has been commended upon many occasions by the Senior Officers of 45 Group. He was recommended for appointment to commission as long ago as 8th January 1944, again on 2nd June 1944. The officers in charge of training at 45 Group Royal Air Force have had the greatest confidence in this airman both as regards his technical and administrative ability and his personal deportment.

WO2 Bechard has instructed in Standard Link, single and twin-engine and, by the nature of the activities of 45 Group, has specialised in the teaching of Link work as it applies to Very Long Range flying, trans-Atlantic and trans-Pacific flights and particularly Airways procedures. The many types of instruction which WO2 Bechard is qualified are noted in the attached letter.

It is suggested, since the activities of the various squadrons of No.9 Group are, in many aspects, similar to the activities of 45 Group Royal Air Force Transport Command, that WO2 Bechard's services might be utilized in the best interests of the service at Rockcliffe Station.

The "accompanying letter" lists the courses he had taught pertaining to Radio Aids in Navigation - Standard Beam Approach, Radio Compass Procedure (oral and visual), S.C.S. 51 Procedure, Radio Range (including ATC, Airway and R/T Procedure).

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BECK, Sergeant Elmer Freeman (R112038) - **Distinguished Flying Medal** - No.161 (Bomber Reconnaissance) Squadron - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 22 June 1920. Home in Murray Harbour, Prince Edward Island; enlisted Charlottetown, 8 July 1941 as Aero Engine Mechanic and posted to No.4A Manning Depot. To Technical Training School, 24 July 1941. Promoted AC1, 3 January 1942. To No.5 (BR) Squadron, 7 January 1942. To Halifax, 18 May 1942. To No.113 (BR) Squadron, 31 May 1942. To No.31 GRS, 17 June 1943. To No.9 BGS, 11 March 1944. Formally remustered to aircrew 11 August 1944 when promoted Sergeant. To No.161 (BR) Squadron, 4 September 1944. Date of retirement not certain. Rejoined RCAF as LAC and Aero Engine Technician, 10 July 1947 (26574). Promoted Corporal, 1 August 1951. Died at Montague, Prince Edward Island, 8 April 2002. Award sent by registered mail 13 February 1948. As of recommendation had flown 1,182 hours, 910 of them operational (94 sorties).

This non-commissioned officer, a flight engineer, has taken part in a great many anti-submarine sorties in the North Atlantic and Gulf of St. Lawrence areas. He has proved to be a most efficient and capable member of his crew. His keenness and willingness to carry out his duties at all times and under any circumstances have been reflected throughout his crew and squadron. His courage, skill and

devotion to duty have been of the highest order at all times.

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BECK, F/O Ralph John Graham (J89481) - **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 8 August 1916. Home in Ingersoll, Ontario; enlisted Hamilton, 30 January 1942. To No.1 Manning Depot, 23 March 1942. To No.1 ITS, 18 July 1942; graduated and promoted LAC, 11 September 1942 but not posted to No.1 BGS until 26 September 1942; graduated 22 November 1942 when posted to No.10 AOS; graduated and promoted Sergeant, 19 March 1943. Posted that date to No.34 OTU. To "Y" Depot, 12 June 1943; to RAF overseas, 22 June 1943. Promoted Flight Sergeant, 19 September 1943. Commissioned 9 August 1944. Repatriated 1 June 1945. Released 14 July 1945. Certificate sent to him at Ingersoll, 10 August 1948.

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BECK, F/O William Darrell Clint (J23346) - **Distinguished Flying Cross** - No.625 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born in Montreal, 2 November 1920. Educated in Smith Falls, Ontario and took one year of Commerce and Business Administration. Home in Woodstock, New Brunswick. Prior to enlistment he described himself as an "Operator" with Ferry Command (1941; apparently a clerk-stenographer in operations section). Enlisted in Montreal, 6 April 1942 and posted to No.5 Manning Depot. To No.6 ITS, 19 July 1942; graduated and promoted LAC, 11 September 1942 but not posted to to.8 AOS until 26 September 1942; graduated and commissioned 22 January 1943. To "Y" Depot, 5 February 1943; to RAF overseas, 8 March 1943. Disembarked in Britain, 17 March 1943. Attached to Army, 9-21 April 1943. Attached to No.6 EFTS, No.50 Group, 7-21 May 1943. To No.10 (Observer) AFU, 22 June 1943. To No.30 OTU, 3 August 1943. Promoted Flying Officer, 22 September 1943. To No.1667 Conversion Unit, 31 October 1943. Attached to Station Lindholm, 31 October to 23 November 1943. Attached to Lancaster Finishing School, 25-31 January 1944. To No.100 Squadron, 2 February 1944. To No.625 Squadron, 4 April 1944. To No.16 OTU, 11 August 1944. To No.26 OTU, 13 December 1944. Promoted Flight Lieutenant, 22 January 1945. Repatriated 19 February 1945. To No.1 Air Command, 10 April 1945. To No.13 SFTS, 31 May 1945. To Release Centre, 21 June 1945; retired 27 June 1945. Died in Oakville, Ontario, 8 May 1989. Award presented 6 March 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." Public Records Office Air 2/8827 has recommendation dated 14 August 1944 when he had flown 27 1/3 sorties (152 hours).

(* denotes 1/3 sortie)

15 February 1944 - Berlin

19 February 1944 - Leipzig

20 February 1944 - Stuttgart
24 February 1944 - Schweinfurt
25 February 1944 - Augsburg
16 March 1944 - Stuttgart
18 March 1944 - Frankfurt
21 March 1944 - Frankfurt
30 March 1944 - Nuremburg
11 April 1944 - Aachen
22 April 1944 - Dusseldorf
27 April 1944 - Friedrichshafen
30 April 1944 - Maintenon*
10 May 1944 - Dieppe
11 May 1944 - Hasselt
21 May 1944 - Duisburg
22 May 1944 - Dortmund
6 June 1944 - Crisbecq
7 June 1944 - Foret de Cerisny
15 June 1944 - Boulogne
27 June 1944 - Siracourt
2 July 1944 - Neuville
4 July 1944 - Orleans
7 July 1944 - Caen
12 July 1944 - Tours
14 July 1944 - Revigny
17 July 1944 - Sannerville
23 July 1944 - Kiel

This Canadian Flying Officer is the navigator in a very gallant Lancaster aircrew. He is a most skilful and painstaking navigator who has been largely responsible for the successes achieved by this crew.

He has now completed his tour of operations of 27 and 1/3 sorties totalling 152 operational flying hours. He has participated in attacks on many of the most strongly defended targets in Germany including Berlin, Leipzig, Stuttgart, Frankfurt, Nuremburg, Friedrichshafen and Dortmund.

He is a skilful navigator upon whom the rest of the crew have been able to rely implicitly and his accurate navigation to the many long range targets he has attacked has materially added to the success of these operations.

Besides the example he has set in the air he has also taken the lead on the ground and has proved of great assistance in the training of inexperienced crews.

Throughout his tour Flying Officer Beck has shown a high degree of courage and devotion to duty and the example he has set to the remainder of the squadron is most praiseworthy. I strongly recommend him for the award of the Distinguished Flying Cross.

Notes: On repatriation form dated 12 February 1945 he stated he had flown 28 sorties (154 hours 45 minutes), the last on 23 July 1944. He had also flown 240 hours 40 minutes non-operational. Types on which he had experience were Tiger Moth (18.55), Anson (49.45), Wellington (80.35), Lancaster (211.50) and Halifax (34.50). He has taken a GIS Instructor course in No.92 Group.

On 9 August 1944, W/C D.D. Haig (No.625 Squadron) wrote, "This officer has shown great keenness at his work and has proved of great assistance to the Squadron Navigation Officer. He is reliable, and will make a good instructor." On 10 August 1944, G/C R.H. Donkin wrote, "A keen and well disciplined officer who has done very well on operations and been an asset to his Squadron generally."

Training: Course at No.6 ITS was 20 July to 11 September 1942. Courses in Mathematics (113/150), Armament (26/50), Signals (113/150), Navigation (123/150), Airmanship including Theory of Flight (74/100), Drill (67/100), Law and Discipline (88/100), Meteorology (42/50), Aircraft Recognition (98/100), and Anti-Gas (46/50). Was 63rd in a class of 101.

Course at No.8 AOS was 28 September 1943 to 22 January 1943. Flew in Anson aircraft (23.35 day as first navigator, 18.00 day as second navigator, 24.55 night as first navigator, 17.10 night as second navigator; of these times, 4.20 devoted to "photo" work. Examined in Navigation, air work (514/700), Photography, air (80/100), Elements of Navigation (423/500), Magnetism and Compasses (94/100), Instruments (37/50), Signals, practical (90/100), Signals, written (37/50), Maps and Charts (26/50), Meteorology (54/100), Photography (38/50), Reconnaissance (44 ½ over 50), Aircraft Recognition (76/100) and Armament (42/50). Was tenth in a class of 24. "Above average . Very capable and displays very good initiative."

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BECKETT, F/O Harry (J11103) - **Distinguished Flying Cross** - No.115 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1724/43 dated 27 August 1943. Born 12 August 1910. Home in Fort William; enlisted Hamilton, 28 May 1941 and posted to No.1 Manning Depot. To No.31 BGS (guard), 20 June 1941. To No.5 ITS, 8 August 1941; graduated and promoted LAC, 27 September 1941 when posted to No.8 AOS; may have graduated 29 December 1941 but not posted to No.9 BGS until 3 January 1942; graduated and promoted Sergeant, 28 February 1942 when posted to No.2 ANS; graduated and commissioned 30 March 1942. To "Y" Depot, 31 March 1942; to RAF overseas, 20 April 1942.. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 September 1943. Repatriated 23 November 1944. Retired 6 February 1945. Award presented 7 December 1943. Photo PL-25540L (left) is a portrait.

As navigator this officer has completed numerous sorties over enemy territory. These have included flights in such heavily defended objectives as Hamburg, Berlin and Essen and several long distance missions to such places as Spezia and Turin. Flying Officer Beckett has always displayed a most commendable enthusiasm for operations and great courage in the face of the enemy.

NOTE: Public Record Office Air 2/8964 has recommendation drafted 21 May 1943 when he had flown 25 sorties (139 hours 30 minutes). Sortie list and submission as follows:

16 November 1942 - Gardening, objective not stated (7.03)
4 December 1942 - Gardening, Frisians (4.30)
15 December 1942 - Gardening, Lorient (6.20)
20 December 1942 - Duisburg (4.15)
28 December 1942 - Gardening, area not stated (4.10)
2 January 1943 - Gardening, La Rochelle (7.40)
13 January 1943 - Gardening, La Rochelle (6.35)
14 January 1943 - Lorient (6.10)
15 January 1943 - Lorient (5.40)
26 January 1943 - Lorient (5.35)
27 January 1943 - Gardening, La Rochelle (7.40)
3 February 1943 - Hamburg (5.15)
4 February 1943 - Turin (5.00)
7 February 1943 - Lorient (5.15)
26 March 1943 - Duisburg (3.30)
29 March 1943 - Berlin (7.15)
14 April 1943 - Stuttgart (5.30)
16 April 1943 - Skoda Works (7.50)
18 April 1943 - Spezia (8.45)
20 April 1943 - Stettin (7.45)
26 April 1943 - Duisburg (3.10)
30 April 1943 - Essen (3.15)
4 May 1943 - Dortmund (3.45)
12 May 1943 - Duisburg (3.10)
13 May 1943 - Bochum (4.05)

This officer has completed a total of 25 operational sorties as a navigator, including targets like Duisburg (four times), Hamburg, Berlin (twice), Essen and also long trips like Pilsen, Turin and Spezia. Flying Officer Beckett is a skilful and determined navigator and has always shown great courage in the face of the enemy. He has always shown great keenness to fly on operations.

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BECKINGHAM, FS (now P/O) Robert Law (R171320/J93069) - **Croix de Guerre (France)** - No.77 Squadron (AFRO gives unit only as "Overseas") - Awarded as per AFRO 1619/45 dated 19 October 1945. Born 14 February 1924. Home in Kingston, Ontario; enlisted Montreal, 15 June 1942. Granted Leave Without Pay until 11 August 1942 when posted to No.6 Manning Depot. To No.13 SFTS (guard), 25 September 1942. To No.5 ITS, 27 December 1942; graduated and promoted LAC, 5 March 1943 but not posted to No.1 BGS until 20 March 1943; graduated 12 June 1943 when posted to No.9 AOS; graduated and promoted Sergeant, 23 July 1943. To "Y" Depot, 6 August 1943; to United Kingdom, 25 August 1943. Commissioned 9 December 1944. Repatriated 15 April 1945. To No.1 Air Command, 1 May 1945. To Mountain View, 3 June 1945. Promoted Flying Officer, 9 June 1945. To No.4 Release Centre, 24 September 1945; retired 12 October 1945. Public Records Office document Air 2/9645 has citation.

Flight Sergeant Beckingham during the course of his operational tour with No.77 Squadron has flown a very large number of sorties over enemy occupied France. The presence of French inhabitants in close proximity of the targets under attack necessitated very careful precision bombing. Flight Sergeant Beckingham showed great operational ability and the photographic records brought back reveal the determination and accuracy of his bombing. On one occasion his aircraft was heavily damaged by anti-aircraft fire and he sustained injuries to his head, but despite this great handicap he personally conducted the bombing run and released his bombs with great precision. He has shown a fine offensive spirit.

RCAF Press Release No. 2412 dated August 14, 1944 read as follows:

WITH THE RCAF BOMBER GROUP IN BRITAIN: -- "E"- Easy" went on to bomb the target – the hard way.

The big Halifax bomber was on its way to strike a flying bomb base in the Pas de Calais area when heavy flak from Ostend guns scored.

One engine was put out of action. Two others were damaged, but still functioning. The aircraft was holed in the wings, nose and fuselage.

Bomb-aimer Flight Sergeant R.L. Beckingham of Kingston, Ontario, was wounded in the leg and hip. The navigator left his post to administer first aid.

The Halifax was losing height but the skipper, F/L H.E. Bridges of Toronto, Ontario (222 Hillside Avenue East) decided to go on and bomb.

They reached the target. The English navigator left off applying a tourniquet, crawled into the bomb-aimer's shattered compartment and released the bombs –

visually.

Then "E – Easy" headed for home, made a successful emergency landing in Britain.

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BECKLEY, F/O Donald Wilson James (J88138) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 5 February 1925. Home in Chesley, Ontario; enlisted Toronto, 24 March 1943 and posted to No.1 Manning Depot. To No.2 Manning Depot, 27 April 1943. To No.7 BGS, 7 May 1943. To No.1 Training Command, 30 May 1943. To No.1 Manning Depot, 27 June 1943. To No.1 Air Gunner Ground Training School, 7 August 1943; promoted LAC, 18 September 1943 when posted to No.9 BGS; graduated and promoted Sergeant, 29 October 1943. To "Y" DEpot, 12 November 1943. Taken on strength of No.3 PRC, Bournemouth, 23 November 1943. Commissioned 21 July 1944. Promoted Flying Officer, 21 January 1945. Repatriated 9 June 1945. Released 8 August 1945. Living in Dundas, Ontario in 1950. Award presented in 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". Public Records Office Air 2/9070 has recommendation dated 20 March 1945 when he had flown 43 sorties (196 hours 12 minutes). NOTE: The sortie sheet is missing - either not copied by PRO or mislaid during processing of records from PRO.

Pilot Officer Beckley is an Air Gunner of considerable experience, having completed many hazardous attacks on such heavily defended enemy strongholds as Brunswick, Wanne Eickel, Dortmund and Gelsenkirchen. His coolness and courage under fire have on many occasions contributed a great deal to the successful completion of his missions. His devotion to duty and excellent trade capabilities have been an inspiration to his comrades.

The website "Lost Bombers" describes a crash landing in his career. Lancaster PB113, No.405 Squadron (LQ-J), target Bingen, 22/23 December 1944. This aircraft was delivered to No.405 Squadron on 1 July 1944. PB113 took part in the following operations: Caen, 7 July 1944 (dusk); Kiel, 23/24 July 1944; Stuttgart, 24/25 July 1944; Stuttgart, 28/29 July 1944; Normandy Battle area (tactical), 7/8 August 1944; Stettin, 29/30 August 1944; Frankfurt, 12/13 September 1944; Duisburg, 14 October 1944 (daylight); Stuttgart, 19/20 October 1944; Essen., 23/24 October 1944; Cologne, 28 October 1944 (daylight); Bingen, 22/23 December 1944 (crashed on return). PB113 was one of two No.405 Squadron Lancasters lost on this operation; the other was PA977. Airborne at 1552 hours, 22 December 1944 from Gransden Lodge. Crash-landed at 2242 hours, its undercarriage jammed up, near Downham Market airfield, Norfolk. Crew were F/O V.T. Woods, DFC, RCAF; F/O W.F.Jolly, DFC; F/O R.G.Fisher, RCAF; F/O W.J.Gilchrist, RCAF; F/O C.J.Rowe (later DFC); F/O J.A.Lovasz, RCAF; F/O J.B.Kerleroux, RCAF; F/O D.J.Beckley RCAF (later DFC).

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BECKWITH, FS (now P/O) Harry (R91903/J17763) - **Distinguished Flying Medal** - No.218 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 13 August 1943 and AFRO 1849/43 dated 10 September 1943. Born 27 December 1916. Home in East Kildonan, Manitoba; enlisted Winnipeg, 7 February 1941 and posted to No.2 Manning Depot. To No.4 SFTS, 2 March 1941 (guard); to No.2 ITS, 10 April 1941; graduated and promoted LAC, 15 May 1941 when posted to No.6 EFTS; ceased training and posted to Trenton, 2 July 1941; to No.7 AOS, 17 August 1941; graduated 8 November 1941 when posted to No.3 BGS; graduated and promoted Sergeant, 20 December 1942 when posted to No.1 ANS; graduated 19 January 1942. To "Y" Depot, 20 January 1942; to RAF overseas, 8 February 1942. Commissioned 7 May 1943. Promoted Flying Officer, 7 November 1943. Repatriated 4 September 1944. To No.5 AOS, 29 October 1944. Promoted Flight Lieutenant, 1 March 1945. To No.7 AOS, 31 March 1945. To No.1 CNS, 12 May 1945. To No.2 Air Command, 11 June 1945. To No.5 Release Centre, 28 July 1945. Retired 8 August 1945. Award presented 28 March 1944. RCAF photo PL-28303 (ex UK-9432 dated 1 April 1944) shows him after investiture.

A navigator of outstanding ability, he has completed a number of operational sorties against most of the enemy's most heavily defended targets including the Ruhr Valley. His careful pre-flight planning coupled with his expeditions have been material factors in the many successes obtained by his crew. This airman has a fine record.

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BECKWITH, F/O Ivor Campbell (J6827) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 6 November 1943 as per **London Gazette** dated 12 November 1943 and AFRO 2610/43 dated 17 December 1943. Born in Argentina, 12 January 1917. Home in Buenos Aires, Argentina; enlisted in Ottawa, 28 November 1940 and posted to No.1 Manning Depot. To Trenton, 22 December 1940. To No.1 ITS, 21 February 1941; graduated and promoted LAC, 29 March 1941 when posted to No.9 EFTS; may have graduated 16 May 1941 but not posted to No.2 SFTS until 27 May 1941; graduated and commissioned 8 August 1941. To Embarkation Depot, 22 August 1941; to RAF overseas, 29 August 1941. Promoted Flying Officer, 8 August 1942. Returned to Canada, 31 December 1942; to RAF overseas again, 28 February 1943. Promoted Flight Lieutenant, 8 August 1943. Repatriated 14 January 1944. To No.1 Training Command, 21 April 1944. To No.9 SFTS, 23 April 1944. To No. Flying Instructor School, 18 June 1944. To No.5 OTU, 11 August 1944. To No.2 Air Command, 8 August 1945. Retired 23 October 1945. Died in Winnipeg, 15 June 2006. Award sent by registered mail 4 December 1950. No citation in AFRO other than "completed many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 19 September 1943 when he had flown 54 sorties (345 hours 20 minutes). First tour was in North Africa; he flew from Port Reath to Gibraltar on

12 February 1942, Gibraltar to Malta on 17 February 1942, Malta to El Fiume on 4 March 1942. Then he flew 36 sorties, 19 May to 30 September 1942, chiefly targets in North Africa but also Crete. Twelve of these were against Tobruk; six are described as attacks on troops. Second tour was 11 June to 8 August 1943 (17 sorties of which two are described as "unsuccessful"), all in Bomber Command.

This officer completed his first tour of operations in the Middle East and has completed 15 sorties of his second tour. Under a quiet and determined manner, he has been an inspiration to his crew. He has shown exceptional qualities of leadership and cool determination. For his outstanding ability, his cool determination and his devotion to duty, he is strongly recommended for the award of the Distinguished Flying Cross.

The sortie list was as follows (* denotes flown as second pilot):

First Tour

12 February 1942 - Portwreath-Gibraltar (8.50)
17 February 1942 - Gibraltar-Malta (8.50)
4 March 1942 - Malta-El Fiume (7.45)
*19 May 1942 - Heraklion, Crete (6.05)
*22 May 1942 - Martuba, No.1 (7.35)
*24 May 1942 - Martuba No.3 Landing Ground (5.50)
*26 May 1942 - Martuba No.1 Landing Ground (6.50)
*1 June 1942 - Derna Main Landing Ground (6.45)
*3 June 1942 - Tmini Landing Ground (6.15)
*6 June 1942 - Martuba No.3 Landing Ground (5.30)
*8 June 1942 - Heraklion, Crete (5.35)
*10 June 1942 - Kastelly Pediada, Crete (5.35)
*12 June 1942 - Benghazi (7.50)
*16 June 1942 - Tmini Landing Ground (6.20)
*22 June 1942 - Tmini Satellite Landing Ground (5.05)
*24 June 1942 - Benghazi (7.40)
25 June 1942 - Mersa Matruh, troops (2.45)
27 June 1942 - Mersa Matruh, troops (5.25)
30 June 1942 - Heraklion, Crete (8.25)
2 July 1942 - El Daba, troops (4.35)
4 July 1942 - El Daba, troops (4.55)
8 July 1942 - Fugo [?], troops (5.40)
10 July 1942 - Tobruk (7.40)
12 July 1942 - Tobruk (8.25)
16 July 1942 - Tobruk (8.00)
20 July 1942 - Tobruk (8.35)

23 July 1942 - Landing Ground 20, west of Daba (4.35)
24 July 1942 - El Daba, troops southeast (4.05)
26 July 1942 - Tobruk (8.05)
28 July 1942 - Tobruk (8.20)
6 August 1942 - Tobruk harbour (8.10)
8 August 1942 - Landing Ground 20 (4.30)
10 August 1942 - Tobruk (8.20)
17 September 1942 - Tobruk (6.50)
21 September 1942 - Landing Ground 104 (3.10)
23 September 1942 - Landing Grounds 13 and 101 (3.40)
25 September 1942 - Tobruk harbour (7.15)
28 September 1942 - Tobruk harbour (6.50)
30 September 1942 - Tobruk harbour (9.00)

Second Tour

*6 June 1943 - Gardening, Brest (6.25)
8 June 1943 - Gardening, Brest (6.15)
*11 June 1943 - Dusseldorf (6.35)
13 June 1943 - Aachen (4.10)
24 June 1943 - Hamburg (6.05)
25 June 1943 - Essen (4.50)
27 June 1943 - Hamburg (1.20, unsuccessful)
6 July 1943 - Gardening, objective unclear (3.20)
11 July 1943 - Gardening, Brest (6.00)
15 July 1943 - Gardening, Lorient (7.10)
25 July 1943 - Gardening, Lorient (6.40)
26 July 1943 - Gardening, Brest (6.10)
30 July 1943 - Munchen-Gladbach (2.45, unsuccessful)
2 August 1943 - Gardening, Brest (5.45)
3 August 1943 - Forest Deraisses (4.50)
5 August 1943 - Gardening, Brest (5.50)
8 August 1943 - Special Target, "B" (3.35)

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BEDDALL, W/C John Ivor Murdoch (C938) - **Member, Order of the British Empire** - CJS
Washington - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO
82/46 dated 25 January 1946. Born in London, England, 31 March 1907; educated in Canada
from 1918 onwards; stocks and bonds salesman, 1933-34 and insurance salesman, 1934-38.
Enlisted in Vancouver, 21 October 1938 as an Equipment Officer, initially with No.111 (Coastal
Artillery Cooperation) Squadron; promoted Flying Officer, 21 October 1939 and Flight
Lieutenant, 15 August 1940; to No.4 Training Command Headquarters, Regina, 30 September

1940; to No.2 Bombing and Gunnery School, Mossbank, 16 October 1940; to Technical Training School, St.Thomas, 19 June 1941; to No.1 Training Command Headquarters, Toronto, 7 August 1941; promoted Squadron Leader, 1 September 1941; to No.12 Technical Detachment, 26 March 1942 (unit later designated No.12 Aeronautical Inspection Detachment); to AFHQ, 10 September 1942 for Special Duties at RCAF Requirements Unit, Dayton, Ohio; promoted Wing Commander, 1 March 1943. Released 4 July 1945. Died in West Vancouver, 25 April 1988. Award presented 10 October 1947.

This officer has been in command of a Requirements detachment for a long period of time during which he has invariably displayed outstanding keenness in the execution of his many responsible duties. His devotion to duty and leadership have contributed much to the success of his Detachment and have been an inspiration to his Staff.

NOTE: This award was the result of prolonged lobbying. On 29 July 1944 A/C S.G. Tackaberry recommended an OBE, writing:

This officer, during his extended tour of duty at No.1 Requirements Detachment, Dayton, first as a member of the staff, and for the past two years in command, has at all times displayed exceptional devotion to duty.

This failed to make the New Year Honours List for 1945, and on 17 January 1945, A/C Tackaberry again proposed an OBE:

This officer, during his extended tour of duty at No.1 Requirements Detachment, Dayton, two and a half years of which was in command of the Detachment, has at all times displayed keenness in the performance of his duties. His devotion to duty and leadership has contributed much to the success of his Detachment and has been an inspiration to his staff.

This failed to make the Birthday Honours List for 1945, and on 19 July 1945 it was A/V/M G.V. Walsh who recommended him for an MBE or OBE in terms identical to those used in January 1945. Given his rank, the granting of an MBE rather than an OBE is odd.

BEDDALL, W/C John Ivor Murdoch, MBE (C938) - **United States Legion of Merit (Degree of Officer)** - CJS Washington (retired) - Award effective 10 January 1947 as per AFRO 17/47 of that date. However, in a letter dated 12 December 1946, Colonel R.E.S. Williamson (U.S. Military Attache) reported to AFHQ that he had been presented with the insignia of the Legion of Merit in Vancouver on 30 November 1946.

Selected Assessments: "Conscientious, hard-working officer who has done a good job of work under difficult conditions. He has been acting in the capacity of Officer Commanding Headquarters Squadron additional to his work as Senior Equipment Officer and has gained

valuable experience.” (G/C A.J. Ashton, No.2 BGS, 9 June 1941).

“Appointed to this Command Headquarters as Supply Liaison Officer. Shows keenness and initiative in developing this new position to which he has made good progress. Has a good knowledge of Equipment matters gained through varied unit experience. A good type of officer who should do well in Equipment Branch.” (W/C D.F. Ryder, No.1 Training Command, 1 December 1941).

“His experience over the past five months fits him to assume command of the Assignments and Requirements Detachment, Dayton, Ohio, as he has displayed the right kind of mentality for this exceptional type of Equipment work. His other qualifications are very good and warrant advancement to the rank of Acting Wing Commander.” (S/L W.B. Willan, Dayton, Ohio, 5 February 1943; endorsed by A/C S.G. Tackaberry, Canadian Joint Staff Washington).

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BEDFORD, Sergeant Cyril Francis (R73065) - **Mention in Despatches** - East Moor - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 17 October 1900. Home in Saint John, New Brunswick; enlisted Montreal, 18 September 1940 as Aero Engine Mechanic. To Trenton, 9 October 1940. To Technical Training School, 16 November 1940. Promoted AC1, 22 March 1941; to No.8 SFTS, 26 March 1941. Promoted LAC, 1 October 1941. To “Y” Depot, 2 January 1942; to RAF overseas, 7 January 1942. Promoted Corporal, 1 October 1942. Promoted Sergeant, 1 January 1943. Repatriated 5 September 1945. Released 22 October 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. Home in Saint John, New Brunswick; enlisted Moncton, 18 September 1940. Aero Engine Mechanic; enlisted 18 September 1940; served 15 months in Canada, 36 months overseas.

This NCO has been instrumental in maintaining a high percentage of serviceable aircraft at this unit through his own personal efforts and the spirit he infused in the groundcrew under his control. He has willingly and successfully imparted the intricate knowledge of his trade to those who work with him.

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BEDFORD, WO2 Ronald Frederick Henry (R60957) - **Air Force Cross** - No.10 Squadron (Canada) - Award effective 1 January 1943 as per **Canada Gazette** dated 9 January 1943 and AFRO 55/43 dated 15 January 1943. Born in Ryley, Alberta, 4 February 1920. Enlisted in Edmonton. Trained at No.1 ITS (graduated 22 November 1940), No.4 EFTS (graduated 24 December 1940) and No.8 SFTS (graduated 7 April 1941). Subsequently commissioned as J13489. Retired 12 September 1945. Rejoined via No.418 Squadron (Auxiliary), 7 October 1947 (120566); retired 1 January 1949. Re-engaged with Auxiliary for a few months in 1952.

Award presented 16 April 1943.

Acting Warrant Officer II Bedford has shown by his devotion to duty his exceptional ability as a pilot and captain of air crews, also by the number of operational sorties made and flying time and operational work that he has put in at this station that he has no personal regard for his own safety. By his unflinching energy and devotion to duty he has at all times given great inspiration to all other members of the squadron and the flying personnel at this station. He has carried out his allotted duties in an exemplary manner and under the worst flying conditions and never once has he hesitated when ordered to carry out almost impossible tasks. This Warrant Officer has made 91 operational sorties and has completed 702 hours in operational flying.

The following are excerpts from the diary of Station Gander:

24 June 1942 - "Digby 747 (Captain, FS Bedford) became lost in returning from patrol in very bad weather while dark was falling. After persistent efforts, plane was successfully guided, by W/T transmission, back to base and landed at 0101 hours GMT."

25 July 1942 - "Digby 747 (Captain FS Bedford) at 1015 hours GMT in position 51-37N 56-10W attacked what was believed to be a submarine periscope, dropping four depth charges. No wreckage or other evidence of a successful attack was observed."

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BEDWELL, LAC Leslie William King (R121349) - **Mention in Despatches** - No.417 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 22 February 1913. Home in Regina; enlisted Calgary 14 August 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot. To Trenton, 20 August 1941. To Technical Training School, 5 September 1941. To No.8 BGS, 14 January 1942. Promoted AC1, 19 January 1942. To "Y" Depot to proceed overseas, 12 March 1942; promoted LAC, 1 April 1942; to RAF overseas, 30 April 1942. Repatriated 21 August 1945; discharged 10 October 1945. Died in Vancouver as per Vancouver **Sun** of 17 November 1999. RCAF photo PL-60323 (ex UK-19873 dated 30 March 1945) is captioned as follows - "Promoted to Sergeant on March 1st, the former Corporal L.W.K. Bedwell (Fort William, Ontario) is shown wearing the oak leaf which he earned by being mentioned in despatches for his outstanding work as fitter with Canada's crack City of Windsor Spitfire squadron. His citation reads, 'He was attached to the servicing party at Netuno Landing Ground (Anzio beaches) from 30th March 1944 to 25th April. Throughout the whole of this period and under extremely trying living conditions LAC (now Sergeant) Bedwell showed extreme devotion to duty, and by his initiative considerably relieved the work of his Non-Commissioned Officers. The high standard of serviceability during a period of intense operations was materially assisted by the untiring efforts of LAC Bedwell.'" The squadron diary for 10 January 1945 gives the following:

He was attached to the servicing party at Netuno Landing Ground from 30th March 1944 [sic. April] to 25th April [sic. May]. Throughout the whole of this period and under extremely trying living conditions LAC (now Corporal) Bedwell showed extreme devotion to duty, and by his initiative considerably relieved the work of his Non-Commissioned Officers. The high standard of serviceability during a period of intense operations was materially assisted by the untiring efforts of LAC Bedwell.

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BEDWELL, Sergeant William (R61597) - **Mention in Despatches** - No.5 Squadron (Canada) - Award effective 5 October 1943 as per **Canada Gazette** and **London Gazette** of that date and AFRO 2258/43 dated 5 November 1943. Born on a farm 31 January 1913; home in Marchwell, Saskatchewan. Enlisted 18 June 1940 in Regina as Aero Engine Mechanic. To Prince Rupert, 10 August 1940. St Technical Training School, St. Thomas, 7 October 1940. Promoted AC1, 1 March 1941; to No.11 (BR) Squadron, 5 March 1941; to No.5 (BR) Squadron, 4 July 1941. Promoted LAC, 1 October 1941. Promoted Corporal, 1 October 1942. Remustered to Flight Engineer, 1 November 1942 when promoted Sergeant. Promoted Flight Sergeant, 1 December 1943; promoted WO2, 1 January 1944. Commissioned 19 July 1944. To Ottawa, 13 November 1944. To Test and Development Establishment, 24 November 1944. Promoted Flying Officer, 19 January 1945. To No.7 PAA (not sure what this is), 3 March 1945. To No.3 Release Centre, 27 February 1946. Retired 1 March 1946. Continued as "aircraft engineer" until 1973 when he moved to Prince Edward Island to care for mother-in-law; worked as a repairman there. Retired to Kamloops in 1989. Died 17 April 2008 in Kamloops, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** issue of November/December 2008. See DFC entry for S/L B.H. Moffit for details of attack on **U-630**, sunk 4 May 1943.

This NCO has been on anti-submarine patrol for over a year and a half and has proven himself a sound flight engineer and an efficient and conscientious member of the crew. Sergeant Bedwell was first engineer of a crew which sighted three enemy submarines, one of which was attacked and destroyed. He contributed greatly to the success of the patrol.

BEDWELL, P/O William (C48205) - **Distinguished Flying Cross** - No.5 Squadron (Canada) - Award effective DFC 6 January 1945 as per **Canada Gazette** of that date and AFRO 132/45 dated 26 January 1945. Award sent by registered mail 28 October 1947. Reported as having completed 2,132 flying hours, 1,617 operational flying hours, 151 sorties. With Test and Development Establishment when award announced.

This flight engineer officer has proven himself to be a most courageous and resolute member of aircraft crew over a long period of flying operations in the North Atlantic area. During hundred of hours of anti-submarine operations he has displayed the utmost skill and devotion to duty. The keenness and efficiency with

which this officer has carried out his duties, both on the ground and in the air, have set a splendid example and have done much to create high morale among the members of his squadron.

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BEEBY, F/O Thomas James (J88676) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 30 May 1922 in Saskatoon (Canadian Virtual War Memorial says 30 May 1923). Home in Saskatoon, graduating from Nutana Collegiate in 1940. Enlisted there 14 April 1941 as Airframe Mechanic. To No.5 SFTS, Saskatoon, 22 April 1941; to Technical Training School, St. Thomas, 14 June 1941. Promoted AC1, 18 October 1941. To No.14 SFTS, Aylmer, 23 October 1941. To No.14 (Fighter) Squadron, Rockcliffe, 14 January 1942 and proceeded with it to Sea Island. Remustered to aircrew, 16 July 1942 and posted to Station Headquarters, Sea Island. To No.4 ITS, Edmonton, 19 July 1942; graduated and promoted LAC, 11 September 1942 but not taken on strength of No.19 EFTS, Virden until 11 October 1942; graduated 4 December 1942 and posted on 6 December 1942 to No.4 SFTS, Saskatoon; graduated and promoted Sergeant, 2 April 1943. To "Y" Depot, 17 April 1943. To RAF Trainee Pool, 3 May 1943. Embarked from New York, 4 May 1943; disembarked in Britain, 11 May 1943. To No.20 (P) AFU, 8 June 1943. To No.20 OTU, 17 August 1943. Promoted Flight Sergeant, 2 October 1943. To No.1663 Conversion Unit, 29 November 1943. To No.4 Group Battle School, 11 December 1943. To No.51 Squadron, 14 March 1944. To No.10 Squadron, 11 May 1944. Commissioned 10 July 1944 (Appointments, Promotions and Retirements of 9 October 1944). Promoted Flying Officer, 18 September 1944. Final sortie with squadron on 9 October 1944. Repatriated via Rockcliffe, 27 November 1944. To Western Air Command, 16 January 1945. To No.122 Squadron, Patricia Bay, 12 February 1945; later with same unit at Port Hardy. Retired 2 November 1945. Salesman after the war. Rejoined RCAF in Vancouver, 18 December 1951. At PRTS, Calgary, 17 January to 14 March 1952 (primary training refresher flying). On strength of No.4 FTS, Calgary, 15 March 1952 to 3 July 1953 and No.4 FTS, Penhold, 4 July 1953 to 16 September 1955. On strength of Portage la Prairie, 17 September 1955 to 13 January 1956. With No.4 FTS, Penhold, 14 January 1956 to 1 June 1956. Attended No.3 (All Weather) OTU, Cold Lake, 2 June to 17 September 1956. To No.409 Squadron, Comox, 18 September 1956. Killed 21 November 1956 in a bus accident in Vancouver. 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 2/9050 has recommendation dated 20 December 1944 when he had flown 38 sorties (175 hours 23 minutes); similarity of sortie list indicates he and F/O Leslie Butt were in same crew.

* DNCO, engine failure

28 January 1944 - Berlin (7.50, 2nd pilot)

24 May 1944 - Colline Beaumont (2.38)

27 May 1944 - Bourg Leopold (4.45)

7 June 1944 - Juvisy (4.25)
9 June 1944 - Laval (5.00)
12 June 1944 - Amiens (3.50)
14 June 1944 - Douai (3.40)
15 June 1944 - Fouilliard (5.10)
16 June 1944 - Domleger (3.30)
22 June 1944 - Laon (4.30)
24 June 1944 - Noyelle en Chausseur (3.20)
25 June 1944 - Montergueil (3.25)
27 June 1944 - GARDENING (4.55)
1 July 1944 - St.Martin l'Hortier (3.45)
4 July 1944 - St.Martin l'Hortier (3.40)
5 July 1944 - St.Martin l'Hortier (3.40)
6 July 1944 - Croixdale (3.40)
23 July 1944 - Kiel (4.55)
24 July 1944 - Stuttgart (8.05)
25 July 1944 - Berfay (3.55)
28 July 1944 - Foret de Nieppe (3.55)
1 August 1944 - Prouville (4.15)
3 August 1944 - Bois de Casson (4.25)
5 August 1944 - Foret de Nieppe (1.30)*
8 August 1944 - St.Philbert Forme (3.25)
10 August 1944 - Dijon (7.00)
11 August 1944 - Le Nieppe (3.20)
17 August 1944 - Brest (4.40)
18 August 1944 - GARDENING (5.30)
29 August 1944 - GARDENING (6.15)
3 September 1944 - Soesterburg (3.45)
11 September 1944 - GARDENING (4.30)*
15 September 1944 - Kiel (5.30)
17 September 1944 - Boulogne (5.15)
23 September 1944 - Neuss (5.00)
25 September 1944 - Calais (3.40)
26 September 1944 - Calais (4.00)
9 October 1944 - Bochum (5.00)

Acting Flying Officer Beeby was posted to No.10 Squadron as a Flight Sergeant on 12 May 1944 and has now completed a very successful tour of 38 sorties comprising 175 operational hours. He has attacked Kiel (twice), Stuttgart and other heavily defended targets in enemy occupied territory.

This Canadian officer has consistently pressed home his attacks with the utmost determination and his courage and skill in the face of heavy opposition has been

an inspiration to his crew. He has brought back many fine photographs of the target area. His cheerful confidence has been invaluable in maintaining a high standard of morale in his crew and has played a good part in the repeated successes of this squadron.

He was the captain of a Halifax aircraft detailed to attack Croixdale on the night of 6th July 1944. On approaching the target his aircraft was damaged by flak, but he successfully bombed the target and returned to base where a safe landing was made. His aircraft was also damaged by flak shortly after attacking St.Philibert Ferme on 8th August 1944.

Acting Flying Officer Beeby has proved himself to be an outstanding member of a particularly successful and very gallant crew. I strongly recommend that his fine record of achievement, skill, courage and strong sense of duty be recognized by the award of the Distinguished Flying Cross.

Notes: On repatriation he reported that overseas he had flown 38 sorties (175 hours 45 minutes) plus 289 hours 15 minutes training and non-operational flying.

Particulars of death: After joining No.409 Squadron he showed signs of depression and lack of confidence in his ability to fly high performance jet aircraft. He appears to have committed suicide by throwing himself under a bus.

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BEECHING, FS Charles Percy (R149548) - **British Empire Medal** - No.2 Construction and Maintenance Unit - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 17 July 1883. Home in Vancouver; enlisted in Regina, 17 December 1941 as Carpenter, granted rank of Sergeant that day and posted to No.2 Manning Depot. To No.10 SFTS, 4 February 1942. To No.4 Training Command, 21 September 1942. Promoted Flight Sergeant, 1 August 1943. To No.2 Construction and Maintenance Unit, 16 November 1945. Retired 10 April 1946. Appears to have changed his name to "Philips" as of November 1946. Award presented 29 May 1947.

This non-commissioned officer has done consistently highly satisfactory work at this unit, often carrying out duties far above those normally expected from his rank and trade. Several times in the past year his sound judgement and quick action has resulted in the successful completion of highly important projects, relating to the winterization of numerous stations within this command. Failure in these projects would have resulted in untold damage to Royal Canadian Air Force property.

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BEERS, S/L John Cornwell (J10718) - **Mention in Despatches** - No.413 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born in the United States, 14 January 1910; American citizen; home in Brooklyn, New York; enlisted Halifax, 3 March 1941 and posted to No.1 Manning Depot. To No.3 SFTS (guard), 24 March 1941. To No.1 ITS, 13 May 1941; graduated and promoted LAC, 21 June 1941 when posted to No.7 EFTS. Ceased training and posted to Trenton, 7 August 1941; to No.7 AOS, 26 August 1941; to No.3 BGS, 3 January 1942; graduated and promoted Sergeant, 14 February 1942 when posted to No.1 ANS; graduated and commissioned, 19 March 1942. To "Y" Depot, 20 March 1942. To No.31 GRS, 3 July 1942. Promoted Flying Officer, 1 October 1942. To No.1 GRS, 8 April 1943. To an unidentified patrol squadron in Shelburne, 23 June 1943. Promoted Flight Lieutenant, 1 November 1943. To Station Shelburne, 28 November 1943. To "Y" Depot, 4 February 1944. Taken on strength of No.3 PRC, Bournemouth, 14 February 1944. Promoted Squadron Leader, 30 January 1945. To Headquarters, RAF Bengal-Burma, 30 January 1945 as Staff Navigation Officer. Repatriated 3 December 1945. Retired 17 December 1945. RCAF photo PL-60953 (ex UK-23127 dated 1 August 1945) shows him with an Indian policeman as trunks are loaded onto a ship; caption says he was recently "command navigation officer at Air Headquarters Burma." The AFRO identifies his unit only as "Overseas" but DHist file 181.009 D1751 (PAC RG.24 Vol.20608) links him to No.413 Squadron. Recommended 23 November 1944 at which time he was credited with 810 operational flying hours.

Recommendation text:

Flight Lieutenant Beers has been squadron navigation officer in Ceylon and in Canada. He possesses a natural gift for training and organization that has resulted in the constant improvement of the navigation in the squadron. An exceptional navigator, he sets an example to his fellow navigators that produces ideal harmony between his and the other branches of aircrew.

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BEEVOR-POTTS, F/L Lionel (C9700) - **Member, Order of the British Empire** - No.21 Staging Unit - Award effective 14 November 1944 as per **Canada Gazette** of that date and AFRO 2684/44 dated 15 December 1944. His name is often rendered as "Beever-Potts" but the most consistent spelling is "Beavor-Potts". Born 31 May 1894 in Nanaimo. Law clerk, 1913-1914. Enlisted in 7th Battalion, CEF, August 1914. Attended Royal Military College, Sandhurst, January to June 1915. Service with First Battalion, South Wales Borderers, France, June 1915 to February 1916 (commission with that unit dated 14 July 1915). Awarded Military Cross, 7 December 1915. Awarded Mention in Despatches, 1 January 1916. Service with Fourth Battalion, South Wales Borderers, Mesopotamia, 1916 (promoted Lieutenant, 30 May 1916. With No.30 Squadron, Mesopotamia, May 1916 to May 1917 (Lieutenant Observer, although formal attachment to RFC dated 11 November 1916). Relinquished commission in RAF, 2 January 1920. Served with Second Battalion, South Wales Borderers, India, 1920-1921 before relinquishing commission, 26 May 1921 and returning to Canada. Home in Nanaimo, British

Columbia where he practiced law and served in Third Battalion, the Canadian Scottish. Enlisted in RCAF, Vancouver 9 January 1942, commissioned as Flying Officer that date in Non-Flying List and posted to No.3 Manning Depot, Edmonton. To No.15 SFTS, 24 January 1942. To No.12 SFTS, 11 April 1942. To No.1 School of Control, 22 February 1943 for course lasting from 1 March to 15 May 1943. Subjects were Control Theory (133/200), Control, Practical (80/100), Navigation Theory (72/100), Navigation Plotting (166/200), Signals Theory (135/150), Signals, Practical (82/100) and Meteorology (85/100). Also flew as passenger in Lysander (one hour 15 minutes) and Stranraer (one hour five minutes). Placed 19th in a class of 37 and assessed as "Suitable - fair material - an enthusiastic and sincere officer - will do a good job." To Western Air Command, 8 June 1943. To Sea Island, 18 June 1943. To No.21 Staging Unit, 1 July 1944. Promoted Flight Lieutenant, 15 August 1943. Reclassified in Flying Control Branch, 1 September 1944. To Western Air Command Headquarters, 18 December 1944. To No.8 Release Centre, 22 February 1945. Retired 1 March 1945. Award presented 29 May 1947. Reported deceased as of 14 April 1967 (DVA letters dated 17 May 1967) but British Columbia Bureau of Statistics says 19 April 1967 in Vancouver. See also Sergeants E.H. Baker, F. Londeau, H.A.J. Rosko, L. Scheving, M.G. Svos, R.J. Ward, and F.J. Wells (all Mentioned in Despatches). Recommended by W/C E.W. Beardmore (CO Station Coal Harbour) for a Mention in Despatches, 23 August 1944; changed by A/V/M F.V. Heakes, 24 August 1944 for a George Medal; changed at uncertain date to MBE at AFHQ level (Air Commodore H.L. Campbell). CO of No.21 Staging Unit, Port Hardy. See DHist file 181.009 D.2531 (RG.24 Vol.20625).

This officer showed complete disregard for his personal safety in directing a rescue party which saved the lives of eight of the occupants of a large transport aircraft that crashed in British Columbia recently. Six other persons were killed in the crash. The rescue was conducted despite the fact that the aircraft was burning fiercely and pyrotechnics were exploding. The aircraft lay in a wooded area, which had windfalls up to fifteen feet in height, and there was little chance of escape in the event of gasoline tanks exploding, which occurred shortly after the rescue. Flight Lieutenant Beaver-Potts daringly inspected the passenger compartment and directed the rescue work within a few feet of the aircraft. This officer's outstanding leadership and heroism inspired all those who participated in the rescue.

The incident in question occurred on 18 July 1944 and is described in the diary of No.21 Staging Unit as follows:

Dakota 966 crashed on take-off. Piloted by Flight Lieutenant Daniels, the aircraft appeared to swerve to the left just after take-off. The aircraft caught the high trees along the runway 10-28 and crashed in that vicinity. On contact with the ground it immediately burst into flames. There were 14 persons aboard the aircraft at the time, six of whom were killed., the rest escaping although the majority were seriously injured. A good show was put on by all ranks who aided at the scene of the crash and without a doubt those who escaped were saved by the presence of

mind of the men at the scene of the crash.

The aircraft belonged to No.165 Squadron. Those killed were F/L William John Curtis (second pilot), F/L Theron E. Daniels (pilot), Sergeant Claremont D. Kippan (passenger), Warrant Officer Lorne C. Rideout (wireless operator), Lieutenant-Colonel O.W. Steele (passenger) and F/L Wallace D. Stroud (passenger).

A report was filed by F/L J.H. McQuarrie (AIB) to SASO, Western Air Command, 31 July 1944:

Of the 14 passengers aboard the above aircraft at the time of the crash, six were killed and eight survived.

The crash siren was sounded at the moment of first impact, and immediately, the following personnel proceeded to the scene of the accident and assisted in fighting the fire and in rescuing the survivors:

C9700 F/L Beevor-Potts, Linnel - Commanding Officer
R51274 Sergeant Wells, Fred John - Wireless Operator Ground
R661019 Sergeant Ward, Ronald James - Service Police
R53522 Sergeant Rosko, Henry Arnold - NCO in charge No.3 Storage Unit, No.3 RD
R74734 Sergeant Baker, Edward Howard - Service Police
R147391 Sergeant Scheving, Larus - carpenter, W & B.
R117297 Sergeant Svos, Michael George - in charge Orderly Room
R194414 Sergeant Raby, Raphael - telephone maintenance
R125314 Corporal Wylie, William Ralph - Driver Transport
R107143 Corporal Brettell, William Henry - Fire Fighter
R160835 Sergeant Londeau, Felix - in charge Fire Department
R212652 LAC Robson, John Crozier - Fire Fighter

When F/L Beevor-Potts, CO, arrived at the scene, the aircraft was burning furiously in the centre section. He noted that all the injured were lying on the port side of the aircraft and some slightly forward on the port side. He ordered the fire fighters to direct their attention to the port wing of the aircraft and to do their utmost to prevent the flames from consuming it, and thus protect the injured people, lying underneath and near that wing. These efforts were completely successful and the port wing of the aircraft was not destroyed by fire.

The aircraft was lying on a tangle of fallen trees and dead falls approximately eight to ten feet above the ground. It was necessary for the fire fighters and the rescue crew to scramble over these logs and move the injured people out through this difficult terrain.

The persons mentioned worked without thought of the danger to themselves from

the gasoline tanks, which had not yet exploded. Two explosions occurred after the first impact, the second of which was approximately 45 minutes later. The first impact was some time before that. Before the first explosion, however, the rescue party was successful in moving all the eight survivors of the crash away from the scene and out of immediate danger.

It is felt that the personal example of F/L Beever-Potts in personally directing the efforts of the fire fighters and rescue crew, and in assisting their efforts himself, was largely responsible for the success of the party in saving the lives of the eight survivors.

Inquiries, while the investigation of the flying accident was being made, indicate that at the very least, two of the survivors definitely owe their lives to the efforts of the personnel mentioned, and there is a distinct possibility that two more also owe their lives to the efforts of these people.

The Fire Fighting crew consists of Sergeant Londeau, Corporal Brettell and LAC Robson. These men carried out their work with great speed and efficiency. The remainder of the personnel mentioned found it necessary to lift the survivors from their positions on the ground underneath the burning aircraft to a place of safety. Due to the very difficult nature of the ground at that point, and the great risk to themselves from the fire and explosions from the burning aircraft, it is felt that their efforts are particularly worthy of commendation. At the same time, without the fine personal example of the Commanding Officer and his quick and accurate appraisal of the best method of dealing with the situation, there is no doubt that more lives would have been lost.

Notes: His First World War MC (awarded as a Second Lieutenant) was gazetted with the following citation:

For conspicuous gallantry near Hulloch on 13th October 1915.

When in charge of a party of Grenadiers he personally brought up three boxes of bombs under heavy fire. Later he attempted to bring in a wounded man, carrying him 150 yards to within three yards of his trench, when the man was shot dead.

He performed this act while the enemy were firing on the wounded.

Selected Assessments: "This officer had only completed three months service at this unit when he was posted, but during that period he was entirely satisfactory and showed a keen interest in his work." (S/L D.D. Atkinson, 8 May 1942).

"This officer is of excellent character and good military background. A hard worker with

excellent manners and bearing whose main fault is that he tends to be excitable and high-strung.” (S/L D.A.S. Laing, No.12 SFTS, 4 March 1943).

“This officer is an excellent control officer and is capable of handling all traffic, knowing civilian procedure as well as RCAF.” (F/L J.W. Welsh, Sea Island, 31 July 1943).

“Doing an excellent job as Officer in Charge of Flying Control. Very conscientious and dependable. A splendid officer in every respect. Recommended for promotion to Temporary Flight Lieutenant.” (S/L G.J. Moon, Sea Island, 9 April 1944).

“An excellent officer who has done a good job as Officer in Charge of Flying Control.” (S/L G.J. Moon, Sea Island, 27 June 1944, at the time he was posted to No.21 Staging Unit.”

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BEGG, F/O George Henry Knight (J27527) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1507/45 dated 28 September 1945. Born 26 February 1921. Home in Vancouver; enlisted there 13 June 1942. To No.3 Manning Depot, 12 July 1942. To No.10 Repair Depot, 28 August 1942. To No.4 ITS, 10 October 1942; graduated and promoted LAC, 18 December 1942 but not posted to No.5 EFTS until 27 December 1942; may have graduated 19 February 1943 but not posted to No.3 SFTS until 5 March 1943; graduated and commissioned 25 June 1943. To No.34 OTU, 9 July 1943. To No.1 OTU, 17 September 1943. To “Y” Depot, 29 October 1943. Taken on strength of No.3 PRC, 31 October 1943. Promoted Flying Officer, 25 December 1943. Repatriated with No.405 Squadron, 10 June 1945. Retired 14 September 1945. Award presented at Sea Island, 22 October 1949. Died in West Vancouver, 27 October 2002 as per Royal Canadian Legion “Last Post” website and **Legion Magazine** of November/December 2003.

This officer has shown outstanding ability and determination. In December 1944, during an attack on Osnabruck, one engine of his aircraft failed and caught fire. The inter-communication system also failed. Flying Officer Begg quickly put out the fire in the engine and pressed home the attack. His skilful handling of the aircraft together with his courage and devotion to duty have at all times been worthy of the highest praise.

The original recommendation (found in (DHist file 181.009 D.1941, RG.24 Vol.20612) by Wing Commander M.N. Ferguson (Commanding Officer No.419 Squadron) was drafted 23 January 1945 when he had flown 16 sorties with unit (103 hours 35 minutes), 4 October to 6 December 1944, before being posted to Pathfinders. The Osnabruck incident was 6 December 1944. Sortie list and submission as follows:

4 October 1944 - Bergen(6.10, second pilot, day)

6 October 1944 - Dortmund (6.25, second pilot)

14 October 1944 - Duisburg (7.55, day)
19 October 1944 - Stuttgart (6.20)
23 October 1944 - Essen (5.55)
25 October 1944 - Essen (6.05, day)
26 October 1944 - Cologne (6.25, day)
30 October 1944 - Cologne (6.35)
2 November 1944 - Dusseldorf (6.35)
4 November 1944 - Bochum (6.10)
21 November 1944 - Castrop Rauxel (6.45)
27 November 1944 - Neuss (5.45)
2 December 1944 - Hagen (6.40)
4 December 1944 - Karlsruhe (7.50)
5 December 1944 - Soest (6.10)
6 December 1944 - Osnabruck (5.50)

This officer completed 16 sorties on heavily defended German targets before being posted to the PFF. He was always keen, an excellent leader and a fine example to his crew and all other ranks with whom he served.

On the night of 6th December 1944, Flying Officer Begg was detailed as captain of aircraft to attack Osnabruck. At the commencement of the bombing run, one engine failed, caught fire and would not feather; the intercom also failed at the same time. Flying Officer Begg pressed home his attack and by skilled manipulation quickly put out the fire in the engine. While on the return journey to this country, a second engine failed but this officer was successful in effecting a landing without damaging his aircraft.

I consider this officer's fine example, devotion to duty and skilful handling of his aircraft while in difficulty at night merits the non-immediate award of the Distinguished Flying Cross.

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BEGG, W/C Roy Franklin (C223) - **Croix de Guerre with Silver Star (France)** - Award as per **Canada Gazette** dated 20 September 1947 and AFRO 485/47 dated 12 September 1947. Pilot. Born 5 August 1915 in Vancouver; home there. Attended University of British Columbia, 1932 to 1935. Enlisted as a P/P/O in RCAF Auxiliary, 15 October 1936, No.11 (Army Co-operation) Squadron. Qualified for pilot's wings, 4 May 1938; promoted to Flying Officer 6 May 1938. Attended summer camps at Sea Island, 1937, 1938 and 1939, initial armament course in 1938, instrument flying course in 1939. Attended Central Flying School, Trenton, 3 June to 2 July 1940. Promoted Squadron Leader, 1 June 1941. Instructed at No.2 SFTS and No.15 SFTS (at the latter school as of 17 June 1941). To RAF overseas, 3 May 1942. Promoted Wing Commander, 1 June 1943. Flew on operations with No.414 Squadron and became a staff officer with No.83 Group Headquarters. Repatriated 12 August 1944. To Western Air Command as

staff officer, 5 October 1944. In December 1944 he was awarded the Air Efficiency Award; on 11 December 1944 posted to No.18 SFTS. Appointed CO, Station Debert, 11 March 1945 (promoted to Group Captain); released 9 October 1945. Living in Vancouver in 1947. Died in Vancouver, 17 April 2003. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Group Captain Begg served with distinction as Wing Commander Operations with 83 Group of the 2nd Tactical Air Force during the French campaign.

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BEGIN, LAC Joseph Wilfred Maurice (R96549) - **Mention in Despatches** - Tholthorpe - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 3 December 1919. Enlisted in Quebec City, 16 June 1941 as Aero Engine Mechanic and posted to No.4 Manning Depot. To No.16 SFTS, 22 August 1941. Promoted AC1, February 1942. Promoted LAC, 1 July 1942. To No.1 OTU, 20 July 1942. To "Y" Depot, 15 March 1943. To RAF overseas, 7 April 1943. Repatriated via Debert, 6 September 1945. Retired 15 September 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. Fitter IIE. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945. Enlisted in Quebec City (home), 16 June 1941; served 22 months in Canada, 21 months overseas.

LAC Begin is strongly recommended for "Mention in Despatches" for outstanding devotion to duty. He cheerfully and willingly works long, arduous hours in order that aircraft may be serviceable for operations. His mechanical ability is of the highest order.

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BEGLEY, FS Leo Michael (R85417) - **British Empire Medal** - AFHQ (Directorate of Plans) - Award effective 1 January 1944 as per **Canada Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 8 May 1914 at Peterborough, Ontario (RCAF press release reporting award). Enlisted in Regina 10 February 1941 as Clerk (General) and posted to No.1 Manning Depot. To Trenton, 8 March 1941. To No.1 SFTS, 10 April 1941. Promoted AC1, 10 May 1941. To Embarkation Depot, 30 July 1941 but retained to serve in unidentified Canadian unit. Promoted LAC, 1 October 1941. Promoted Corporal, 1 November 1941. To "Y: Depot again, 26 January 1942. To AFHQ, 25 May 1942. Promoted Sergeant, 1 July 1942. Reclassified as Clerk (Stenographer), 1 October 1942. Reclassified as Clerk (Administration), 1 February 1943; promoted Flight Sergeant the same date. Promoted Acting WO2, 13 December 1943 Reverted to Flight Sergeant, 16 July 1944. To Release Centre, 29 September 1945. Retired 1 October 1945. Award presented 22 April 1944.

Following Trans-Atlantic service on special duty with the troop ship conducting

staff this NCO was posted to Air Force Headquarters. He has proven to be completely trustworthy in matters necessitating utmost accuracy and his keen sense of responsibility extends far beyond the mechanics of his trade. Consequently, while superior officers can invariably place the utmost confidence in the integrity of this courteous, well-disciplined NCO, his associates come to regard him as a colleague in mutual endeavour, unsparing in his efforts to do the best job possible. His enthusiasm and consistent manifestation of devotion to duty are definitely of outstanding quality.

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BEGLEY, Sergeant Orville Cameron (R51260) - **Mention in Despatches** - Western Air Command Marine Headquarters - Awarded 1 January 1945 as per **Canada Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Swift Current, Saskatchewan, 13 April 1914 (RCAF press release 4907 announcing award). Attended Moose Jaw Technical School. Served in RCNVR, 21 March 1938 to 5 October 1939, training on **HMCS Nootka**, 24 April to 6 May 1939. Discharged from Navy as "Medically Unfit" (eyesight). Enlisted in RCAF, 22 November 1939 in Regina, Saskatchewan (home there). Trade on enlistment was Motor Boat Crewman (changed on 1 June 1943 to Seaman). Posted to Trenton, 25 January 1940. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. To Dartmouth, 15 July 1940. Promoted Corporal, 15 April 1941. Promoted Sergeant, 1 July 1942. Promoted Flight Sergeant, 1 September 1942. To Eastern Air Command, 5 December 1942. To No.3 Repair Depot, 29 March 1943. To Western Air Command Marine Squadron, 27 October 1945. To Station Patricia Bay, 1 January 1946. Reverted to Sergeant, 1 October 1946. To No.122 Marine Squadron, Patricia Bay, 1 August 1947. To No.102 Marine Squadron, Dartmouth, 2 October 1949. To Goose Bay, 5 July 1951. To No.102 Marine Squadron, Dartmouth, 29 September 1951. To No.122 Marine Squadron, Patricia Bay, 24 November 1951. To Station North Bay, 13 January 1953. To Station Trenton, 17 February 1953. Promoted Flight Sergeant, 1 April 1953. To Station Holberg, 1 August 1959. To Station Vancouver, 8 August 1961. With Rear Party, Station Vancouver, 16 August 1964 to 9 September 1964. To Air Material Command Headquarters, 9 September 1964. To Station Comox, 28 June 1965. Retired 4 April 1966. Died in New Westminster, British Columbia, 3 January 1994.

This non-commissioned officer, a fully qualified deep sea diver, has on various occasions carried out outstanding diving operations on crashed aircraft, recovering the bodies of crew members and passengers under difficult conditions. On two occasions he dived on aircraft which were fully loaded with depth charges and recovered bodies. His courage and resourcefulness under dangerous and difficult conditions are most praiseworthy and a fine example to others.

Notes: Qualified as Navy Diver, Second Class, 1941 and Navy Diver, First Class, 1942. In 1945 he took an Instructor Course and thereafter taught other divers, including RCN divers.

Assessed 23 August 1948 - "The subject NCO has been, during the past 20 months, employed as NCO in charge Salvage and Diving Barge M-159. He has at all times carried out his duties and discharged his responsibilities in a highly satisfactory manner. In addition to his basic trade, Sergeant Begley is a first class diver and has, on many occasions, utilized these additional qualifications to the great benefit of the RCAF. The dress, deportment and character of this NCI are excellent." (F/L R.M. Beer).

On 26 November 1954 he wrote a summary of his experience. This included underwater construction and salvage, salvage of many types of aircraft, and construction of underwater portion of marine slipway at Coal Harbour. His work involved boat carpentry, painting and wire and rope rigging of vessels as well as acetylene welding.

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BEILHARTZ, P/O Harry John Gustav (J89749) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 29 October 1919. Home in Shellbrook, Saskatchewan; enlisted Vancouver 24 February 1942. To No.3 Manning Depot, 10 March 1942. To No.4 ITS, 20 June 1942; promoted LAC, 28 August 1942; to No.2 BGS, 12 September 1942; course completed 17 October 1942 when posted "elsewhere"; to No.1 AOS, 1 May 1943; promoted Sergeant, 17 September 1943. To "Y" Depot, Halifax, 1 October 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Commissioned 6 August 1944. Repatriated 13 June 1945. Released 19 September 1945. Postwar meat packer. Died in Prince Albert, Saskatchewan, 30 July 2009. 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 fortitude, courage and devotion to duty." DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 17 April 1945 when he had flown 31 sorties (152 hours 50 minutes) from 17 June to 2 December 1944.

As a navigator he has completed a tour involving many heavily defended German targets. Highly skilled, he has directed his aircraft to the target and avoided trouble. Always calm and courageous on operations, he has also been most co-operative in assisting ground training. A good leader and a fine officer.

The sortie list was as follows:

17 June 1944 - Oisemont (4.15)
23 June 1944 - Bientiques (4.20)
24 June 1944 - Bamieres (3.45)
6 July 1944 - Logueraux (4.10)
9 July 1944 - Mont Candon (3.40)
15 July 1944 - Nucourt (4.20)
28 July 1944 - Hamburg (5.30)

1 August 1944 - Ferme de Forrestel (4.03)
3 August 1944 - Foret de Nieppe (1.20, duty not carried out)
4 August 1944 - Bois de Casson (5.20)
5 August 1944 - St. Leu d'Esserent (3.35)
7 August 1944 - La Hogue (4.30)
18 August 1944 - Bremen (6.00)
27 August 1944 - Mimoyecques (3.15)
28 August 1944 - Brest (4.05)
10 September 1944 - Le Havre (4.00)
11 September 1944 - Castrop Rauxel (5.00)
12 September 1944 - Wanne Eickel (4.35)
15 September 1944 - Kiel (6.10)
6 October 1944 - Dortmund (6.35)
9 October 1944 - Bochum (6.10)
12 October 1944 - Wanne Eickel (4.55)
14 October 1944 - Duisburg (5.00)
14 October 1944 - Duisburg (5.20)
15 October 1944 - Wilhelmshaven (4.15)
25 October 1944 - Homberg (4.30)
28 October 1944 - Cologne (5.35)
30 October 1944 - Cologne (5.55)
1 November 1944 - Oberhausen (5.25)
2 November 1944 - Dusseldorf (5.05)
4 November 1944 - Bochum (5.10)
2 December 1944 - Hagen (7.00)

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BEIRNES, S/L Jack Rife (C13458) - **Distinguished Flying Cross** - No.438 Squadron - Award effective 24 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944 - Born 24 November 1914, Birtle, Manitoba.; pre-war home in Tofield, Alberta where he was educated, 1921-1936. Prewar he was employed as a pipefitter, farm labour, and for 13 years was a clerk in Rexall drug store (his father was a pharmacist) . He was also an Army Cadet, Tofield, 4 September 1927 to 22 November 1933 and built model aircraft. Applied to be an RCAF motor mechanic, 1934. Rejected. Assessment read, "He does not possess the nervous and physical stability necessary to withstand the stress of flying duties". Obtained Private Pilot's license, Edmonton and Northern Alberta Aero Club, June 1936. He acquired this to apply for a Short Service Commission in the RAF, having visited the UK in 1935 to enlist. At the time of his 1936 application he had 13.25 hours dual, 5.10 hours solo. He tried to enlist in RAF again in 1937 without success. As of 11 January 1940, when he applied again for the RCAF, he reported having 35 hours solo flying, 14 hours dual. Enlisted in Edmonton, 13 April 1940. Posted to No.1 Manning Depot, 16 April 1940; to No.1 ITS, Toronto, 29 April 1940; promoted to LAC, 24 May 1940 and posted to Edmonton Flying Club; to No.1 SFTS, Camp Borden, 20 July 1940; to

Station Trenton, 22 October 1940. Qualified for RCAF pilots wings, 30 November 1940 and promoted Sergeant. To No.1 ANS, Rivers, 1 December 1940 as staff pilot; to No.2 ANS, Pennfield Ridge, 12 August 1941 as staff pilot; promoted WO2, 1 December 1941; to No.118 (Fighter) Squadron, Dartmouth, 16 December 1941, subsequently serving there and Annette Island to 26 October 1943 (commissioned 1 July 1942, promoted Flying Officer, 12 October 1942 and Flight Lieutenant, 1 October 1943; married Gweldolen Firth, Edmonton, 12 September 1942). Posted to "Y" Depot, Halifax, 27 October 1943. Embarked from Canada, 1 November 1943; arrived in UK on 9 November 1943. With No.438 Squadron, 20 November 1943 to 14 November 1944 (promoted Squadron Leader, 13 October 1944). Repatriated to Canada, 15 November 1944 and placed on strength of Station Lachine to 4 January 1945. With No.2 Air Command, Winnipeg, 5-10 January 1945; with No.8 Repair Depot, Winnipeg, 10 January to 11 March 1945; to "Y" Depot, Moncton, 12 March 1945. Embarks from Canada, 18 March 1945; arrives in UK - 26 March 1945; to No.83 GSU, 5 April 1945; to No.438 Squadron, 6 April 1945. Killed in flying accident with No.438 Squadron, 1 June 1945 (Typhoon SW393); airborne on a practice flight, 1035-1045; 2,600 feet. Black smoke seen from exhaust; engine failed; tried to force land in a field. Starboard wing dropped and he crashed. Aircraft cartwheeled. He died 10 minutes later. Buried in Denmark. RCAF photo PL-22804 (ex UK-6828 dated 14 December 1943) taken after arrival in UK as a flight commander. Photo PL-22808 (ex UK-6832 dated 14 December 1943) is of "three pilots of the Wildcat Squadron" - F/L J.R. Beirnes (Tofield, Alberta), P/O J.C.W. Hope (Westmount, Quebec) and P/O J.E. Cornelison (Windsor, Ontario). Photo PL-28975 (ex UK-9797 dated 17 April 1944) shows him telling squadron mates about first operational flight over occupied territory. Photo PL-40908 (ex UK-8287 dated 23 February 1944) shows him in Hurricane cockpit. Award presented to next of kin, 9 December 1947.

In July, 1944, Squadron Leader Beirnes led a formation of aircraft in an attack on a vital railway bridge over the river Orne just south of Caen. In spite of intense anti-aircraft fire and much low cloud the attack was well pressed home and the bridge destroyed. In this well executed operation, Squadron Leader Beirnes displayed a high degree of skill, courage, and leadership. In August 1944 this officer again proved his skill when leading a formation in an attack against enemy mortar positions near the Forest of Grimbosq.

NOTE: Public Record Office Air 2/9160 has recommendation drafted 26 August 1945 when he had flown 136 sorties (144 operational hours).

This officer has completed nearly three years with his squadron, serving in Alaska and Canada before operating in No.83 Group.

He was a Flight Commander when the squadron, equipped with Typhoon bombers, became operational in March 1944. He took part in many operations preceding D Day, including attacks on radar targets and at once showed evidence of unusual enthusiasm and determination. On July 11th this officer led a flight of five aircraft against a vital railway bridge over the River Orne just south of Caen.

There was intense heavy and light flak and the cloud base was 5,000 feet. Nevertheless he led a brilliant attack which enabled the flight to score four hits with 1,000-pound bombs which destroyed the bridge. Squadron Leader Beirnes' bombs were the first to hit the target; his determination and leading on this occasion were of the very highest order.

Again on August 7th this officer led a flight against mortar positions near the Forest of Grimbosq. Although his target was small and very difficult to find and the flak defenses were the heaviest in the sector, this attack was pressed home so effectively that a special message of thanks was received from the army.

Squadron Leader Beirnes has commanded his squadron since July 28th, 1944. His enthusiasm and magnificent leadership continues to be an inspiration to all his pilots.

This was endorsed by G/C Paul Davoud on 26 August 1944 as follows:

A highly skilled and determined leader who sets a first-class example to his squadron. Steady and reliable and always enthusiastic. Strongly recommended for an immediate award of the Distinguished Flying Cross.

This was endorsed by the Air Officer Commanding, No.83 Group on 30 August 1944 and by Air Marshal A. Coningham on 1 September 1944. Final approval was given on 11 September 1944 by Air Chief Marshal Sir Trafford Leigh-Mallory, Air Commander-in-Chief, Allied Expeditionary Air Force.

BEIRNES, S/L Jack Rife, DFC (C13458) - **Bar to Distinguished Flying Cross** - No.438 Squadron (deceased). Award effective 3 September 1945 as per **London Gazette** dated 14 September 1944 and AFRO 1672/45 dated 2 November 1945.

Now on his third tour of operational duty, this officer has proved to be an outstanding squadron commander. In April 1945 Squadron Leader Beirnes led his squadron on a rail interdiction sortie which severely disrupted the enemy's lines of communication. On another occasion he led an attack on a light cruiser. His squadron scored six hits despite heavy opposition from anti-aircraft fire. The cruiser was set ablaze and was seen to be listing to port. This officer displayed coolness and courage throughout.

ADDITIONAL NOTES: On 8 July 1942 his Commanding Officer in No.118 Squadron, A/L A.D. Nesbitt, described him as "A highly efficient, keen and well trained pilot. A leader both on the ground and in the air". As of 24 January 1943 he was a flight commander with 1,200 hours. However, on 11 June 1943 he was tried by court martial for an incident on 28 March 1943 involving aerobatics below 3,000 feet; he had also damaged Kittyhawk AL226 on 14 February

1943. He lost seniority and was reprimanded for the aerobatics. Charges arising from damage to the aircraft were not proceeded with. His Alaskan tour was calculated at 193 operational hours.

His first mission overseas was 20 March 1944 (fighter sweep, Guernsey island, 1 hour) and on five occasions he flew three sorties in one day (6 June, 24 June, 2 August, 9 August and 2 October 1944); he flew **four** sorties on 18 August 1944, at the height of the Battle of Falaise. Overseas, on 4 June 1944, S/L F.G. Grant described him as "Particularly good flight commander on ground and outstanding in the air. Confident and self-assured on operations". On 27 October 1944, G/C Paul Davoud wrote, "A fine organizer and a brilliant fighter-bomber leader whose judgement was outstanding". His second tour was calculated at 133 hours. His last sortie on that tour had been 9 October 1944 (weather reconnaissance). However, on a Repatriation Form dated 26 October 1944 he claimed one enemy aircraft probably destroyed, that he had been twice damaged by enemy aircraft, ten times damaged by flak. He also stated he had flown 177 hours on Typhoons, 90 hours on Hurricanes, and 188 sorties. This seems excessive, even considering the brevity of some fighter-bomber missions, and may have included some flying on engine tests or other non-combat missions in the operational theatre.

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BELANGER, FS Eileen (W301510) - **British Empire Medal** - Station Scoudouc - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Enlisted in Quebec City, 21 January 1942. To Women's Training Depot, 12 February 1942 as Equipment Assistant. Served at No.13 SFTS, 14 March to 22 May 1942. Promoted Corporal, 20 May 1942. At No.6 Manning Depot, 22 May to 20 June 1942 when posted to Rockcliffe. Promoted Sergeant, 1 December 1942. Posted to Recruiting Centre, Quebec, 18 December 1942, serving there to 17 February 1943. At No.5 SFTS, 17 February to 25 March 1943. At No.6 SFTS, 25 March 1943 to 21 July 1943. To Halifax, 21 August 1943. To Newfoundland, 26 August 1943. To Composite Training School, 24 November 1943. To Eastern Air Command, 27 January 1944. Posted to Scoudouc, 17 February 1944. Promoted Flight Sergeant, 1 May 1944. To No.3 Release Centre, 15 September 1945. Retired 28 September 1945. Later married P.M. Stolze, New York. Award presented 18 December 1947.

Flight Sergeant Belanger has been the senior non-commissioned officer in charge of airwomen at this unit for eighteen months, during which time she has been outstanding in the efficient manner in which she has performed her duties. She has been tireless in her efforts to promote the welfare of personnel under her and her personal example has been an inspiration at all times.

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BELANGER, Sergeant Louis Joseph Ernest (R144636) - **Mention in Despatches** - No.143 Wing (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 31 March 1914. Home in Lasalle, Quebec; enlisted in Montreal, 25 November 1941 as "Tradesman" which was changed to Clerk/Stenographer, 17 December 1941. To Eastern Air Command, 21 February 1942. Promoted AC1, 25 February 1942. Promoted LAC, 1 July 1942. Promoted Corporal, 1 August 1942. Promoted Sergeant, 1 January 1943. To No.123 Squadron, 19 November 1943. To "Y" Depot, date uncertain, but probably connected to No.123 Squadron going overseas to become No.439 Squadron. Taken on strength of No.3 PRC, Bournemouth, 12 December 1943. Repatriated 12 March 1946. Released 9 April 1946. PL-33180 (ex UK-15798) shows Corporal Ernie Belanger (Ville Lasalle, Quebec), Flight Lieutenant Jack Bonner (Ottawa) and Corporal Len Simonson have fun with one of the wooden horses with which the Germans hoped to camouflage their airdromes in Holland from Allied prying eyes.

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BELANGER, F/L Maurice John (J10432) - **Distinguished Flying Cross** - No.113 Squadron (Canada) - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Ottawa, 25 June 1919. Educated in British Columbia; worked as a steward for one season on White Pass and Yukon Company Railway and one year as a Hudson Bay Company clerk, earning money for university. Also in Vancouver Sea Cadets, 1935-1938. Enlisted in Vancouver, 15 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940 when posted to No.8 EFTS; may have graduated 15 September 1940 but not posted to No.4 SFTS until 12 October 1940; graduated and promoted Sergeant, 20 December 1940. Attended No.1 ANS, 5 January to 3 March 1941. Instructed in navigation at No.3 SFTS (4 March to 18 May 1941) and No.11 SFTS (19 May 1941 to 8 May 1942). Commissioned 1 March 1942. To No.1 ANS (9 May to 9 June 1942). Had now compiled about 1,000 hours flying. Reported to No.113 Squadron on 27 June 1942 (123 sorties; left 12 May 1943). Active in training crews for No.113 (BR) Squadron. In period 25 September to 29 September 1942 he attacked submarines three times in the Gulf of St. Lawrence including one at night without flares. On staff of Station Sydney, May-November 1943. Posted overseas, arrived UK 31 January 1944. To No.21 (P) AFU (21 March to 25 April 1944), No.82 OTU (25 April to 16 July 1944), No.1659 HCU (16 July to 24 August 1944). Served in No.425 Squadron, 24 August 1944 to 1 February 1945 (20 sorties). Repatriated 15 February 1945; released 23 April 1945. Later worked for TCA. Died in Ladner, British Columbia, 31 March 2012. For added details on his work in Eastern Air Command, see W.A. Douglas, **Birth of a National Air Force** (Volume II of official RCAF history) and issues of **Roundel**, early 1965. RCAF photo PL-1538 shows LAC M.J. Belanger (Vancouver), LAC E.W.L. Campbell (Drumheller) and LAC A.C. Coles (Vancouver). Card says DFC and Bar sent by registered mail, 17 March 1947 but photo PL-16011 shows him with parents after investiture.

This officer has completed a total of 1,200 hours flying. His devotion to duty has set an example and has been a source of inspiration to the members of his squadron. In addition to demonstrating his ability as squadron navigator and pilot he has carried out three attacks against U-Boats, inflicting damage on one,

probably sinking a second and possibly sinking a third. Two of these attacks took place within a period of eighteen hours, during which time he was on continuous duty. During one attack, which was carried out at night, he displayed tenacity of purpose, courage and skill when taking advantage of occasional moonlight he pressed home a good attack at extremely low level.

NOTE: In at least one case (and perhaps all) the object of his attacks was **U-517**. Report of his first attack on a U-Boat gives date as 25 September 1942, time 0153 GMT, location 49°37" North 64°48" West. Hudson aircraft 624 of No.113 Squadron. Others in crew were P/O J.H. Houser (navigator, later Mentioned in Despatches and awarded DFC), Flight Sergeant D.C. Bullock (WAG, later Mentioned in Despatches and awarded DFC) and Corporal F.N. LeMarre (Radio Mechanic).

Description of Attack:

The Hudson aircraft, cruising at 2,000 feet, sighted a submarine off the starboard bow at a distance of one mile. The position is 35 miles east of the locality of our [Eastern Air Command] Thirtieth attack on the previous day, and it is quite possible that the same submarine was attacked.

The visibility in the moon path was 10 miles. The cloud cover was 7/10 at 3,500 feet and there was a light general haze. The wind direction was 350° True with a speed of about 17 knots.

The aircraft launched an immediate attack by manoeuvring to get the dark object sighted into the moon path and at the same time lose altitude. As soon as the U-Boat was recognized, a direct attack was made, although the identification was not positive until the separation distance was only 500 yards. Four 25-lb depth charges, fused for 25 feet, were released as a 40-foot spaced stick, from a height of 40 feet, at an angle of about 30° to the U-boat's port beam, while the submarine was still surfaced. A quick turn to port was completed and the conning tower machine gunned as the aircraft completed the turn.

Assessment of Attack

The crew report that the depth charges exploded on each side and within 10 feet of the U-Boat's hull, just ahead of the conning tower. No evidence of damage was seen following the attack, and within five minutes the moon disappeared behind heavy clouds. The aircraft stayed in the vicinity for 35 minutes. Due to this lack of evidence the assessment for this attack is "no damage". However the submarine must have received a terrific shock.

The execution of this attack was excellent. Although this was the first attack

made by this crew, it was carried out with decision and skill. Report of his second attack on a U-Boat gives date as 25 September 1942, time 1959 GMT, location 4734" North 62° 36" West. Hudson aircraft 624 of No.113 Squadron. Others in crew were P/O J.H. Houser (navigator, in first attack), Flight Sergeant D.C. Bullock (WAG, in first attack) and Sergeant R. Cameron (second WAG)

Description of Attack:

The second attack on a submarine this day was carried out by the same aircraft with almost the same crew, northwest of the Magdalen Islands in the Gulf of St. Lawrence. The aircraft was patrolling at 2,000 feet when a submarine was sighted at a distance of three miles, 30° on the starboard bow. It appeared to be the 740-ton type; guns were comparatively close to and aft of the conning tower, the larger one forward.

The visibility was about ten miles with a heavy haze and 3/10 alto-cumulous clouds at 4,000 feet. The wind direction was 240° at 21 knots.

An immediate attack was started and from a height of 50 feet, four 250-lb depth charges, fuzed for 25 feet, were dropped as a 40-foot-spaced stick, at an angle of about 45° to the starboard beam, while the deck of the U-Boat was still visible.

Assessment of Attack:

The depth charges overshot, but No.1 was seen to land within 5 to 10 feet of the hull. The others were spaced at 40 feet intervals away from the hull. Fifteen minutes later, a large air bubble came to the surface and a small oil slick developed. The submarine was probably only "slightly damaged" but must have received a good shock.

Report of his third attack on a U-Boat gives date as 29 September 1942, time 1723 GMT, location 4842" North 63° 55" West. Hudson aircraft "K" of No.113 Squadron. Same crew as in second attack (Houser, Bullock, Cameron).

Description of Attack:

The aircraft was returning from an anti-submarine patrol when it sighted and skilfully attacked a fully surfaced submarine and at the same time obtained an excellent photographic record of the event.

The weather was clear with unlimited visibility with 5/10 scattered cumulus clouds at 3,500 feet. Wind direction was 314° True with a speed of 31 knots.

The aircraft was cruising at 5,000 feet when the submarine was sighted 45° on the starboard bow. An immediate attack was started from a height of 50 to 60 feet, four 150-lb depth charges were dropped as a 40-foot spaced stick, on a line about 75° to the starboard beam of the U-Boat. 700 rounds of ammunition were fired at the submarine by the aircraft's machine guns.

The submarine was evidently of the 740-ton class. Decks and conning tower were painted battleship grey. Guns were close, fore and aft, of the conning tower, the larger one forward of, and farthest from, the conning tower. Railing were visible on the after deck. No net cutter was noted.

Assessment of Attack:

The depth charges were seen to explode straddling the hull slightly ahead of the conning tower while the conning tower was still visible. The U-Boat's bow then came up out of the water; all forward motion seemed to have ceased, and it then settled out of view. With the depth charges set 40 feet apart and with an individual lethal radius of 16 feet, the submarine's pressure hull should be damaged by three depth charges.

Unfortunately no evidence of damage was noted. Three flame floats and four sea markers were dropped to mark the position, but during the one hour and 55 minutes that the aircraft stayed in the vicinity, no air or oil bubbles were noted. The sea was very rough, so minor disturbances would not have been seen. The depth of water is about 150 fathoms. The relieving aircraft also patrolled this section but no reports were received of any further evidence at any time after the attack.

The series of pictures recording the attack includes one of the submarine taken at a distance of about half a mile just prior to the attack. The submarine was submerging broadside to the waves and the after deck was still visible. The next picture shows the depth charge disturbance and spray about 10 seconds after the explosion. This picture shows the wake of the submarine leading into the disturbed water, positive evidence of the accuracy of the attack. The next picture shows the depth charge disturbance with the submarine wake leading into it and a short wake on the other side, probably caused by the conning tower. The last picture shows the depth charge disturbance and the wake of the submarine after it had passed through the depth charge zone. From this picture it seems evident that the depth charge explosions had lifted the submarine, making it just break surface slightly. There was no further evidence of the presence of the submarine.

The series of photographs is quite complete, and forms a remarkable pictorial record of this attack. It is unfortunate that no evidence of damage to, or destruction of, the U-Boat was forthcoming, so that the crew could get full credit

for such an exceptionally executed attack. This attack was the third by this captain and crew. On the 25th September, just four days previous, they had carried out two attacks on enemy submarines in the Gulf of St. Lawrence.

BELANGER, F/L Maurice John (J10432) - **Bar to Distinguished Flying Cross** - No.425 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945.

Since being awarded the Distinguished Flying Cross, Flight Lieutenant Belanger has participated in attacks against such heavily defended targets as Kiel, Duisburg, Essen, Karlsruhe, and Cologne. He has on many occasions flown his damaged aircraft back to base without injury to his crew. On one of these occasions, in October 1944, this officer was captain of an aircraft detailed to attack Dortmund. On approaching the target, the bomber was illuminated by searchlights and heavily engaged by anti-aircraft fire. Displaying great coolness and superb airmanship Flight Lieutenant Belanger succeeded in evading the defences and pressed home a telling attack from low level. His determination and unflinching devotion to duty at all times, have set an inspiring example to the whole squadron.

DHH file 181.009 D.1510 (Library and Archives Canada RG.24 Vol.20600) has recommendation drafted by S/L J.E.G. St. Jean (acting Commanding Officer), 15 January 1945 when he had flown 778 hours 45 minutes (130 sorties in Canada, 20 sorties on current tour).

On the night of 6th October 1944, Flight Lieutenant Belanger, DFC, was pilot of a Halifax bomber detailed to bomb Dortmund, Germany. Approximately thirteen minutes from the target, his aircraft was coned for eight minutes and met constant barrages of heavy and predicted flak. Under this stress, Flight Lieutenant Belanger, exhibiting great coolness and superb airmanship, succeeded in evading the enemy defences. His mission was successfully completed and the bombing of the target was carried out at 10,000 feet instead of the predicted height of 15,000 feet due to violent evasive action.

On this, as well as on many other occasions, this intrepid officer has flown his crippled aircraft back to base without injuries to his crew.

An exceptionally keen and efficient pilot who has recently completed a second tour of operations over such heavily defended targets as Kiel, Duisburg, Essen, Karlsruhe and Cologne.

Flight Lieutenant Belanger has displayed unshakable determination and devotion to duty at all times which have been an inspiration to the whole squadron. I strongly recommend this highly capable and outstanding leader of men for the immediate award of a Bar to the Distinguished Flying Cross.

RCAF Press Release No. 1013 dated 7 January 1943, transcribed by Huguette Oates, reads:

A direct hit on a German submarine cruising close to the Canadian shore was scored by the "Canada-wide" crew of a Royal Canadian Air Force coastal patrol aircraft in the latter part of 1942, it was revealed at R.C.A.F. Headquarters today by Hon. C.G. Power M.C., Minister of National Defence for Air. With the usual caution against over-optimistic reports where direct evidence of the U-boat's destruction is not available, this was assessed as a "promising attack".

Flight Lieutenant M.J. Belanger, DFC, of Vancouver, B.C., was "skipper" of the crew composed of Pilot Officer, J.H. Houser, Hamilton, Ontario, Flight Sergeant D.C. Bullock of Winnipeg and Sergeant R.M. Cameron of Springhill, N.S. Thus Canada was represented from "coast to coast".

Major Power's announcement tells of a heavy attack on the U-boat as depth charges were rained down and machine gun bullets beat a tattoo on the enemy's hull. "This aircraft sighted the wake of a U-boat off its starboard bow", the official summary reads. "Speed of the U-boat was estimated at from eight to ten knots. The aircraft dived to attack and released a stick of depth charges across the U-boat's track while the U-boat was only partially submerged. The depth charges were soon to explode all around the hull slightly ahead of the conning tower. The U-boat's hull came up out of the water, and all forward motion stopped. It then appeared to settle straight down. The sea was very rough, under the influence of a 31-knot wind, and no evidence of wreckage, oil or air bubbles was observed during the time the aircraft remained in the area. Then running up to attack, 700 pounds of machine gun ammunition were fired at the U-boat which was of the 740-ton class, painted light grey."

The commanding officer's summary of the engagement, following perusal of photographs made by the attacking aircraft says: "In view of the photographic evidence which shows the submarine completely bracketed by depth charges, and in the light of ensuing events, it is reasonable to assume that the U-boat has been destroyed. Unless subsequent evidence proves differently, the crew of the aircraft should be credited with a kill."

Flight Lieutenant Belanger, the skipper, whose flying skill resulted in an officially credited "direct hit", was born at Ottawa, Ontario but his father, R. Belanger now resides at 4479 Blenheim Street, Vancouver, B.C. He trained at No.1 Manning Depot, Toronto; No.1 Initial Training School, Toronto; No.8 Elementary Flying Training School, Vancouver; No.4 Service Flying Training School, Saskatoon; and Central Navigation School, Rivers. He joined his present squadron in June of last year.

The Navigator was Pilot Officer J.H. Houser, whose father, W.H.A. Houser resides at 362 Herkimer Street, Hamilton, Ontario. He trained at No.4 M. Depot, Quebec, P.Q.; No.3 I.T.S., Victoriaville; No. 9 Air Observer School, St. John; No.6 Bombing and Gunnery School, Mountain View; and No.2 Air Navigation School, Pennfield Ridge, N.B., before joining the Bomber Reconnaissance squadron in June.

Flight Sergeant D.C. Bullock's home is at 318 Morley Street, Winnipeg, where his wife now resides. He enlisted at Vancouver and trained at No.2 Manning Depot, Brandon; No.2 Wireless School, Calgary; and No.3 Bombing and Gunnery School, Macdonald. He is Wireless Operator-Air Gunner and joined the squadron in March.

The other Wireless Operator-Air Gunner was Sergeant R.M. Cameron whose mother, Mrs. E.M. Cameron lives at Springhill, N.S. He enlisted at Moncton and trained at No.1 Manning Depot, Toronto; No.1 Initial Training School, Toronto; No.1 Wireless School, Montreal; and No.1 Bombing and Gunnery School, Jarvis. He joined the squadron in August.

This was one of three attacks by aircraft skippered by Flight Lieutenant Belanger on German submarines operating off the East coast and all were made within 113 hours. All of the members of his crew shared in the three attacks except Flight Sergeant Cameron who was replaced on one of the attacks by Corp. F.N. LaMarre, of Montreal, a radio technician who was on a test flight and is the only member of the squadron's ground crew to have been "in" on a "show" they would all like to see.

In first of the three attacks, Flight Lieutenant Belanger said it was just before midnight when he spotted a "white streak" on the sea immediately below. It was certainly a wake but there was some "yes it is – no it isn't" discussion before they caught the outline of the U-boat in the moon-path. The conning tower and the deck with forward gun were quite visible. "We came in on his tail and let go with a load of depth charges," Flight Lieutenant Belanger reported. "We circled and the conning tower was still showing... So we poured in a few rounds for good measure." Then the moon was clouded over and it was pitch black on the sea. Weather the next day prevented any check on the result of the attack if any were visible.

Flying Officer Houser, the navigator, was in his "office" in the nose of the aircraft. After he had checked everything for the attack, he said he sat back to watch the show. "The skipper kept going lower and lower. I was sure that he was going to ram the sub instead of bomb it," Houser said. Corporal La Marre

probably got the biggest thrill out of the attack. He had been overseas as a radio technician and his comment was "I had to come back to Canada to get a crack at those so and so's".

The second attack by the crew of the "Kayo", their name for their "skycrate" – came 14 hours later. Subs had been reported twice during the day but the U-Boats submerged before attacks were possible. "When we started our patrol, we knew there was at least one prowling around somewhere and it was just a case of catching him unawares," said Flight Lieutenant Belanger. "It was just about five o'clock when I spotted him off the starboard just as he surfaced. We caught him flat-footed... We let the bombs go while his deck was still awash and one of them dropped right beside him. As we came about on the return circuit, we could see the conning tower just disappearing and eight minutes later oil bubbles appeared." The next day an oil slick in the area of the attack was reported by another aircraft. "It was a honey of an attack and I'll bet they really got a shaking up", was Flying Officer Houser's report.

The last of three attacks was considered "the best of the lot" by the crew and was the one which Major Power officially announced today as "promising". "I spotted him fully surfaced... He was so far away he looked like a pencil passing through the water. He was dead ahead but I doubt if he saw us until we started pouring lead into him. "I think we had a perfect straddle with our depth charges and 700 rounds of ammunition were fired at good range." Houser who was, as usual, in the nose, said that it was "really a hot attack. "I could see the machine gun bullets splattering around the conning tower. In fact, when we were directly over and dropped our bombs, the conning tower was still out of water. It was the best attack of the lot. That sub sure took it on the chin and if they lived through that one... if they ever reach port, they'll think twice before venturing out again."

Flight Sergeant Bullock who took pictures of the attack said he climbed all over the captain to get his shots. "As soon as the sub was spotted, I grabbed the camera. I nearly broke the skipper's neck trying to get a shot of the sub through his window.... It was a dandy attack."

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BELL, F/O Andrew Gordon (J14413) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 6 June 1944 and AFRO 1660/44 dated 4 August 1944. Born 16 February 1918; home in Saint John, New Brunswick; enlisted in Moncton, 4 August 1941. Granted Leave Without Pay until 26 August 1941 when posted to No.5A Manning Depot. To No.12 Equipment Depot, 27 October 1941. To No.3 ITS, 5 January 1942; graduated and promoted LAC, 28 February 1942 but not posted to No.17 EFTS until 13 March 1942; ceased training, 7 May 1942 and posted to Trenton; to No.9 AOS, 6 June 1942;

graduated and commissioned, 25 September 1942. To "Y" Depot, 9 October 1942; to RAF overseas, 27 October 1942; promoted Flying Officer, 25 March 1943; promoted Flight Lieutenant, 25 June 1944. Repatriated 13 August 1945; retired 23 October 1945. Living in Montreal in 1954. Medal presented 5 October 1946. Died in Cote St.Luc, Quebec, 27 January 2002. Photo PL-35335 is portrait. 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 2/8780 has recommendation by W/C D.S. Jacobs dated 23 February 1944 when he had flown 24 sorties (164 hours 53 minutes).

24 July 1943 - Hamburg (6.25)
25 July 1943 - Essen (4.35)
27 July 1943 - Hamburg (5.20)
29 July 1943 - Hamburg (5.40)
30 July 1943 - Remscheid (5.30)
2 August 1943 - Hamburg (6.15)
7 October 1943 - Stuttgart (7.25)
20 October 1943 - Leipzig (7.24)
26 November 1943 - Berlin (7.51)
2 December 1943 - Berlin (7.30)
16 December 1943 - Berlin (7.21)
29 December 1943 - Berlin (6.46)
1 January 1944 - Berlin (7.36)
2 January 1944 - Berlin (6.50)
5 January 1944 - Stettin (9.13)
14 January 1944 - Brunswick (6.14)
20 January 1944 - Berlin (7.07)
27 January 1944 - Berlin (8.07)
28 January 1944 - Berlin (7.15)
30 January 1944 - Berlin (6.29)
15 February 1944 - Berlin (7.40)
19 February 1944 - Leipzig (7.28)
7 March 1944 - Le Mans (4.47)
15 March 1944 - Stuttgart (8.05)

Flying Officer Bell is well on the way towards completion of his present tour of operations. He has navigated his aircraft to numerous distant targets with considerable success. Flying Officer Bell has at all times set an inspiring example as a Navigator both by his skill and cheerful attitudes towards his duties. On one occasion, although practically overcome by sickness, he remained at his post and assisted his captain in pressing home his attack and was responsible for the safe return of the aircraft. I strongly recommend that this officer be awarded the Distinguished Flying Cross.

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BELL, F/O David (J35329) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 12 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born in Winnipeg, 18 March 1916; home there (automobile mechanic). Enlisted in Winnipeg, 15 September 1939 as Aero Engine Mechanic and taken on strength of No.112 Squadron Detachment. To No.5 (BR) Squadron, 29 September 1939. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 1 November 1940. Promoted Sergeant, 1 October 1941. To No.4 Repair Depot, 20 November 1941. To No.4 Manning Depot, 18 August 1942. Remustered to aircrew and posted on 9 January 1943 to No.6 ITS; may have graduated 19 March 1943 but not posted to No.12 EFTS until 26 March 1943; to No.5 SFTS on 15 May 1943; graduated and commissioned 3 September 1943 To "Y" Depot, 17 September 1943. Embarked from New York, 12 October 1943. Disembarked in Britain, 19 October 1943. Detached from No.3 PRC, Bournemouth, to No.50 Group Pool, 31 December 1943 to 21 January 1944. Detached to Station Netheringham, 16 February to 16 March 1944. To No.3 (Pilots) AFU, 16 March 1944. Attached to No.1539 Beam Approach Training Flight, 18-25 April 1944. To No.22 OTU, 30 May 1944. To No.61 Base, 23 August 1944. Attended Battle School, Dalton, 22 August to 14 September 1944. Attached to No.1659 Conversion Unit, 4 September to 14 October 1944. To No.429 Squadron, 14 October 1944. Killed in action 30 November 1944 (Halifax MZ288); name on Runnymede Memorial. Medal presented to next of kin (widow who was living in Yarmouth, Nova Scotia), 5 October 1946.

In October 1944, Flying Officer Bell was the captain and pilot of an aircraft detailed to attack Cologne. It was his first mission as captain. In the bombing run considerable anti-aircraft fire was encountered and the aircraft was hit. The flight engineer was wounded. Flying Officer Bell promptly directed another member of the crew to render first aid to his injured comrade. Almost as the bombs were released, the aircraft was again hit. The port aileron was broken in half and it became exceedingly difficult to keep the aircraft on an even keel but, displaying the greatest determination, Flying Officer Bell flew the badly damaged aircraft to the nearest available airfield in this country where he effected a masterly landing. This officer displayed great tenacity and devotion to duty in trying circumstances.

DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Volume 20627) has the original recommendation by W/C R.L. Bolduc dated 12 November 1944 when he had flown three sorties (20 hours 15 minutes).

On October 28th, 1944, Flying Officer Bell was detailed to attack Cologne on his first operational trip as captain of aircraft. When going in on the bombing run the aircraft was engaged by flak and sustained direct hits but Flying Officer Bell continued on his bombing run and released his bombs on the target. While waiting for the camera to operate the aircraft was again hit by flak and the engineer reported that he was wounded. The pilot ordered the air bomber to go

back and assist the engineer and to take over his duties. The mid-upper air gunner then reported that the port aileron was damaged but the aircraft was still flying normally. On reaching the French coast the aircraft started to vibrate very badly and the pilot saw that his port aileron was broken in half, the outer half being loose and flapping against the wing. The aircraft then started to yaw and the pilot had difficulty keeping course. He initiated emergency procedure as the aircraft seemed likely to go into a spin, and requested the navigator to give him a course to the nearest emergency landing field. On reaching our own coast the pilot reduced height and orbited to starboard, keeping the damaged wing high. He requested permission to land on a right-hand circuit and brought the port wing down to level flight only just prior to touching down. On touching down he attempted to hold the port wing up but the rudder had little effect in correcting the swing and to avoid running into a gun position the pilot deliberately swung the aircraft to port off the runway and came to rest in soft ground without further damage. On inspection the aircraft was found to be category "AC" due to enemy action.

It is considered that this pilot's exhibition of masterly flying combined with his determination to carry out his duty and return with his crew to this country fully merits the award of the Distinguished Flying Cross.

Notes: On form dated 26 January 1942, when applying for remuster, he stated that he had qualified as an Air Gunner on Stranraer aircraft, had flown 60 hours dual on Stranraers and 550 hours as a crewman.

Training:

At No.6 ITS, 11 January to 19 March 1943. Described as follows: "Good solid type who works hard and is keen on gaining all possible knowledge. Has had about 1,000 hours as Air Gunner and is determined to be best pilot in Air Force. Very confident and will always put up an argument. Second aircrew recommendation: Air Bomber." (W/C A.J. Hanchet-Taylor).

Course at No.12 EFTS was 29 March to 15 May 1943. Flew Tiger Moth aircraft (30.25 day dual, 35.20 day solo, five hours night dual). Of his time, 8.30 on instruments, 3.25 on dual navigation, 4.40 on solo navigation. Also logged twelve hours in Link. Needed nine hours five minutes dual to first solo. "This student has lots of ability but is not applying too well. Rough on controls at times. Navigation above average. Airmanship above average. Aerobatics weak. Other sequences average." (S/L H.E. King).

Course at No.5 SFTS was 17 May to 3 September 1943. Flew Anson aircraft (5.35 day dual to first day solo, 81.00 day dual, 58.55 day solo, 2.45 night dual to first night solo, 10.10 night dual, 10.15 night solo). Also flew 27.55 as passenger. Formation flying was twelve hours ten minutes, instrument flying was 32 hours 15 minutes. Also logged 25 hours in Link. Ground courses in

Airmanship (177/200), Armament (162/200), Navigation (147/200), Signals (174/200), Aircraft Recognition (68/100), and Meteorology (66/100). Air tests in General Flying (210/300), Instrument Flying (152/200), Navigation (114/150), Armament (100/150), Night Flying (74/100), Formation (36/50) and Link (38/50). "A reliable student who has carried out his duties conscientiously. Has average ability in flying and will develop with experience." (G/C H.G. Richards, 3 September 1943).

Course at No.3 (Pilots) AFU was 28 March to 30 May 1944. Flew Oxford aircraft (2.30 day dual to first day solo, 12.35 day dual, 16.25 day solo; 3.20 night dual to first night solo, 8.50 night dual, 11.20 night solo; of these times, 4.15 on instruments. Also flew 5.30 as passenger and logged five hours 25 minutes in Link. Tested on General Flying (250/400), Applied Flying (123/200), Instrument Flying (165/250), Night Flying (63/100) and Link (24/50). "A pilot of general average ability, keeping a steady standard throughout the course. He did not do very well on his Beam Approach Training Course although normal instrument flying is satisfactory." (S/L C. Bailey, 24 May 1944).

Course at No.1539 Beam Approach Training Flight was 18-24 April 1944 on Oxford aircraft (ten hours 30 minutes) and Link (five hours 15 minutes). Tested in Beam Approach Procedure and "Q" Codes in Link (94/200), Receiver Operation (50/100), Instrument Flying (125/250), Cloud and Night Flying (125/250) and General Application of Beam Approach Procedure (100/200). "Instrument flying just average. Cannot manage more than one thing at a time. Needs much practice. Only reached low average on S.B.A. Reactions very slow. Further course recommended." (25 April 1944, signature illegible).

Course at No.22 OTU was 30 May 1944 to 12 August 1944. Flew Wellington III aircraft (5.15 day dual to first day solo, 6.25 total dual, 6.40 at controls with another captain, 33.35 day solo; 5.45 night dual to first night solo, which was also total night dual, 7.20 night at controls with another captain, 23.50 night solo. Of these times, 25.25 on instruments. Also logged 13.40 in Link. Took part in five day cross-country and four night cross-country exercises, plus one "Eric" operation, one Bullseye, four fighter affiliation, one night interception exercise, two Flashlight exercises. Flying tests in General Flying (265/400), Applied Flying (155/200), Instrument Flying (195/250), Night Flying (72/100) and Link (25/50). Ground examinations in Airmanship (234/300), Armament (180/300), Meteorology (50/100), Navigation (120/200) and Signals (83/100). Assessed 70/100 in "Character and Leadership". On 13 August 1944 the Officer Commanding (a Wing Commander, signature illegible but looks like "T.H. Cool") wrote of him: "This officer has had previous aircrew experience as a Flight Engineer on Catalinas, and is a normal AFU trained pilot. Slightly above average pilot who works hard, and as can be expected, has taken a keen interest in his flying. Rather slow in correcting his errors during day and night conversion, but improved steadily during cross-country stage. Has a good average crew, and takes a keen interest in their abilities. An above average captain. HAS SET HIS HEART ONFLYING LANCASTERS."

He and his crew started their course at No.1659 Conversion Unit on 25 September 1944 and

finished it on 6 October 1944. W/C H.T. Miles wrote, "A good pilot, lots of personality, who has a keen, cooperative crew. Should do well in whatever they undertake." This crew consisted of:

J35329 F/O D. Bell (pilot)
J38782 F/O L.G. Watson (navigator)
R190905 Sergeant A.S. Thomson (WOP)
R222456 Sergeant H. or J.H. Kitchen (air gunner)
R169225 Sergeant W. or W.A. Streich (bomb aimer)
3000725 Sergeant P.F. Bolderston, RAF (flight engineer)
R258301 Sergeant G. McGregor.

This was the crew which took part in the action of 28 October 1944 (for which Bell was awarded the DFC and Bolderstone the DFM) and which were subsequently killed, 30 November 1944.

The website "Lost Bombers" has the following on his last sortie. Halifax MZ288, No.429 Squadron (AL-O), target Duisburg, 30 November/1 December 1944. This was one of two No.427 Squadron Halifaxes lost on this operation (the other was MZ867). Airborne at 1631 hours, 30 November 1944 from Leeming. Lost without trace; crew commemorated on the Runnymede Memorial. See above for crew list.

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BELL, F/O Donald Alexander Lloyd (J17535) - **Distinguished Flying Cross** - No.617 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 22 April 1916 in Battleford, Saskatchewan; home in Toronto (ex-Royal Canadian Artillery); enlisted there 3 March 1941. Granted Leave Without Pay until 14 March 1941 when posted to No.1 Manning Depot. To Trenton, 28 April 1941. To No.3 ITS, 9 June 1941; graduated and promoted LAC, 16 August 1941; posted that date to No.7 AOS; graduated 8 November 1941 and posted to No.3 BGS; graduated 20 December 1941 and promoted Sergeant; posted that date to No.1 ANS; graduated 19 January 1942 and posted on 20 January 1942 to "Y" Depot. To RAF overseas, 8 February 1942. Commissioned 23 April 1943. Promoted Flying Officer, 23 October 1943. Repatriated to Canada, 9 November 1944. Promoted Flight Lieutenant, 1 April 1945. Remained in postwar RCAF (20178), with rank of Flight Lieutenant as of 1 October 1946; promoted Squadron Leader, 1 January 1952. Medal presented 30 October 1945. Photo PL-33666 (ex-UK-15568, 6 October 1944) shows him under nose of Lancaster "Thumper Ha-Ha !" on completion of tour; caption describes him as a veteran of more than 60 sorties. Photo PL-33667 (ex UK-15569 dated 6 October 1944) shows him with S/L J.C. McCarthy, DSO. PL-33668 (ex UK-15570) also shows him with McCarthy. Photo PL-34159 is a portrait. Photo PL-45745 (ex UK-23323 dated August 1945) shows him on occasion of his marriage to Miss Angela Sierra (London). Caption says in part, "Miss Jesse Sierra was the bridesmaid for her sister and F/L W.B. Gammell of Brampton, Ontario was the best man." Photo PL-46178 shows him with his wife.

Flying Officer Bell has completed numerous operational missions, many of them against heavily defended targets in enemy territory. Several of his recent sorties have been completed in daylight in the face of intense enemy opposition. Even when the aircraft has been repeatedly hit and damaged by anti-aircraft fire, Flying Officer Bell has remained cool and unperturbed and has invariably guided his captain to the target with unfailing accuracy. The bombing results achieved have frequently been attested by excellent photographic evidence.

RCAF Press Release No.6830 dated 2 October 1944 from F/L Gorman Kennedy, transcribed by Huguette Mondor Oates, reads:

WITH THE RCAF IN BRITAIN: -- With more than 60 operational trips to his credit and still "rarin' to go" Flying Officer (J17535) Don Bell, of Toronto, Ontario, is just a little annoyed that orders have come through putting a stop to his excursions over enemy territory.

Bell, the 28-year-old son of Mrs. Mary Bell, 64 Campbell Avenue, Toronto, Ontario, is a Canadian navigator attached to the RAF's famous 'Dam Buster' squadron of Bomber Command. He's been flying with the RAF since arriving overseas in February, 1942, and is presently awaiting a posting to non-operational duties prior to returning to Canada on leave. During his tours, the former Bloor Street Collegiate student has been over practically every major target attacked by Bomber Command.

He was on the recent Tirpitz raid on Alten Fjord, Norway, --- he'll never forgive the Germans for the smoke screen they laid down that trip --- and a dozen other major missions which are still on the hush-hush list due to security reasons. The 'Dam Busters' are a very famous unit and very secretive unit, much of their work called special duties in the RAF, will remain unknown until the war is over. That's the reason that some of Bell's trips must remain nebulous!

When Flying Officer Bell enlisted in the RCAF in February, 1941, he was working in the sales department of General Steel Wares, Ltd., Toronto, Ontario. He tried originally to be a pilot but was re-mustered at initial training school in Victoriaville, P.Q., following his graduation and the award of his navigator's wing at MacDonald, Manitoba, in December 1941, he trained at Rivers, Manitoba, before being posted overseas with the rank of sergeant.

His first operational trip was over the Frisian Islands in a Wellington bomber in November 1942 although he and his crew had been stand-bys for the famous 1000-plane raids on Hamburg and Dusseldorf during the summer. He completed his first tour in Wellingtons, part of it taking in the Sicilian and Italian landings after he had seen action in the Battle of the Ruhr.

His memories of the tour are highlighted by the time he and his crew were based in Tunisia. "Sand and flies, sand and flies," he says, grinning ruefully at the recollection. "I never thought there could be so many flies in the world as we saw on the desert. They got everywhere you'd never expect a fly to get. Our skipper, Flying Officer Art Jackson, of Vancouver, B.C., used to organize fly hunts for us each morning when we came back from a trip. It was too hot to sleep so we didn't mind very much. We killed millions of them."

Bell thinks that the tour he put in on Wellington bombers, known familiarly as Wimpies, was tougher than his later efforts made in Lancasters and Mosquitos. He was commissioned in April, 1943, and officially finished his first tour in August of that year.

Following a tour as instructor at an operational training unit, he resumed his 'ops' career in February of this year, joining the 'Dam Busters' whose former commanders Group Captain Peter Cheshire, VC, and Wing Commander Guy Gibson, VC are world famous as pilots. His operational experience this time was largely confined to target marking and precision bombing missions. The submarine pens, flying bomb sites and dozens of other specialized targets were included in his experiences.

Now he's slated for instructional work and not very keen on it. He says it's going to be difficult getting along in the air without some flak or the odd Jerry intruder buzzing around to make things interesting.

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BELL, F/O Garnet Wagle (J24424) - **Distinguished Flying Cross** - No.550 Squadron - Award effective 10 May 1945 as per London **Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born in Yarmouth, Nova Scotia, 21 July 1921. Home in Toronto (student at University of Toronto); enlisted there 2 December 1941. Granted Leave Without Pay until 4 January 1942 when posted to No.1 Manning Depot. To No.9 BGS (non-flying duty), 20 January 1942. To No.5 ITS, 11 April 1942; graduated and prompted LAC, 6 June 1942 but not posted to No.13 EFTS until 1 August 1942; may have graduated 25 September 1942 but not posted to No.1 SFTS until 10 October 1942; graduated and commissioned 5 March 1943. To "Y" Depot, 19 March 1943; to RAF overseas, 26 March 1943. Reported to No.550 Squadron, 27 August 1944 (but No.550 Squadron says 27 September 1944). Crew listed in a photograph as follows: F/O.G.W.Bell, pilot; F/O.D.C.R. Hill or Hills, RCAF, navigator; F/O/B.H. Lowen, RCAF, air bomber; F/S.R.J.L. McElroy, flight engineer; Sgt.J.F.Noonan, wireless operator; F/S.D.E. Hookham, RCAF, mid-upper gunner; F/S.R. West, RCAF, rear gunner. To No.24 OTU, 15 February 1945. Repatriated 2 August 1945. Released 21 September 1945. Graduated from University of Toronto (Forestry) and pursued career in Kapuskasing. Retired to Oakville, 1986.

Died there 21 December 2008. Medal 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 Records Office Air 2/9069 (Part 2) has recommendation drafted 6 February 1945 when he had flown 31 sorties (186 hours one minute), 7 October 1944 to 22 January 1945.

7 October 1944 - Emmerich (4.10)
11 October 1944 - Fort Frederick Hendrik (3.15)
14 October 1944 - Duisburg (4.33)
14 October 1944 - Duisburg (5.52)
19 October 1944 - Stuttgart (7.06)
23 October 1944 - Essen (5.40)
25 October 1944 - Essen (5.05)
30 October 1944 - Cologne (5.51)
31 October 1944 - Cologne (5.20)
2 November 1944 - Dusseldorf (5.27)
4 November 1944 - Bochum (5.05)
6 November 1944 - Gelsenkirchen (4.37)
16 November 1944 - Duren (4.53)
18 November 1944 - Wanne Eickel (5.47)
21 November 1944 - Aschaffenburg (6.48)
27 November 1944 - Frieberg (7.02)
29 November 1944 - Dortmund (6.03)
3 December 1944 - Urft Dam (4.31)
4 December 1944 - Karlsruhe (6.22)
6 December 1944 - Merseburg (8.02)
12 December 1944 - Essen (5.55)
15 December 1944 - Ludwigshaven (6.33)
17 December 1944 - Ulm (7.41)
28 December 1944 - Munchen Gladbach (5.04)
31 December 1944 - Osterfeld (6.13)
2 January 1945 - Nuremburg (7.51)
5 January 1945 - Hanover (5.07)
7 January 1945 - Munich (9.02)
14 January 1945 - Merseburg (8.31)
16 January 1945 - Zeitz (7.26)
22 January 1945 - Hamborn (5.09)

This young Canadian officer has completed his first operational tour consisting of 31 sorties involving 186.01 hours operational flying as pilot and captain of a Lancaster aircraft.

Most of his sorties over enemy territory have been made against some of the

heaviest defended areas in the Reich such as Stuttgart, Hanover, Munich and the Ruhr, and against the vital oil plants at Merseburg, Zeitz and Hamborn. His firm determination to press on to the target through the heaviest enemy opposition and his ability to weigh up a difficult situation and execute his decisions with a firm resolve has inspired his crew with the utmost confidence in their captain.

He has set a very high example by his will to let nothing deter him in the execution of his duties and his cheerfulness throughout has been an inspiration to all who knew him.

Such a high degree of courage and devotion to duty well merit the award of the Distinguished Flying Cross.

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BELL, Sergeant (now P/O) Gordon Cecil Douglas (R61216/J15394) - **Distinguished Flying Medal** - No.404 Squadron - Award effective 3 June 1942 as per **London Gazette** dated 23 June 1942 and AFRO 1000-1001/42 dated 3 July 1942. Born in Orpington, Kent, 6 November 1919. Home in Edmonton (electrician); enlisted there 27 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 4 November 1940; posted that date to No.5 EFTS; to No.3 SFTS, Calgary, 22 December 1940; graduated and promoted Sergeant, 4 April 1941. To Embarkation Depot, 22 April 1941; to RAF overseas, 29 April 1941. Commissioned 1 May 1942. Promoted Flying Officer, 1 November 1942. Repatriated 4 February 1944. To No.2 Flying Instructor School, 21 April 1944. To No.124 (Ferry) Squadron, 8 June 1944. To No.170 (Communications) Squadron, 31 July 1944. Promoted Flight Lieutenant, 4 August 1944. To No.124 Squadron, 30 September 1945. To No.7 Release Centre, 22 October 1945. Retired 28 October 1945. Married a WAAF. Medal presented at Buckingham Palace 24 November 1942. Involved in the following aerial victories: **7 February 1942**. one Ju.88 probably destroyed; **9 February 1942**, one He.111 damaged; **14 June 1942**. one Ju.88 damaged.

On the 17th May, 1942, this airman was the captain of a Blenheim aircraft which took part in the attack on the cruiser "Prinz Eugen". Throughout the operation he displayed great skill. An enemy fighter which attempted to intercept was engaged and resolutely driven off. Flight Sergeant Bell has shown a fine fighting spirit and never hesitates to volunteer for a sortie when the occasion arises.

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BELL, P/O Harold Sproule (J87701) - **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 7 December 1916. Home in Calgary; enlisted there 22 June 1940 as Clerk/Accounts. To No.2 Training Command Headquarters, 3 July 1940. Promoted AC1, 1 October 1940. Promoted LAC,

1 January 1941. Promoted Corporal, 1 April 1941. Promoted Sergeant, 1 October 1941. To No.5 BGS, 15 October 1941. To No.3 BGS, 25 February 1942. Remustered for aircrew, 25 April 1942 when posted to No.2 ITS, reverting to LAC on 20 June 1942. To No.15 EFTS, 1 August 1942. Ceased pilot training and posted to Trenton, 2 September 1942. Posted to No.5 AOS, 26 September 1942; graduated and promoted Sergeant, 22 January 1943. To "Y" Depot, 5 February 1943. To RAF overseas, 6 February 1943. Promoted Flight Sergeant, 22 July 1943. Commissioned 7 July 1944. Repatriated 28 October 1944. To No.4 SFTS, 1 December 1944. To No.2 Air Command, 11 December 1944. Promoted Flying Officer, 7 January 1945. To No.3 SFTS, 11 April 1945. To No.6 Release Centre, 8 June 1945. Retired 12 June 1945.

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BELL, F/L Herbert Milton (C6053) - **Mention in Despatches** - Leeming - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded to No.6 Group HQ, 31 January 1945. Born 12 April 1903 in Rural Municipality of Dufferin, near Carman, Manitoba. Attended Wesley College (BA) and University of Minnesota (MA). Became a teacher in 1921, teaching in rural Manitoba until 1936 when he joined the teaching staff of the Winnipeg School Division. Home on enlistment given as Minnedosa, Manitoba. Enlisted in Winnipeg, 12 July 1941 as Administrative Officer and posted to Trenton. To No.5 ITS, Belleville, 11 August 1941 (in charge of motor transport). To No.3 ITS, Victoriaville, 24 November 1941. To No.7 ITS, 8 December 1941 (motor transport officer and Adjutant). Promoted Flight Lieutenant, 30 July 1942. To "Y" Depot, 2 May 1943. To RAF overseas, 31 May 1943, disembarking in UK, 15 June 1943. To RCAF Overseas Headquarters, 21-24 June 1943. To No.128 Airfield, 9 July 1943. To Headquarters, No.6 Group, 3 April 1944. To Station Leeming, 12 April 1944. To No.63 Base, 1 May 1944. To No.64 Base and promoted Squadron Leader, 2 April 1945. To No.62 Base again, 30 June 1945. To Repatriation Depot, 1 November 1945. Repatriated 16 November 1945; retired 17 December 1945. Postwar he taught at the Collegiate of United College, at Robert H. Smith Junior High School, and Gordon Bell High School. Principal of Fort Rouge School (1953-1954) and Lansdowne School (1954-1968). Retired 1968. Died in Winnipeg, 4 June 1977. See **Memorable Manitobans**. As of recommendation he had served 23 months in Canada, 19 months overseas.

This officer has held the position of Station Adjutant since April 1944, and has carried out his duties in a manner worthy of the highest praise. Flight Lieutenant Bell has applied himself wholeheartedly to the interests of the service and has worked long hours beyond normal requirements with complete disregard for his personal welfare and health. With his wide knowledge of service requirements and outstanding administrative ability, he has contributed in no small measure to the smooth and efficient administration of this station. Keenly interested in the airmens' welfare, he has championed the cause and been responsible for many improvements in their working conditions. Setting a fine personal example, Flight Lieutenant Bell has been largely responsible for producing a splendid spirit

of co-operation amongst the various sections of the station. This officer has earned the respect and admiration of all ranks and is a credit to the service.

Selected Assessments: "This officer is employed as Station Adjutant. He has been very conscientious in performance of his duties, and has been tireless in his efforts to perform his duties satisfactorily. Although he had not had any previous service experience, he has shown superior intelligence in learning his duties and with more experience will make a very capable Adjutant. In addition to this he has had many years of teaching experience and is therefore well qualified for the work at an Initial Training School." (W/C L.C. Russell, No.7 ITS, 13 January 1942).

"Has carried out the duties of Station Adjutant for the last ten months in an extremely capable manner. Experienced and competent in his trade and possessing very sound judgement, I consider him well qualified to assume a more responsible posting," (W/C V.F. Ganderton, Station Leeming, 31 March 1945). To this is added the following: "An exceptionally well qualified officer who places service requirements above all personal considerations." (W/C J.G. Giguere).

"S/L Bell has carried out the duties of S.A.D.O. in a conscientious manner at all times. I recommend the promotion of S/L to T/S/L as soon as possible," (G/C H.T. Miles, Station Tholthorpe, 8 October 1945)

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BELL, F/O James David (J11221) - **Distinguished Flying Cross** - No.218 Squadron - Award effective 28 September 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2386/43 dated 19 November 1943. Born in Montreal, 10 April 1916; home in Saint John, New Brunswick; enlisted Moncton, 28 May 1941. To No.31 BGS (guard), 3 July 1941. To No.1 ITS, 2 August 1941; graduated and promoted LAC, 18 September 1941 when posted to No.20 EFTS, ceased training, 25 September 1941 and posted to Trenton; to No.10 AOS, 23 October 1941; to No.1 BGS, 30 January 1942; to No.2 ANS, 3 March 1942; graduated and commissioned 13 April 1942. To "Y" Depot, 14 April 1942; to RAF Trainee Pool, 8 May 1942 although sources also indicate arrival in Britain, as 22 June 1942. To No.1 (O) AFU. 22 July 1942. To Station Cottismore, 22 August 1942. To Conversion Flight, 11 December 1942. To No.218 Squadron, 17 February 1943. Date of repatriation uncertain. To No.1 PTU, 31 May 1945. To Release Centre, 23 November 1945; retired that day. Award sent by registered mail 1 June 1948.

This officer is a navigator of high merit. He has completed a large number of sorties and his efforts have contributed much to the successes obtained. On a recent occasion during a flight to Berlin an electrical storm was encountered. Displaying great skill, Flying Officer Bell unerringly guided his pilot to the target which was successfully bombed. This officer has displayed commendable courage and resource.

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BELL, S/L James Frank MacDonald (J4821) - **Distinguished Flying Cross** - No.194 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 2 June 1944 and AFRO 1660/44 dated 4 August 1944. Born in San Cristobal, Argentina, 2 November 1918. Home in Las Rosas, Argentina;. Educated in the Argentine, 1927 to 1936; London University and Agricultural College, 1936-1939 when he returned to Argentina, serving in the army of that country, January to April 1940. Enlisted in Ottawa, 17 October 1940. To No.1 ITS, 9 November 1940; graduated and promoted LAC, 10 December 1940 when posted to No.10 EFTS; graduated 28 January 1941 when posted to No.5 SFTS; graduated and promoted Sergeant, 10 April 1941. Commissioned 11 April 1941. To "Y" Depot, 21 April 1941; to RAF overseas, 16 May 1941. To No.13 OTU, 7 June 1941. To No.139 Squadron (Blenheims), 29 August 1941. Squadron converted to Hudsons before emplaning for India, 18 February 1942. To No.62 Squadron, March 1942, No.139 having lost all its aircraft and being reformed as No.62 Squadron. Promoted Flying Officer, 11 April 1942; promoted Flight Lieutenant, same date; promoted Squadron Leader, 14 July 1942. To No.194 Squadron, 30 March 1943. In September 1943 the unit converted to Paratroop Dropping and Glider Towing, proceeding to India-Burma area for operations. To United Kingdom, 15 August 1944. As of that date he had flown 1,300 hours (500 operational). Repatriated to Canada, 25 September 1944. To United Kingdom again, 9 December 1944. To No.525 Squadron, 28 December 1944. To Transport Command, 3 September 1945. To No.435 Squadron, 30 October 1945. To Station Odiham, 1 April 1946. To Canada, 16 June 1946. Remained in postwar RCAF (20518). Taken on strength of AFHQ, 14 July 1946 (Foreign Liaison Section). To Staff College, Toronto, 3 September 1948. To No.1 Manning Depot, Toronto, 27 June 1949. Appointed Commanding Officer, OCS, London, Ontario, September 1950. Promoted Wing Commander , 1 September 1951. To AFHQ, January 1952 (Secretary to Chiefs of Staff Committee). To No.1 Air Division, Europe, 30 August 1954, attending NATO Staff College. To SHAPE, 5 February 1955 (on staff of Air Deputy). Appointed Acting Group Captain, 23 May 1956. To Canada, 19 June 1958. Reverted to Wing Commander, 25 June 1958. To AFHQ, February 1958 (VCAS/CPlans/DAI). Promoted Acting Group Captain, 28 February 1962 on posting to AFHQ and subsequent assignment to Geneva (Canadian Disarmament Delegation). To Downsview, 11 August 1965; confirmed as Group Captain, 15 September 1965. Died at Downsview, 8 November 1965; buried in family plot, Argentina, 8 November 1965 Medal presented 19 June 1945. . RCAF Photo PL-4315 (ex UK-32) shows a group of Argentine flyers, trained in Canada and now in Britain: Front row is P/O R.C. Lindsell, P/O R.P. Hughes, P/O D.P. Joyce, P/O A.B. Wheeler; Back row is P/O J.F.K. Sandys, P/O J.F.M. Bell, P/O G.C. Pruyer, P/O D.S. King. RCAF photo PL-27690 (ex UK-13520 dated 10 August 1944) is captioned as follows: "Squadron Leader Frank Bell, DFC (J4821) of Las Rosas, Argentina, RCAF pilot and flight commander of a Dakota squadron operating on the Burma front, who was 'gonged' recently for long and successful service and for his achievement in landing a Dakota at 'Aberdeen', inside Burma airstrip on Easter night after being badly shot up by a Zero and losing both engines. 'Squaddy' Bell, as he is known to all on the squadron, went to Canada to enlist in 1940, went overseas in 1941, and has been in India since February 1942.

Destined for Singapore, his squadron was diverted to Rangoon, was there two weeks, and then gradually moved back through Burma as the Jap's crushing advance continued." RCAF photo PL-44890 (ex UK-22473 dated 6 July 1945) shows, left to right, S/L J.F.M. Bell (La Santa Fe Province, Argentina), S/L J.T. McCutcheon (Hudson, Quebec) and S/L J.D. [J.F. ?] Mitchell (Saskatoon) in courtyard, Buckingham Palace, following all-Canadian investiture on 29 June 1945.

This officer has commanded his flight with great success during recent operations. He has completed a large number of flying hours and recently took an effective part in an operation involving nine sorties by night. His flying and leadership have always been of a high order.

NOTE: Public Record Office Air 2/9627 has recommendation drafted 6 April 1944 when he had flown 338 operational hours:

This officer has commanded his Flight with distinction during recent operations. He set a fine example of leadership and personal skill in carrying out nine night sorties to a strip in enemy-held territory during Operation THURSDAY. His flying and leadership have been of a high order at all times.

BELL, S/L James Frank MacDonald, DFC (J4821) - **Air Force Cross** - No.435 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1947 as per **London Gazette** of that date and AFRO 107/47 dated 28 February 1947. No citation in AFRO or biographical file. DHist file 181.009 D.1124 (RG.24 Vol.20595) has recommendation dated 4 April 1946. Had flown 1,525 hours, of which 1,020 were on operations, 90 in previous six months. Medal presented in Toronto, 30 November 1949.

Squadron Leader Bell has been employed on transport duties since October 1942. He was a flight commander on the first transport squadron to fly Schedule Services throughout India. His unit was then transferred to close support, where he did outstanding work in support of the 14th Army in the Arakan, supply work to the Imphal Valley, the airborne invasion of northern Burma and the subsequent supplying of Wingate's Column.

In January 1945, he joined long range transport squadron in the United Kingdom where he held the appointment of Squadron Leader Flying. He was invaluable in carrying important loads of passengers to points ranging from the Continent to the Far East.

In October 1945 he joined this unit as Squadron Leader in charge of Flying, where his knowledge and experience has been invaluable in the transforming and training of a new squadron into a highly efficient organization. His pleasing personality and devotion to his work has been an inspiration to the squadron.

Notes: Application for Operational Wing dated 17 August 1944 claims over 100 sorties (1,300 hours). These include Nos.62 and 139 Squadrons (Hudson and Blenheim aircraft, bombing and coastal work, 200 hours) and No.194 Squadron (300 hours on Dakotas). Work extending from 18 August 1941 to 12 August 1944.

A summary of his flying to 31 December 1956 indicated he had flown 2,114 hours 55 minutes, the principal types being - Fleet (50.00), Anson (97.00), Blenheim (116.30), Hudson (464.50), Dakota (963.10), Harvard (66.10), Expeditor (256.25) and North Star (99.00).

Selected Assessments: "Speaks fluent Spanish. Keen and reliable and can always be depended upon to do a good job. (W/C D. Halliday, No.139 Squadron, 16 February 1942, when he had flown 300 hours, 120 in past six months).

"Speaks and writes Spanish. Is a good leader, possessing tact and common sense. Has shown himself to be a good flight commander." (W/C A.C. Pearson, No.194 Squadron, 28 August 1943 when he had flown 800 hours, 200 in past six months).

"Two operational tours - bomber, transport, coastal - 100 sorties, 500 operational hours. Last sortie June 1944. Coastal operations, India - Paratroop training, India." (General report dated 12 September 1944).

"Squadron Leader Bell is responsible for liaison with RCAF and foreign Air Attaches in Ottawa." (W/C F.F. Lambert, Directorate of Air Intelligence, 28 October 1947)

"I had occasion to serve with Squadron Leader Bell in India and Burma, and during his present employment he has been under my command for two years and three months, Squadron Leader Bell has been posted to the RCAF Staff College, and I am genuinely sorry to lose his services. As Foreign Liaison Officer in the Directorate of Intelligence (Air), Squadron Leader Bell has performed his duties to my entire satisfaction. His language qualifications and excellent social qualities have prove of great value in his employment in the Foreign Liaison Field." (W/C F.F. Lambert, Directorate of Air Intelligence, 30 August 1948).

"Squadron Leader Bell has spent considerable time and thought in increasing the ability of his staff to be able to more accurately assess the 'officer like' qualities of the flight cadet trainees, Squadron Leader Bell has an easy going manner and pleasant personality. He generally takes considerable interest in all station activities. He has been doing good work as the Officer Commanding the Officer Selection Centre." (W/C J.L. Berven, 1 September 1950).

"Wing Commander Bell is a very capable, dependable and popular officer. His duties in DAI are largely administrative, involving, in addition to the directorate functions, the administration of our air attaches and matters pertaining to foreign attaches. In this field he is particularly capable. He has an extensive knowledge of diplomatic matters, meets people well, and has won for

himself and the RCAF a position of respect and prestige. He is a natural linguist, speaks Spanish fluently and has a working knowledge of French and Italian. All these attributes make him very suitable for employment in international assignments. He is in current flying practice on piston types but is not instrument rated. Wing Commander Bell and Mrs. Bell are very acceptable socially; their hospitality is genuine and in their own home they entertain well.” (G/C L.C. Dilworth, 15 January 1960).

“Wing Commander Bell has not been employed in DAI since his assignment to CCOS in February 1960. He is a very mature and capable officer with an excellent background and personality for exchange or liaison duties. He is popular with the staff and provides good supervision. His decisions are sound and his planning is realistic. He has accompanied the Prime Minister and the Minister for External Affairs on recent trips to Mexico and South America.” (G/C L.C. Dilworth, 24 May 1960).

Training: Course at No.1 ITS was 11 November to 9 December 1940. Courses in Mathematics (64/100), Armament, practical and oral (85/100), Visual Link (94/100), Drill (95/100) and Law and Discipline (91/100). Placed 71st in a class of 198. “Should make excellent pilot. High sense of responsibility with plenty of confidence. Very smart, plenty of initiative, keen, alert. Excellent personality, recommended for commission. “

Course at No.10 EFTS was 11 December 1940 to 28 January 1941. Fleet Finch - 26.55 dual, 23.05 solo, logged 4.20 in Link. “This trainee’s progress has been quite satisfactory since training began. A willing student with a keen intellect. Instrument flying is above average. Aerobatics average. Has good appearance and pleasing personality.” Ground courses in Airmanship (141/200), Airframes (124/200), Aero Engines (149/200), Signals, practical (45/50), Theory of Flight (63/100), Air Navigation (157/200), and Armament, oral (150/200). Rated 170/200 in Qualities as an Officer. Placed 24th in a class of 30. “Good steady type, ability average, deportment and appearance good.”

Course at No.5 SFTS was 28 January to 10 April 1941. Anson aircraft - 34.35 day dual, 40.15 day solo, 1.40 night dual, 8.40 night solo. Logged 16 hours in Link and 19 hours as passenger. “Good air sense and good judgement.” Scored 137/200 in Air Armament Exercises. Ground courses in Airmanship (152/200), Armament, written (84/100), Armament, practical (82/100), Air Navigation (151/200), Signals, practical (44/50), and Signals, written (81/100). Placed ninth in a class of 43. “Good type, should make good officer.”

RCAF Press Release No. 5352 dated 11 June 1944, transcribed by Huguette Oates, reads:

CANADIANS IN BURMA FRONT: -- Two West African soldiers in his Dakota seriously wounded and the aircraft badly shot up by a Japanese intruder, an Argentinian in the RCAF, S/L Frank Bell, weaved down to land on a lonely strip in Burma. He has been awarded the DFC.

A twenty-five year old cattle rancher, Bell has just received his “gong” but has not had much time to wear it as he flies with Troop Carrier Command, dropping supplies to troops in the Arakan and all parts of Burma. Frank’s Argentinian pals will tell you the young rancher is not “shooting the bull” when he tells you he can throw a bull and when you scan the rugged pilot, it’s not difficult to believe. Frank joined the RCAF in October 1940, and trained at Toronto, Mount Hope, Ontario, and Brantford, Ontario.

“We were flying West African troops into Burma by night and had asked for permission to land on a strip, when the fireworks broke loose,” said Bell, who participated in the last Wingate expedition into Burma. “Our navigation lights were on so the ground-crew would know we were friendly, but there was a Jap in the circuit and we didn’t know anything about it till he started to bang away. The Jap attacked the troop carrier first from dead astern, a long burst which damaged the Dakota port engine. The motor worked in “fits and starts” and as the Dakota dived and turned away, the Jap came in again and his second burst “packed up” the starboard motor.

“We were well south of the strip, with the Jap on our tail, so we got lined up with the runway and came in weaving so he couldn’t get another crack at us. We put our wheels down but had no brakes or flaps so we swerved off the runway into a paddy rice field and ripped off our undercarriage. The Jap, trying for a kill, swung around and came at us from the front and used us as a sitting pigeon for his cannon, but his aim was lousy. On a second run, the Jap tried to finish his job with a small bomb but it exploded 50 yards distant without doing any damage.” None of the crew was seriously hurt, but on checking the personnel in his aircraft, Bell learned one West African had been shot through the head and another through the chest. Only the same afternoon, Bell had as two passengers in the same aircraft, Oscar Fleming, Canadian Legion Auxiliary Services Officer and former Windsor, Ontario, barrister, and F/O Gerry Taylor, (5190 Queen Mary Road) Montreal, RCAF educational officer.

Before coming to the Far East, Frank flew for eight months from the United Kingdom on Blenheims, participating in daylight raids on France and shipping strikes off the coast of Norway. He headed for Singapore but ended up in Rangoon February 1942 and flew Hudsons on bombing raids and general reconnaissance. After the war, he plans to return to Argentina and operate his ranch.

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BELL, F/L Jerrold Walton (J7020) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 12 April 1943 as per **London Gazette** dated 16 April 1943 and AFRO 985/43 dated 28

May 1943. Born in Winnipeg, 26 November 1913; educated there including University of Manitoba 1931-1933. Operated Bell Logging Company, 1934-1937 and Bell and Claplaw Trucking Company, 1937-1940. Home in Victoria; formerly in Canadian Scottish (1939-1940). Enlisted in Vancouver, 14 December 1940 and posted to No.2 Manning Depot. To No.32 SFTS (guard), 6 January 1941. To No.1 ITS, 9 February 1941; graduated and promoted LAC, 15 March 1941 when posted to No.4 AOS; graduated 9 June 1941 when posted to No.1 BGS; graduated 19 July 1941 when promoted Sergeant; posted next day to No.2 ANS; graduated and commissioned 19 August 1941. To Embarkation Depot, 20 August 1941; to RAF overseas, 15 September 1941. Taken on strength of No.3 PRC, Bournemouth, 2 October 1941. To No.22 OTU, 14 October 1941. To No.419 Squadron, 19 March 1942. To No.425 Squadron, 1 August 1942. Promoted Flying Officer, 19 August 1942. Promoted Flight Lieutenant, 20 August 1942. Proceeded with No.425 Squadron to North Africa, 2-4 June 1943, returning to United Kingdom, 6 November 1943. To No.429 Squadron, 15 November 1943 (Squadron Navigation Officer). Promoted Squadron Leader, 2 December 1943. Shot down and taken prisoner, 24 March 1944 with that unit (see notes below). Safe in United Kingdom, 14 May 1945. Repatriated 1 June 1945. To No.3 Repair Depot, 12 June 1945. To Release Centre, 8 August 1945. Retired 6 November 1945. Member of RCAF Supplemental Reserve (General List), 23 November 1951 to 31 August 1954 in rank of Squadron Leader; employed sporadically at Tactical Air Group Headquarters. RCAF photo PL-26855 (ex UK-7354 dated 15 January 1944) shows, left to right, F/O J.H. Warkentin (Beausejour, Manitoba), S/L D.H. Kenney, DFC, AFC (Fredericton), S/L L.J.W. Bell, DFC (Victoria) and F/L C.H. Higgens (Nelson, British Columbia. Adjutant of No.429 Squadron), taken on occasion of presentation of bison head to No.429 Squadron. Award sent by registered mail to Winnipeg, 11 March 1947. Recommendation dated 21 February 1943 noted he had flown 26 sorties (124 hours 5 minutes).

The operations completed by this officer include several attacks on such difficult targets as Essen, Hamburg, Bremen and Dusseldorf. On every occasion he has displayed a high degree of courage, skill and initiative. As navigation leader of the squadron he exhibited outstanding powers of leadership which have contributed in no small measure to its repeated navigational success.

The website "Lost Bombers" offers the following information on his being captured. Halifax LV914 (AL-V) of No.429 Squadron was lost 24/25 March 1944 in a raid on Berlin. Bomb load was 56x30-lb and 450xthree-pound incendiaries. It was one of three No.429 Squadron Halifaxes lost on this operation (the others were LK805 and LW688). Airborne at 1859 hours, 24 March 1944 from Leeming. Pilot was F/O R.F. Conroy, RCAF, who remained at his controls to keep his aircraft stable whilst his crew successfully abandoned and lost his own life. He is buried in the Berlin 1939-45 War Cemetery. He had only recently returned to operational flying following his successful evasion in the wake of the Dusseldorf raid of 11/12 June 1943 (HE593, when he had been the sole survivor). Other in crew (all taken prisoner) were F/L G.W.McIntyre, RCAF, S/L J.W.Bell, DFC, RCAF, WO2 O.D.McLean, RCAF, F/L A.P.Smith, RCAF, Sergeant L.C.P.Spencer, RCAF, Sergeant G.Wilton. S/L J.W.Bell RCAF was held in Camp L1 (POW number 4131).

Notes: Application for Operational Wing, 28 December 1943, stated he had flown 28 sorties (147 hours 40 minutes), 2 May 1942 to 2 June 1943. Subsequently (18 May 1945) stated he had flown a total of 300 operational and 250 non-operational hours (47 sorties).

Assessed 15 February 1943 for service in No.425 Squadron - "A good officer whose excellent work and leadership has maintained a very high standard of navigation in the squadron."

Training: Interviewed in Vancouver, 14 December 1940 - "A very keen type. Has had a desire to join Air Force for past seven years. Tried RAF in 1923 [sic - 1933 ?], was referred to RCAF. Has shown good initiative by starting business for self so young and was fairly successful. Has always shown an independent nature in civilian life."

Course at No.2 ITS was 10 February to 10 March 1941. Courses in Mathematics (90/100), Armament, practical and oral (81/100), Sanitation and Hygiene (34/40), Signals (49/50), Drill (87/100), Law and Discipline (53/60). Placed fourth in a class of 153. "Very good material. Past five years owner and operator trucking concern, logging operations. Two years university. Responsible, confident. Active outdoor sports - special, fishing and shooting."

Course at No.4 AOS was 17 March to 9 June 1941. Anson aircraft (26.45 as first navigator by day, 30.20 as second navigator by day, 3.45 as first navigator by night, 6.05 as second navigator by night. In air work placed third in a class of 36. Ground training in DR Plotting (139/150), DR written (155/200), Compasses and instruments (117/150), Signals (95/100), Maps and Charts (83/100), Meteorology (78/100), Photography (81/100), Reconnaissance (79/100). Placed fifth in class of 36.

Course at No.1 BGS was 9 June to 21 July 1941. Battle aircraft (15.30 bombing, 6.45 gunnery, all by day). In Gunnery scored 14.2 percent hits in Beam Test, 3.7 percent in Beam Relative Speed Test and 12 percent in Under Tail Test. Rated in following categories - Bombing, written (108/150), Bombing, practical (124/159), Gunnery, written (76/100), Gunnery, practical (79/100). Placed fifth in a class of 33. "His ability to assume responsibility in civilian life has followed this man in the service. He realizes the seriousness of his job and has made every effort to fit himself for it. A good example to the other students. Well recommended for a commission." (G/C G.E. Wait, 21 July 1941).

Course at No.2 ANS was 21 July to 19 August 1941. Flew 9.10 as first navigator (day), 8.30 as second navigator (day), 8.30 as first navigator (night) and 11.50 as second navigator (night). "An average Air Navigator." Ground training in Astro Navigation, Plotting (110/150) and Astro Navigation, written (89/100). Placed 11th in a class of 32.

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BELL, FS John Kopf (R65428) - **Mention in Despatches** - No.408 Squadron - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943.

Born 11 July 1912 in New Glasgow, Nova Scotia; home there; educated at New Glasgow and Mount Allison University. Chemist's assistant in Montreal, 1939-1940. Enlisted in Halifax, 12 September 1940. Posted to No.5 (BR) Squadron, 8 October 1940. To No.1 ITS, 2 January 1941; graduated and promoted LAC, 2 February 1941; to No.1 AOS, 3 February 1941; to No.1 BGS, 27 April 1941; to No.1 ANS, Rivers, 21 June 1941; promoted Sergeant, 23 June 1941. To Embarkation Depot, 3 August 1941. To an RAF OTU in Canada that same date. Finally posted to RAF overseas, 5 September 1941, embarking 6 September 1941, arriving 16 September 1941. To No.16 OTU, 7 October 1941. To No.408 Squadron, 1 March 1942. Commissioned 17 September 1942. Promoted Flying Officer, 17 March 1943. To No.1659 Conversion Unit, 12 April 1943. To No.1664 Conversion Unit, 10 May 1943. Attached to No.6 Group Headquarters, 26 July to 11 October 1943. Attached No.8 Group, 17-21 August 1943. Promoted Flight Lieutenant, 17 December 1943. To Canada on Special Leave, 25 July 1944. Medically boarded and found unfit for further overseas service. To Release Centre, 29 November 1944. Released 14 February 1945. Died 9 March 1967. RCAF photo PL-28314 (ex UK-9452 dated 3 April 1944) taken alone after investiture; caption says that he was currently "Navigation Officer at a Canadian heavy bomber conversion unit in Britain", instructing newly arrived navigators and expecting a second tour soon. RCAF photo PL-28365 (ex UK-9188 dated 24 March 1944) shows him as a Flight Lieutenant after investiture, with friends Mrs. Rene Kennedy (Morton, Nova Scotia) and Mrs. M.J. Paul-Heihne (Nova Scotia and London, England. A detailed narrative of his career was compiled by Roger Sarty, "Uncle Bill's Service in Bomber Command, 1942-1944", **Canadian Military History**, Volume 15, Nos.3 and 4 (Summer/Autumn 2006); see <http://scholars.wlu.ca/cgi/viewcontent.cgi?article=1437&context=cmh&sei-redir=1&referer=http%3A%2F%2Fwww.google.ca%2Furl%3Fsa%3Dt%26rct%3Dj%26q%3Djohn%20kopf%2520%2520bell%26source%3Dweb%26cd%3D2%26ved%3D0CDMQFjAB%26url%3Dhttp%253A%252F%252Fscholars.wlu.ca%252Fcgi%252Fviewcontent.cgi%253Farticle%253D1437%2526context%253Dcmh%26ei%3Dvpt5UbjwHviq4AOD-QE%26usg%3DAFQjCNE-ls4oDFx4UL0MNjE0oVC8Tw8Hyw%26bvm%3Dbv.45645796%2Cd.dmg#search=%22john%20kopf%20bell%22>.

BELL, P/O John Kopf (J16345) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 15 June 1943 and AFRO 1338/43 dated 16 July 1943. Medal presented 21 March 1944.

Pilot Officer Bell has completed a large number of operational sorties against some of the most heavily defended targets in enemy territory including Lorient, Munich, Hamburg, St.Nazaire and the Ruhr. On one occasion in August 1942, his aircraft was badly damaged by an enemy night fighter just prior to reaching the target. Despite this the mission was successfully completed. With one engine useless and whilst over the sea the pilot experienced considerable difficulty in holding the rudders. Pilot Officer Bell immediately came to his assistance and by his co-operation and calmness contributed in a large measure to the safe return of the aircraft. At all times with a cool, quiet manner, Pilot Officer Bell has

displayed a fine fighting spirit, skill and initiative worthy of high praise.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 12 April 1943 when he had flown 28 sorties (158 hours 30 minutes). Sortie list and submission follows. The text is confused in that it mentions one "Mining" and one "Gardening" sortie when such operations were the same thing.:

7 June 1942	Rennes (5.35)
11 June 1942	Gardening (3.40)
16 June 1942	Lorient (6.25)
20 June 1942	Emden (4.45)
25 June 1942	Bremen (6.10)
21 July 1942	Duisburg (5.05)
26 July 1942	Hamburg (6.30)
29 July 1942	Saarbrucken (6.15)
31 July 1942	Dusseldorf (5.05)
4 August 1942	Lorient (7.10)
6 August 1942	Duisburg (4.55)
15 August 1942	Dusseldorf (4.50)
17 August 1942	Osnabruck (6.20)
18 August 1942	Flensburg (6.20)
28 August 1942	Saarbrucken (6.25)
10 September 1942	Dusseldorf (5.10)
13 September 1942	Bremen (5.45)
9 January 1943	Gardening (4.50)
14 January 1943	Lorient (6.35)
7 February 1943	Lorient (5.40)
13 February 1943	Cologne (2.50)
16 February 1943	Lorient (6.20)
3 March 1943	Hamburg (5.25)
9 March 1943	Munich (9.30)
12 March 1943	Essen (3.15)
22 March 1943	St. Nazaire (5.45)
3 April 1943	Essen (4.30)
10 April 1943	Frankfurt (7.25)

Pilot Officer Bell has carried out operations against some of the most heavily defended targets in Germany. These operations included sorties to the following: Rennes (1), Lorient (5), Emden (1), Bremen (2), Mining (1), Duisburg (2), Hamburg (2), Saarbrucken (2), Dusseldorf (3), Osnabruck (1), Flensburg (1), Gardening (1), Cologne (1), Munich (1), Essen (2), St. Nazaire (1), Frankfurt (1).

Throughout his tour, this officer under a calm, quiet manner has shown fine

offensive spirit, skill and initiative. During his tour he has led his pilot into targets so as to bring back pictures showing a fine record of achievement.

On the night of 6th-7th August 1942, this officer was navigator in a Hampden which had been shot up badly by a night fighter just prior to reaching the target, Duisburg. The captain of this aircraft carried on and bombed the target, proceeding home when his port engine failed. Whilst over the sea, the pilot's leg became so tired that he was unable to hold rudder any longer, and Pilot Officer Bell helped him by taking hold of the rudder bars with his hands, thereby taking part of the strain away from the pilot. He managed to hold on to the rudder bars from thereon until the aircraft made a crash landing at Lakemouth. It is felt that his cooperation and calmness and devotion to duty contributed in a large measure to the success of this operational flight.

Notes: On repatriation form dated 19 July 1944 he stated he had flown 28 sorties (169 hours 20 minutes).

On another form (19 July 1944) he stated that his preference for future flying was to be on Mosquitos. His total overseas flying (operational and non-operational) was 344 hours 25 minutes.

When medically boarded, he described his tour - "I had a severe tour of operations with a great deal of nervous strain. Our targets were difficult. We were shot up on three occasions, crash landed once and attacked by fighters on various occasions,"

Training: Interviewed 12 September 1940 in Halifax. "Good type for air crew. Just over age for piloting. Should prove successful as Observer. Well educated, Recommend."

Course at No.1 ITS was 4 January to 3 February 1941. Courses in Mathematics (90/100), Armament, practical and oral (83/100), Signals (99/100), Drill (90/100) and Law and Discipline (90/100). Placed eleventh in a class of 37. "Excellent observer material. Mature, dependable and cautious airman, good team spirit and quite serious about his work."

Course at No.1 AOS was 3 February to 27 April 1941. Anson aircraft - 31.26 by day as first navigator, 27.24 by day as second navigator, 3.15 by night as first navigator, 3.10 by night as second navigator. "Above average - 16th out of 40. Work in air was quite good. In spite of a slightly nervous temperament his work and judgement are quite good." Ground School courses in DR Plotting (98/150), DR/DF/WT written (153/200), Compasses and Instruments (104/150), Signals (95/100), Maps and Charts (50/100), Meteorology (88/100), Photography (62/100) and Reconnaissance (56/100). "Average, 31st out of 40. Not very quick to catch on. Slow worker. Not very sure of self at first but showed improvement as his marks indicate."

Course at No.1 BGS was 12 May to 23 June 1941. Battle aircraft - 15.15 day bombing and 8.20

day gunnery. Dropped 57 bombs high level and 22 low level. Fired 1,920 rounds in air. Examined in Bombing, written (120/150), Bombing, practical (128/150), Gunnery, written (86/100) and Gunnery, practical (80/100). Placed fifth in a class of 43. "This man in spite of a quiet, reserved manner has many fine qualities. He is keenly interested in his job. His work has been very good throughout the Course. He is confident in his actions. Will make a good observer and may be considered as good officer material." (G/C G.E. Wait).

Advanced Air Observer Course at No.1 ANS, 23 June to 22 July 1941. Anson aircraft - 6.25 by day as first navigator, 6.10 by day as second navigator, 9.20 by night as first navigator, 8.35 by night as second navigator. "A competent navigator." Marked in Astro Navigation Plotting (103/150) and Astro Navigation written (66/100). Placed 22nd in a class of 45. "Although he worked hard he did not give the impression of finding the course difficult."

Course an No.16 OTU was 7 October 1941 to 22 February 1942. Flew in Hampdens, 16.10 by day and 11.30 by night. Dropped 11 bombs high level, six in high glide and 12 low level. "Keen and capable - bombing results quite good. Spare observer, unfortunate in not having his own pilot."

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BELL, W/C Lennox Gordon (C25773) - **Member, Order of the British Empire** - No.2 Air Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 11 June 1903. Home in Winnipeg, Manitoba. Graduated as MD from University of Manitoba, 1928. He then went to London where he carried on with postgraduate studies at Guy's Hospital, the National Hospital for Nervous Diseases and the National Heart Hospital. In 1930 he attained Membership in the Royal College of Physicians. Returning to Winnipeg, Dr. Bell engaged in medical research at the University of Manitoba from 1930 to 1932, following which he was appointed Director of the Out-Patients' Department of the Winnipeg General Hospital, a post which he held until 1949, plus rising in ranks at the Faculty of Medicine (with time-out for RCAF). Enlisted in Winnipeg 30 April 1943 in Medical Branch with rank of Squadron Leader and taken on strength of No.8 Repair Depot. To No.6 ITS, 6 July 1943. To No.2 Training Command, 9 August 1943. To No.8 Repair Depot, 12 August 1943. To No.2 Training Command Headquarters, 17 March 1944. Promoted Wing Commander, 1 January 1945. Retired 30 November 1945, remaining in Winnipeg. In 1949 he became the first full-time Dean of the Faculty of Medicine, Professor and Head of the Department of Medicine and Physician-in-Chief at the Winnipeg General Hospital. He held these positions until 1966 when ill-health caused his retirement as Dean Emeritus. Physician-in-Chief of Winnipeg General Hospital as of 1950. He was elected to the Fellowship of the Royal College of Physicians of Canada, the Royal College of Physicians of London and the American College of Physicians. He was awarded the honorary degree of LL D by Queen's University (1954); Officer, Order of Canada (17 December 1971; "Dean Emeritus of Medicine, University of Manitoba. For his contributions to medicine, particularly as a teacher." . He served as Vice-President and Member of the Council of the Royal College of Physicians and Surgeons of Canada, as well as being a

member of the Medical Advisory Committee of the National Research Council. MBE presented 2 May 1948. Died in Winnipeg, 11 February 1973.

This officer, in his capacity as Command Consultant in Medicine and President of a Regional Medical Board, has not spared himself in his efforts to establish the highest standard of medical practice in the service. He has been entirely successful in accomplishing his aim and, through this and his unflinching tact and example, he has also performed an outstanding achievement in promoting harmony and co-operation with the other services and the civilian medical authorities.

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BELL, Sergeant Ronald George (R76955) - **Distinguished Flying Medal** - No.408 Squadron - Award effective 1 September 1942 as per **London Gazette** dated 22 September 1942 and AFRO 1653/42 dated 16 October 1942. Born in Kelowna, Saskatchewan, 5 June 1915; home in Vancouver (salesman); enlisted in Edmonton, 17 December 1940 and posted to No.2 Manning Depot. To No.2 BGS, 16 January 1941 (guard). 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 promoted Sergeant, 13 September 1941. To Embarkation Depot, 14 September 1941. To RAF overseas, 3 October 1941. Commissioned, 15 September 1942 (J17824). Killed in flying accident, 9 November 1942 (crew of five, fighter affiliation exercise).

One night in August 1942, this airman was the pilot of an aircraft detailed to attack Duisburg. Whilst over the target area his aircraft was attacked by an enemy fighter from close range. Diving steeply, Sergeant Bell evaded further attacks but his aircraft sustained extensive damage. The elevator, port ailerons and fuselage were all pierced, the port petrol tanks were riddled while the hydraulics were shot away and one of the gun cupolas was smashed. The wireless operator was injured and Sergeant Bell was badly cut on the right hand by splintered perspex. Despite this he made another run over the target and bombed it. Shortly after leaving the target area one of the engines failed and the aircraft spun towards the ground. Sergeant Bell, however, skilfully regained control and eventually flew his damaged bomber back to an aerodrome in this country where he executed a skilful crash landing. In face of harassing circumstances this airman displayed great courage and devotion to duty.

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BELL, F/L Roy Gordon (J9673) - **Distinguished Flying Cross** - No.221 Squadron - Award effective 23 November 1943 as per **London Gazette** dated 30 November 1943 and AFRO 166/44 dated 28 January 1944. Born in Winnipeg, 16 July 1920; educated there, 1926 to 1936. Attended University of British Columbia, 1937-1940 (Arts and Commerce, no degree) with

summer jobs with Bloedel and Stewart, Vancouver Racing Association and International Business Machines. Home in Vancouver; enlisted there 9 May 1941 and posted to No.2 Manning Depot. To No.2 BGS (guard), 23 May 1941. To No.4 ITS, 14 July 1941; graduated and promoted LAC, 16 August 1941; posted next day to No.8 EFTS; graduated 7 October 1941 and posted next day to No.3 SFTS; graduated and commissioned 2 January 1942. To "Y" Depot, 3 January 1942; to RAF overseas, to RAF Trainee Pool, 24 January 1942; disembarked in Britain, 19 February 1942. To No.14 AFU, 27 April 1942. To No.7 OTU, 7 July 1942. Promoted Flying Officer, 1 October 1942. To Middle East, 2 December 1942. To No.22 Personnel Transit Unit, 4 December 1942. To No.458 Squadron, 4 January 1943. To No.221 Squadron, 31 March 1943. Promoted Flight Lieutenant, 4 September 1943. To United Kingdom, 30 October 1943. To No.1 Torpedo Training Unit, 14 November 1943. Repatriated 14 January 1944. To No.1 GRS, 24 February 1944 to instruct. To No.168 (Heavy Transport) Squadron, 23 August 1944. To No.165 (Transport) Squadron, 29 November 1944. To Pennfield Ridge, 11 January 1945 for transport conversion course. To No.165 (Transport) Squadron again, 1 April 1945. To No.8 Release Centre, 31 October 1945. Retired 30 November 1945. Chartered Accountant. Died in Surrey, British Columbia, 13 December 1969. Medal presented 10 January 1945.

This officer, now on his second tour of operational duty, has taken part in a large number of sorties, including shipping strikes, anti-submarine patrol, convoy escort and bombing attacks. In May 1943, he attacked an enemy convoy off the coast of Italy and, in spite of intense and accurate anti-aircraft fire, obtained a direct hit on one of the vessels. On another occasion, while on a shipping strike from Tunisia, Flight Lieutenant Bell located and attacked a large enemy merchant vessel escorted by three destroyers. In the face of intense opposition he obtained direct hits on the merchant vessel and one destroyer, both of which were sunk. This officer has at all times displayed the utmost keenness and pressed home his attacks with great determination.

Notes: Accident on 15 August 1943, night operations, Wellington VIII, serial LB225, category "E" (unrepairable). Crew were J9673 F/O Bell (first pilot), 131630 P/O Venables (second pilot), 1252166 FS Luther (navigator), R88141 Sergeant Cameron (first WOP), R72930 Sergeant Dorion (special equipment operator) and 548024 FS Harburn (air gunner). Bell had flown 430 hours (180 hours on type). Took off at 0030 hours and proceeded to convoy. Port engine emitted sparks and white smoke, cleared and then began cutting. Retuned to Luqa. Arriving at base he noted gradual loss of power in port engine. Lowered undercarriage and approached flare path. "I levelled out on runway and immediately decided I could not pull up in the length of runway left, so I pulled off the left, I collapsed the undercarriage. The aircraft caught fire but all the crew escaped." The CO, W/C H.J. Shaw, wrote, "Pilot came in, tending to overshoot, but touched down slightly too fast. He was correct to collapse the undercarriage when he saw he could not pull up in the space remaining. He would have done better to have jettisoned his depth charges at first sign of engine trouble." Conclusion - "The accident was due to an error of judgement on the part of the pilot when making an approach under difficult conditions."

Application for Operational Wing dated 4 January 1944 stated he had flown 39 sorties (289 hours) with Nos.458 and 221 Squadrons, November 1942 to October 1943.

Application for transport training, 10 August 1944, stated he had flown 40 sorties (287 hours five minutes) on convoy escorts, anti-submarine hunts, night torpedo bombing, medium level bombing as night bombing. Types flown to date were Tiger Moth (30.10, all day), Anson (36.00 day and six hours night), Oxford (22.00 day, 8.35 night) and Wellington (290.00 day, 265.00 night) and "other flying" (150 hours) for a total of 804.45.

Assessments: Report dated 11 November 1943 covering period from 3 April 1943 to 27 October 1943 with No.221 Squadron. Had flown 275 hours 50 minutes in previous six months. "This officer has completed a successful tour of operations, during part of which he has been Assistant Flight Commander (Flight Commander for one month), carrying out these duties with zeal and energy, getting the best from his crews. Inclined to be slightly impetuous." (S/L J.H. Hoskins).

Assessed 26 June 1944 at No.1 GRS: "This officer's work as an instructor at this Unit has been very good, and his operational experience has proved to be of considerable value to the school." (S/L J.W. Hoadley).

Recommended for Air Force Cross, 31 July 1945 by W/C E.B. Hale (No.165 Squadron), at which time he had flown 1,120 hours 40 minutes (200 in previous six months). Stated he had flown 39 sorties (287.05). Although not approved, the citation bears quoting:

Flight Lieutenant Bell has proven himself to be an extremely reliable and capable pilot, overcoming all obstacles encountered in the air in such a cool and efficient manner as to command the confidence and respect of all his associates.

Training: Interviewed 31 March 1941. "This candidate has good experience, keen to serve. Appears to be good material for aircrew."

Course at No.4 ITS was 15 July to 16 August 1941. Courses in mathematics (77/100), Armament, practical and oral (77/100), Signals (100/100), Hygiene and Sanitation (34/40), Drill (71/100), Law and Discipline (58/60). Scored 75 percent in Visual Link. Placed 131st in a class of 243. "Average type - cheerful - decisive - will improve with further service experience."

Course at No.8 EFTS commenced 20 August 1941. Tiger Moth aircraft (27.35 dual, 30.10 solo; of this 8.15 on instruments). Ten hours in Link. "An average student in all sequences. Needs further in forced landings." Ground courses in Airmanship (174/200), Airframes (63/100), Engines (72/100), Signals, practical (86/100), Theory of Flight (60/100), Air Navigation (110/200), Armament, oral (144/200), Qualities as Officer (150/200). Placed 17th in a class of 35. "Has ability and commission qualities. Needs developing."

Course at No.3 SFTS was 7 October 1941 to 2 January 1942. Anson aircraft (33.20 day dual, 35.10 day solo, 6.20 night dual, 5.55 night solo - 16.05 on instruments) and Cessna (4.10 day dual of which 3.45 was on instruments). Spent 20 hours in Link. "Average - with more experience and thought he will improve." Courses in Airmanship and Maintenance (154/200), Armament, written (74/100), Armament, practical (73/100), Navigation and Meteorology (180/200), Signals, written (48/50), Signals, practical (100/100). "Pleasant personality; restless, youthful manner, intelligent and well educated. Should develop into useful officer when he steadies down with experience."

Transport Conversion Course at Pennfield Ridge, 22 January to 30 March 1945. Flew Dakota and Beechcraft machines (10.35 day dual, 19.55 day as second pilot, 8.00 night dual, 14.15 night as second pilot, 20 hours in Link). Ground examinations in Airmanship (94/100), Engines (82/100), Meteorology (96/100), Navigation (170/200), Signals, written (85/100), Morse (98/100), Radio Range (85/100). Flying Tests in General Flying (300/400), Instrument Flying (198/250), Link (40/50). "An above-average co-pilot. Good high class captain material." (W/C, illegible, 2 April 1945)

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BELL, F/L William John (C15953) - **Member, Order of the British Empire** - No.205 Group Headquarters - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Born 19 February 1915 in Huron Township, Bruce County, Ontario (RCAF press release announcing award). Teacher for five years. Home in Ripley, Ontario; enlisted in Hamilton, Ontario, 19 May 1941 and posted to No.1 Manning Depot. Posted overseas, 8 January 1942. Repatriated August 1945. Retired 10 October 1946. Medal presented 13 July 1945. No citation in Canadian sources. Public Records Office Air 2/9056 has recommended citation.

This officer is the Group Radar Officer. He has been beset by many difficulties and equipment has been in short supply. Flight Lieutenant Bell has shown exceptional keenness and untiring energy in improvising and it is largely due to his efforts that the Group has been able to fit and operate so efficiently. Besides his work with No.205 Group, Flight Lieutenant Bell has spent much time in obtaining radar equipment for other units in the Command and has assisted them in its full maintenance. He has shown fine technical capabilities and excellent powers of organization.

* * * * *

BELL-IRVING, F/L Duncan Gordon (J10640) - **Mention in Despatches** - No.21 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born 28 January 1921 in Havana, Cuba; educated in Vancouver, 1927 to 1939 and Royal Military College, 1939-1941; Sea Cadet, 1933-1936 and Seaforth Cadets, 1936-1938.

Enlisted in Saskatoon, Saskatchewan, 10 June 1941 and posted to No.2 Manning Depot. To No.7 Equipment Depot, 14 June 1941. To No.2 ITS, 7 July 1941; graduated and promoted LAC, 24 September 1941 when posted to No.2 EFTS; graduated 21 November 1941 when posted to No.2 SFTS; graduated and commissioned, 13 March 1942. To Central Flying School, Trenton, 29 March 1942. To No.3 SFTS to instruct, 17 May 1942. Promoted Flying Officer, 1 October 1942. To No.36 OTU, 20 July 1943. To "Y" Depot, 4 October 1943. Embarked from Halifax, 22 October 1943; disembarked in Britain, 30 October 1943. To No.60 OTU, 30 November 1944. Posted to No.21 Squadron, 14 February 1944. Promoted Flight Lieutenant, 13 March 1944. To Repatriation Depot, 5 September 1944. To Canada, 17 September 1944. To No.7 OTU, Debart, 4 November 1944 (flying and ground school instructor). To CFS Trenton, 24 January 1945 (recategorization). To No.14 SFTS, Kingston, 21 May 1945. To Sea Island, 21 September 1945 (investigation officer). To No.1 Air Command Headquarters, Trenton, 22 January 1946 (airmen's records). To No.1 Composite School, Toronto, 15 February 1946 (administration course). To No.9400 Detachment, Toronto, 6 April 1946 (Auxiliary Squadron support officer). To Station Toronto, 31 January 1947 (flying training of No.400 Squadron). Served in postwar RCAF (19682); retaining rank of Flight Lieutenant. To No.12 Group Headquarters, Vancouver, 19 March 1949. To summer camp, Abbotsford, 9 April 1949. To No.12 Group Headquarters, 19 August 1949. To No.121 Composite Flight, Sea Island, 1 June 1950. To Canadian Joint Staff, Washington, 14 July 1950. To No.2442 Aircraft Control and Warning Squadron, 1 October 1950. To Air Defence Command Headquarters, 6 January 1952. Promoted Squadron Leader, 1 June 1952. To Staff College, 7 September 1954. To AFHQ (VCAS/Plans), 14 July 1958. To No.45 Radar Squadron, Dana, Saskatchewan, 21 August 1962. Promoted Wing Commander, 1 December 1962. Retired 19 February 1965. Died in West Vancouver, 16 April 1991 as per **Legion Magazine** of July 1991 and **Airforce Magazine** of April-May-June 1992.

Notes: Application for Operational Wing dated 12 September 1944 stated he had flown 50 sorties (146 hours) with No.21 Squadron, 15 March to 4 September 1944. Applications for Campaign Stars stated he had flown an intruder sortie to Quackenbruck airfield, Germany, 11 April 1944. Also that on 6 June 1944 from Gravesend and Thorney Island he had flown an "anti-movement patrol" over Normandy - "bombed cross roads at Doisney."

Application for Operational Wing dated 8 February 1945 listed the following sorties:

- 2 March 1944 - Low Level Bombing, No Ball Target east of Dieppe (2.00)
- 3 March 1944 - Intruder and bombing airfield, Chievre, one staff car destroyed (2.30)
- 6 March 1944 - High Level Bombing, No Ball Target east of Dieppe (2.15)
- 8 March 1944 - High Level Bombing, No Ball Target east of Dieppe (2.20)
- 9 March 1944 - High Level Bombing, No Ball Target east of Dieppe (2.00)
- 13 March 1944 - Intruder and bombing airfield, Laon-Athies (2.25)
- 15 March 1944 - High Level Bombing, No Ball Target east of Dieppe (2.15)
- 17 March 1944 - High Level Bombing, No Ball Target east of Dieppe (2.30)
- 18 March 1944 - High Level Bombing, No Ball Target east of Dieppe (2.10)
- 11 April 1944 - Intruder with bombs, Quakerbruck airfield (3.20)

12 April 1944 - Intruder with bombs, Quakerbruck airfield (3.20)
19 April 1944 - Intruder, St.Trond airfield (3.00)
20 April 1944 - Intruder with bombs, Quakerbruck airfield (3.45)
22 April 1944 - Intruder with bombs, Handorf airfield, bombed Reine (3.00)
27 April 1944 - High Level Bombing, No Ball Target east of Dieppe (2.10)
21 May 1944 - Intruder, Twente airfield (3.30)
24 May 1944 - Bomb airfield, Plantunne airfield (3.30)
5 June 1944 - Anti-movement patrol with bombs, met convoy near Fontaine le Saret (1.55)
6 June 1944 - Anti-movement patrol with bombs, cross-roads at Bousney (2.15)
7 June 1944 - Anti-movement patrol with bombs, cross-roads at Bousney (2.15)
8 June 1944 - Convoy and train search with bombs, cross-roads and railway south of battle area (2.45)
10 June 1944 - Convoy and train search with bombs, cross-roads south of battle area (2.45)
12 June 1944 - Train search with bombs and flares, cross-roads and troops dispersed in wood in battle area (2.40)
14 June 1944 - Train search with bombs and flares, marshalling yard SE of Argentan (2.45)
20 June 1944 - Train search with bombs and flares, marshalling yard at Mezidon (2.35)
29 June 1944 - Special target, bombs and flares, Thury Harcourt (2.25)
3 July 1944 - Train and convoy search with bombs, communication lines south of Paris (3.00)
4 July 1944 - Train and convoy search with bombs, communication lines south of Nantes (3.30)
8 July 1944 - Patrol battle area with bombs, concentration in woods at Bretteville (2.25)
9 July 1944 - Train search, two bridges over Loire (4.15)
10 July 1944 - Train search, two rail bridges north bank of Loire (3.25)
11 July 1944 - Special target scramble, rolling stock in marshalling yard at Tours, one train attacked and one MET destroyed (2.30)
12 July 1944 - Patrol Seine crossing, ferry docks on north bank (1.35)
14 July 1944 - Special target, low level bombing, Gestapo barracks near Poitiers (3.40)
19 July 1944 - Patrol battle area with bombs, Thury Harcourt (2.15)
20 July 1944 - Train search, train in Pas de Calais damaged, small MET convoy strafed (2.00)
24 July 1944 - Special supply train search - two trains attacked, one damaged, one already on fire, Pas de Calais (3.20)
27 July 1944 - Train search, train between Abbeville and Paris
28 July 1944 - Train search, rolling stock damaged in Marshalling yard at Chateau Renault. Also explosion in factory (burned) at C.R. (3.30)
8 August 1944 - Special target - railway crossing south of Loire (3.05)
9 August 1944 - Train and convoy search, railway bridge near Rouen (2.15)
10 August 1944 - Train and convoy search, road near Alencon (2.00)
12 August 1944 - Convoy search, movement, Evreux, Liseux, Argentan area (2.00)
12 August 1944 - Convoy search, movement, Evreux, Liseux, Argentan area (2.00)
13 August 1944 - Train and convoy search, cross-roads north of Chartres (2.40)
14 August 1944 - Convoy search, Foret de Ramboulliers (2.15)
16 August 1944 - Patrol Seine crossing, north bank of Elbeuf (2.00)
17 August 1944 - Train search, railway north of Dijon (3.50)

18 August 1944 - Anti-Falaise gap, MET at Orbec, approximately 12 destroyed (2.10)
18 August 1944 - Anti-Falaise gap, road through wood north of Orbec (2.00)

Accident, No.60 OTU, 22 December 1943, Mosquito II, serial HJ933, on night cross-country flight. Engine failure, was homed to Bradwell Bay where a single-engine landing was made. "Pilot put up an excellent show homing and landing at another base and carried out correct procedures in NOT unfeathering engine for landing - this might have resulted in engine catching fire." Recommended for a Green logbook endorsement. At the time he had day 1,017 flying hours (52 on type) and 139 night flying hours (17 on type).

On repatriation form he stated he had flown Mosquitos (250 hours) and Oxfords (two hours).

Training: Interviewed 28 May 1941 by W/C F.C. Higgins, Air Staff Officer, Royal Military College. "A good type of candidate with a fair scholastic standing and average initiative. Held rank of Lance Corporal in RMC Cadet Battalion. Recommended to RCAF Headquarters by Commandant, RMC as possessing moral, social and intellectual fitness for a commission in His Majesty's Forces."

Course at No.2 ITS was 8 August to 8 September 1941. Course in Mathematics (94/100), Armament, practical and oral (92/100), Signals (98/100), Drill (100/100), Law and Discipline (60/60) and Hygiene and Sanitation (35/40), scored 65/100 in Link. Placed first in a class of 140. "By his work on this Station this airman has proven himself worthy of the fighting family from which he comes. He was outstanding in every respect, has had the advantage of two years of RMC and stood first in his course here. Recommended for a commission."

Course at No.2 EFTS was 25 September to 21 November 1941. Tiger Moth aircraft - 33.10 dual, 41.40 solo, of which 9.50 on instruments; logged ten hours in Link. "An especially good type of student. Fun and eager. May bear watching for fine points." Ground courses in Airmanship (165/200), Airframes (74/100), Engines (64/100), Signals, practical (100/100), Theory of Flight (86/100), Air Navigation (169/200), Armament, oral (185/200). Graded 150/200 in "Qualities as an officer." Placed sixth in a class of 25. "Above average ability. Conscientious. Confident of what he knows and interested in learning what he does not."

Course at No.2 SFTS was 24 November 1941 to 18 March 1942. Harvard aircraft - 53.40 day dual, 50.05 day solo, 4.15 night dual, 12.00 night solo; was 28.30 on instruments and logged 26.15 in Link. "Has absorbed instruction and made good use of it. A very smooth, capable pilot. Aerobatics could improve but will be okay with practice. Very good leadership ability. Almost exceptional instrument pilot, Link trainer above average - 64 percent." Courses in Airmanship and Maintenance (152/200), Armament, written (83/100), Armament, practical (79/100), Navigation and Meteorology (156/200), Signals, written (35/50) and Signals, practical (100/100). Placed seventh in a class of 65. "Very keen and willing - high sense of duty and definite leadership qualities. Department above average. Wants to be an instructor." (S/L A.B. Searle).

Selected Assessments: Tested as an instructor, 5 March 1943 on a Crane; he had flown 550

hours instructing. Described under following headings - Sequence (average), Voice (clear), Manner (instructional), Ability to impart knowledge (high average), Ability as pilot (High average). "A very capable instructor." Awarded Category "B" (twin engine).

"Flight Lieutenant Bell-Irving has carried out his duties as Officer Commanding Flying in the Auxiliary Support Section in a very capable manner. He has to a large extent been responsible for the progress in Vampire Conversion and training of the pilots of 400 Squadron Auxiliary. This officer reads a great deal and is constantly trying to improve his Service knowledge, particularly from an operational and tactical point of view. He is also very interested in World affairs. "Flight Lieutenant Bell-Irving has displayed very strong capabilities and has proved by his work at this station that he is capable of assuming greater responsibility. Therefore strongly recommend this officer for promotion to the rank of Squadron Leader." (S/L R.E. Porter, Station Toronto, 28 February 1949).

"This officer is enthusiastic and hard working. He is keenly interested in matters concerning Air Defence. Bell-Irving's one outstanding fault is that he allows his enthusiasm to channel into singleness of purpose to the detriment of the local organization as a whole. He has, however, the makings of an excellent officer when his enthusiasm is tempered with a little more tact. This officer has been filling a senior position while holding junior rank which may be the cause of his seeming lack of tact. He is an ardent skier. His family and financial affairs are good. Flight Lieutenant Bell-Irving could fit well in the organization of the Air Defence Group." (W/C J.D. Somerville, Headquarters, No.12 Group, late 1949).

"Squadron Leader Bell-Irving has proved to be extremely valuable in a variety of tasks at the Staff College. He is a continuous student of a wide variety of subjects and his academic inclination has been particularly valuable in preparing new student exercises. In addition to his research for the planning staff, he has done a most commendable job as editor of the Staff College Journal. Squadron Leader Bell-Irving is a quiet and rather shy person on first meeting; however, once engaged in conversation one finds an intense and interesting personality. He regularly participates in all school activities. His financial and family affairs are well managed. He keeps current on available aircraft. In view of the excellent potential of this officer for future staff positions, it is believed that his experience should be broadened by a transfer to other duties. He would do well in either a flying or a staff position." (G/C F.W. Ball, RCAF Staff College, 28 February 1958).

"This fine officer has been employed as a staff officer in the Aircraft Control and Warning section where his interest in details and human engineering problems has been exploited. He has a fine analytical mind and is suited for staff work. He is quiet and unassuming and although he is a dreamer type he is capable of accepting command responsibility." (W/C E.C. Briese, Air Defence Command Headquarters, 13 September 1954).

"A cooperative, willing, methodical Staff Officer who undertakes all staff assignments with tenacity, Although he has only been in this Directorate s short while, he has amply demonstrated

his ability as a Staff Officer and has shown that he has a potential of assuming greater responsibility. He possesses a pleasing personality, promotes harmony and freely participates in social functions. He is current on both jet and piston type aircraft.” (G/C G.H. Elms, AFHQ/DPLANS, 10 February 1959).

“Squadron Leader Bell-Irving is a quiet, diligent and resourceful individual who has a very inquiring mind, He has an above average knowledge of world events which he uses to good advantage. His financial and family affairs are in good order. Recommend for promotion.” (W/C H.W. Lupton, 12 January 1961).

Flying Times: As of 31 December 1957 he listed types flown as follows - Tiger Moth (74.50), Harvard (627.50), Finch (8.00), Cornell (35.00), Crane (933.25), Anson (7.30), Oxford (9.00), Expeditor (334.05), Hurricane (1.00), Mosquito (341.00), Vampire (80.00) and T-33 (23.30). In 1957 itself he had flown Harvards (28.15), Expeditor (57.30) and T-33 (23.20). Total time to date was 2,473 hours 50 minutes.

As of 31 December 1962 he had flown 3,022 hours 30 minutes. That year he flew Expeditor (103.30), Otter (2.00) and T-33 (45 minutes).

RCAF Press Release No. 4470 dated 5 April 1944 from “Field” read:

It’s no fun to be on an operational flight in a Mosquito bomber when the rubber dinghy, which is automatically released when a sea landing is made, suddenly makes a premature appearance and wraps itself around the tail of the machine. But that’s what happened to F/O Gordon Bell-Irving (J10640) 23-year-old pilot in an RAF Mosquito squadron who formerly lived at 4211 Cyprus Street, Vancouver, B.C., and now claims a home at Banff, Alberta. And he was out on his first operational sortie.

Former cadet at the R.M.C., Gordon crossed to Britain last November and joined his squadron, a unit of the 2nd Tactical Air Force based in Britain which will be the spearhead of the Allied invasion of Hitler’s Europe. His first trip was to a military objective on the French coast accompanied by another Mosquito bomber. Both British aircraft found the target and bombed successfully but as they were flying out, Gordon’s dinghy made its appearance and wrapped itself around the Mosquito’s tail.

“At first I wondered what on earth was happening but once I realized what it was, I made my flight accordingly and flew back to base partly sideways and go down to safe landing. I’ve made nine sorties since I’ve been with the squadron, some of them by night – to Chievres, Leon and Aachy. I like the night intruder business where one stooges in to an enemy airfield from which aircraft are probably raiding Britain, and bombs the place. My best trip was to Chievres where they thought I

was a Jerry coming in and put on all their lights for my convenience. I hope they were surprised.”

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BELLEW, W/C Thomas Frederick Leo (C3587) - **Member, Order of the British Empire** - No.2 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946; a Bell Telephone executive before and after the war, he was in COTC (McGill) before enlisting in the RCAF in Montreal, 14 February 1941, Aero Engineer Branch. Initially at No.8 SFTS. Promoted Flight Lieutenant, 15 April 1942. To No.2 SFTS, 31 August 1942. Promoted Squadron Leader, 1 April 1943. Promoted Wing Commander, 1 August 1944. To Release Centre, 20 December 1944. Retired 22 December 1944. In charge of all aircraft maintenance at Uplands which won RCAF efficiency awards for five successive years.

This officer has carried out his duties in a very efficient manner. His organization and leadership ability have placed the maintenance of his unit on a high plane. His constant goal is perfection and he spares no efforts to reach it. His perseverance in maintaining a high standard of efficiency has enabled the Training Wing to, in turn, produce a better type of pilot.

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BELLIS, F/O Arthur Raymond Blair (J11564) - **Distinguished Flying Cross** - No.422 Squadron - Award effective 16 November 1943 as per **London Gazette** dated 3 December 1943 and AFRO 297/44 dated 11 February 1944. Born in Victoria, 25 April 1914; educated there, 1919-1929; attended University in Manitoba and Saskatchewan, 1930 through to 1938 (Bachelor of Arts degree). Employed as an office clerk, 1935-1936 and a teacher, 1938-1940. Home given as Prince Albert, Saskatchewan although he enlisted Vancouver, 17 July 1940. To No.1 Manning Depot, Toronto, 21 July 1940. To Dartmouth, 16 August 1940. To No.1 ITS, Toronto, 12 October 1940; graduated and promoted LAC, 4 November 1940 when posted to No.3 EFTS; to No.10 EFTS, Hamilton, 14 December 1940; to No.6 SFTS, Dunnville, 28 December 1940; graduated and promoted Sergeant, 5 March 1941 To No.1 ANS, Rivers, 10 March 1941. To No.4 SFTS, Saskatoon, 7 May 1941 as Navigation Instructor.. Commissioned 1 December 1942. To No.1 GRS, Summerside, 23 January 1943. To “Y” Depot, Halifax, 18 April 1943. To RAF Trainee Pool, 8 May 1943. Embarked from Canada, 9 May 1943. Disembarked in Britain, 23 May 1943. To No.422 Squadron, 10 July 1943. Reported to have flown 41 sorties (475 operational hours) with that unit, 13 July 1943 to 31 August 1944 (broken by leave in Canada while recuperating from wounds). Promoted Flying Officer, 30, October 1943. Promoted Flight Lieutenant, 30 April 1944. To No.131 OTU, 29 August 1944. To No.4 (Coastal) OTU, December 1944 for radar course. To No.302 FTU, 1 February 1945 for ferry training. To Headquarters, Air Command Southeast Asia, 17 May 1945. To No.205 Squadron, 30 May 1945. Embarked from Ceylon, 3 October 1945 for return to Britain. Reported to have flown two softies (17 hours 40 minutes) with that unit, 27 June to 31 August 1945. Repatriated 3 December 1945.

Released 10 December 1945. Rejoined RCAF as Flight Lieutenant, 12 August 1946 in Vancouver, serving with No.12 Group Headquarters. To No.1 Composite Training School, Toronto, 21 May 1947. To AFHQ, Ottawa, 20 July 1947. To Station Greenwood, 14 September 1949. . Promoted Squadron Leader, 1 June 1950. To Maritime Group Headquarters, Halifax, 8 November 1950. To Station Toronto, 6 September 1954 to attend Staff College. To AFHQ (Air Member for Personnel Division), 27 June 1955. Promoted Wing Commander, 1 January 1959. To Commander-in-Chief Western Atlantic, 4 August 1959. To Station Vancouver, 21 June 1963. Retired 8 December 1963. Medal presented 1 December 1948. Died as a Wing Commander (retired), 29 September 1988 as per **Airforce Magazine** of January-February-March 1989. Cited with WO W.F. Beals (RCAF), also awarded DFC (see above for citation). Awarded Queen's Coronation Medal, 23 October 1953 while a Squadron Leader in Maritime Air Command Headquarters. RCAF photo PL-15862 (ex UK-3623 dated 12 April 1943) is captioned as follows: "Awaiting water transport to take them to their Sunderland flying boat are F/O J.D.B. Ulrichson, second pilot from Beaverton, Ontario, and F/L Jack W. Bellis , Victoria, B.C., pilot and captain. Bellis flew to Russia with his RCAF crew to carry out Arctic convoy patrol." RCAF photo PL-23956 shows him in hospital following attack on U-boat; action resulted in a VC recommendation for F/L Paul Sergeant (who received a Mention in Despatches instead).

NOTE: Public Record Office Air 2/5020 has recommendation drafted 15 November 1943 when he had flown 14 sorties (104 operational hours).

This officer as second pilot of a Sunderland carried out his duties with skill and gallantry during an attack on an enemy U-boat on October 17th, 1943, when the U-boat was sunk and when his aircraft was so badly damaged by anti-aircraft fire that it was forced to ditch.

Flight Lieutenant [sic] Bellis has displayed great keenness and devotion to duty throughout his tour of operations.

Notes on Training:

Interviewed in Vancouver, 22 June 1940; described as "First class material. Good intelligence should make a good pilot. Intelligence above average."

Course at No.1 ITS was 14 October to 3 November 1940. Subjects and marks as follows: Mathematics (92/100), Armament, practical and oral (87/100), Visual Link (79/100), Drill (95/100), Law and Discipline (94/100). Placed 21st in a class of 224. "Fine type, clean cut. Very good service pilot material."

Elementary Flying Course began at No.3 EFTS and concluded at No.10 EFTS. Flew Fleet Finch II (34 hours 50 minutes dual, 13 hours five minutes solo (this seems to be only a partial report). Chief Flying Instructor wrote, "Needs more dual on forced landings. Has progressed very well since coming here, considering that he has had over 20 hours dual and approximately eight hours

solo in the last nine flying days. Quiet, pleasant personality. Should develop into good bomber pilot.” Ground school courses were Airmanship (160/.200), Airframes (183/200), Aero Engines (164/200), Signals, Practical (50/50), Theory of Flight (83/100), Air Navigation (169/200), Armament, Oral (200/200). “Good student, well education, inclined to be nervous when undergoing tests. Appearance and conduct average. Should develop into satisfactory service pilot.”

Course at No.6 SFTS was 23 December 1940 to 5 March 1941. Flew Yales (7.25 day dual, 9.25 day solo) and Harvard (22.10 day dual, 35.35 day solo, 3,00 night dual, 3.20 night solo). “A very reliable type.” Ground courses and marks as follows: Maintenance (44/50), Airmanship (137/150), Armament, written (81/100), Armament, practical (77/100), Air Navigation (145/20), Signals, practical (47.5/50). “Vert satisfactory pupil; obtained first place.”

Course at No.1 ANS, Rivers was 11 March to 3 May 1941. All flying on Anson aircraft (31 hours 45 minutes by day, five hours by night, all as Navigator). Described as “Good practical navigator”. Courses and marks were as follows: DR Theory and Plotting (311/450), Magnetism and Compasses (167/200), Instruments (134/150), Maps and Charts (132/150), Mathematics (123/150), Reconnaissance (81/100), Meteorology (178/20), DF and WT (100/100). “Very capable, hard working student - will make good instructor.”

Course at No.1 GRS was 1 February to 2 April 1943. All flying in Anson aircraft (44 hours 15 minutes and all by day). Courses and marks as follows: DR Navigation, Intermediate (73/100), DR Navigation Final (231/300), DR Navigation Air Work (240/300), Reconnaissance (165/200), Reconnaissance Air Work (77/100), Astro Navigation (83/100), Compasses and Instruments (175/200), Meteorology (136/200), Signals (83/100), Coding (73/100), Ship Recognition (168/200), Photography (79/100), Visual Signals (Pass). Described as “A very keen and conscientious pupil. Worked hard on the course and achieved good results in all subjects.” Recommended for Flying Boats or General Reconnaissance (Land).

Assessments: Throughout his career, as instructor, operational pilot and staff officer, he was the subject of excellent reviews. The following are examples:

17 August 1942: “Most suitable and capable navigation instructor. Has developed into an above average officer. Has thorough knowledge of the service and is ideally suited for this Service.” (S/L A.E. Thompson, No.4 SFTS).

21 October 1942: “A very keen, capable navigation instructor whose display of initiative and sense of discipline is well above average. Strongly recommended for retention in the Service.” (S/L A.E. Thompson, No.4 SFTS).

10 July 1944: “A first rate officer and pilot. Because of being shot down on 17 October 1943 and in hospital for several months has not had an opportunity to qualify as a Sunderland captain.” (W/C J.R. Frizzle, No.422 Squadron; At the time he had flown 1,553 hours, 201 in previous six months.).

26 October 1948: "Flight Lieutenant Bellis is serving under me for the second time in the past five years. At all times his service has been completely satisfactory and he has proved a reliable and efficient officer. Many of his present duties as head of the Training Films Branch are somewhat complicated by being of an inter-service and inter-departmental nature. In spite of this his understanding of his duties is thorough and his performance of them is efficient. He displays initiative and cooperation in all his work. He is not temperamental and as a branch head does not require undue supervision. He is recommended for promotion to Squadron Leader." (W/C J.R. Frizzle).

12 April 1950: "Flight Lieutenant Bellis is a mature and very capable officer. He has been above average in the performance of his duties as Chief Flying Instructor. Flight Lieutenant Bellis is a good pilot and has had a distinguished flying career to date. He has shown outstanding initiative in the organization of the OTU Flying Section and puts service before self in his devotion to his job. He has a most pleasing personality and his private life is exemplary. Considering this officer's personal qualities, ability and service knowledge, it is most strongly recommended that he be promoted to the rank of Squadron Leader." (S/L C.C.W. Marshall, Station Greenwood, where Bellis was CFI of No.2 Maritime OTU)

8 August 1951: Squadron Leader Bellis has been employed as RCAF Director of the Maritime Warfare School since its inception. He has therefore been instrumental together with the Naval Director in organising the school and developing it to its present high standard. He is friendly, cooperative, hard working and cheerful. His lectures are clear and well delivered. He has an excellent knowledge of his job in which he is most enthusiastic. All in all, he is a very capable officer." (W/C A.B. Searle, Maritime Command Headquarters).

31 March 1960: "During the period of this report. Wing Commander Bellis has continued his outstanding work as a strategic planner. He has the happy facility of knowing what the Admiral desires, and present planning material to him in such a manner that it gains immediate acceptance. Wing Commander Bellis also has been of invaluable assistance to his immediate superiors in correlating SACLANT, CINCPACFLT and national (Canadian and U.S.) Plans. Because of his thorough knowledge of NATO planning problems in general, he has been selected to represent CINCPACFLT at the SACLANT Major Subordinate Commander Conference convening in London on 31 March 1960. Finally, Wing Commander Bellis works in utmost harmony with his U.S. confreres of all services and the allied officers on the SACLANT Staff; the progress made in bringing plans into consonance is a measure of Wing Commander Bellis' talents in this field. He has met the minimum flying requirements." (Captain Thomas W. Hopkins, CINCPACFLT offices).

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BELLIS, S/L John Whamsley (J5502) - **Mention in Despatches** - No.422 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born in Victoria, 23 December 1912. Educated in Comox (1918-1923), Victoria (1923 to 1929), Regina (1932-1934) and University of Saskatchewan (1934-1937). Then worked in CPR Stores Department. Home in Sydney, British Columbia; enlisted in Vancouver, 11 September 1940. To Dartmouth, 8 October 1940. To No.1 ITS, 14 November 1940; graduated and promoted LAC, 8 December 1940 when posted to No.16 EFTS; graduated 27 January 1941 when posted to No.4 SFTS; graduated and commissioned, 16 May 1941. To No.31 GRS, 17 May 1941. To RAF overseas, 13 October 1941. To No.4 (Coastal) OTU, November 1941 for Catalina conversion. To No.240 Squadron, 4 April 1942. To No.4 (Coastal) OTU, 12 May 1942 for captain's course. Promoted Flying Officer, 17 May 1942. To No.422 Squadron, 15 July 1942. Promoted Flight Lieutenant, 27 August 1942. Promoted Squadron Leader, 28 April 1944. To RCAF Overseas Headquarters, 2 August 1944. Repatriated 18 August 1944. To No.3 OTU, 22 September 1944. To Patricia Bay, 4 August 1945. To AFHQ, 18 October 1945. Retained rank of Squadron Leader as of 1 October 1946 (20517). To Staff College and Foreign Liaison Office, England, 12 January 1948. Returned to Canada and posted to Northwest Air Command, Edmonton, 28 July 1948. To No.2 (Maritime) OTU, Greenwood, 4 January 1951. Promoted Wing Commander, 1 January 1953. To No.2 (Maritime) OTU, Summerside, 15 November 1953. To Maritime Air Command Headquarters, Halifax, 22 August 1954 for service at Maritime Warfare School. To Rockcliffe, 12 June 1955. Retired 27 June 1962. Died in Burnaby, British Columbia, 13 February 1986. British Columbia Bureau of Statistics renders his name as John Whamsley Bellis which is the name appearing on his service documents; **London Gazette** misspells his middle name as "Whomsley".

BELLIS, S/L John Whamsley (J5502) - **Air Force Cross** - No.3 OTU - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946 - As of recommendation he had flown 1,764 hours, 215 as instructor, 156 in previous six months. Medal presented 9 July 1949.

This officer, after completing an outstanding tour of operations in Coastal Command, has returned to Canada and applied himself to operational flying training with the utmost enthusiasm and vigour. He has at all times displayed the greatest devotion to duty and has set a splendid example for his flying instructors in his interest in all phases of flying and in his personal application to his duties. The increased efficiency and standard of flying training at this unit are the direct result of his constant and unflagging efforts.

Recommended 28 April 1945 by W/C W.C. Kent, No.3 OTU, wording as above.

Note: Application for Operation Wing dated 27 July 1944 stated he had flown 60 sorties (801 hours 40 minutes), 25 September 1942 to 14 July 1944.

A statement of his flying times dated 24 February 1954 lists Tiger Moth (59.20), Anson (139.00), Catalina (534.30), Sunderland (892.25), Canso (242.05), Lancaster (620.50),

Beechcraft (163.10), Dakota (66.20), London (6.25), Harvard (50 minutes) and Mitchell (3.35)

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BELLMAN, P/O William Alexander (J86078) - **Distinguished Flying Cross** - No.138 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 10 February 1924 in Edmonton (obituary notice says 10 February 1925); home there; enlisted there 19 August 1942 and posted to No.2 Manning Depot. To No.2 BGS, 8 October 1942; to No.4 Manning Depot, 6 March 1943; to No.9 BGS, 17 April 1943; graduated and promoted Sergeant, 28 May 1943. To "Y" Depot, 11 June 1943. To RAF overseas, 15 June 1943. Commissioned 4 April 1944. Promoted Flying Officer, 4 October 1944. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. Retired 14 September 1945. In medical supply business after the war. Died in Edmonton, 24 May 2011. Medal presented 26 February 1949. 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 18 June 1944 when he had flown 37 sorties (221 hours). Sortie list gives dates and times but not objectives.

17 October 1943 - (7.00)
20 October 1943 - (5.00)
3 November 1943 - (7.20)
6 November 1943 - (6.35)
9 November 1943 - (7.45)
11 November 1943 - (4.10)
10 December 1943 - (4.35)
16 December 1943 - (8.45)
4 January 1944 - (2.25)
10 January 1944 - (3.55)
10 February 1944 - (6.35)
15 February 1944 - (7.05)
29 February 1944 - (4.10)
4 March 1944 - (4.55)
5 March 1944 - (5.05)
7 March 1944 - (7.00)
10 March 1944 - (7.35)
13 March 1944 - (6.30)
31 March 1944 - (8.10)
5 April 1944 - (8.15)
9 April 1944 - (3.45)
11 April 1944 - (5.20)
21 April 1944 - (6.40)
26 April 1944 - (7.50)
27 April 1944 - (2.50)
30 April 1944 - (8.05)
1 May 1944 - (6.20)
3 May 1944 - (6.50)

5 May 1944 - (6.35)
7 May 1944 - (4.35)
9 May 1944 - (5.30)
10 May 1944 - (6.25)
28 May 1944 - (4.55)
2 June 1944 - (5.35)
4 June 1944 - (5.45)
5 June 1944 - (4.30)
17 June 1944 - (6.40)

Since being with the squadron Pilot Officer Bellman has completed 37 operations and has proved to be a very capable and reliable Air Gunner. His alertness and ability have been a source of extreme confidence to his crew and has thereby greatly added to the efficiency in which they have carried out their allotted missions. Pilot Officer Bellman always displays great keenness to operate and sets an example to all new Air Gunners in the squadron.

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BELTON, H/S/L Frederick Keith (C965) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Church of England Chaplain. Appointed to provide Chaplain services to No.111 (CAC) Squadron, 1 February 1939, Vancouver with rank of Honorary Flight Lieutenant. Mobilized with the unit in September 1939 (first chaplain mobilized). Went overseas in November 1941. Promoted Honorary Squadron Leader, 15 May 1942. Promoted Honorary Wing Commander, 1 November 1943. Reverted to Honorary Squadron Leader, 13 July 1944 but appears to have regained Honorary Wing Commander. Repatriated 9 March 1945. To Western Air Command, 20 March 1945. To Release Centre, 18 December 1945. Retired 28 December 1945. Reported to have died, 19 December 1966 as per DVA letter of 18 January 1967. No citation.

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BELYEA, Sergeant Cecil Ross (R98184) - **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 April 1918. Home in Leamington, Ontario; enlisted Windsor, 23 April 1941 as Radio Mechanic. To No.1 Manning Depot, 27 April 1941. To University of Toronto, 23 May 1941. Promoted LAC, 4 November 1941. To No.31 Radio School, 13 November 1941. To "Y" Depot, date uncertain. To RAF overseas, 8 January 1942. Promoted Corporal, 1 October 1942. Promoted Sergeant, 1 April 1943. Repatriated 21 August 1945. Retired 10 October 1945. No citation in AFRO.

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BELYEA, Sergeant Dorothy Helen (W301027 - since promoted to FS) - **British Empire Medal** - No.1 General Reconnaissance School (since moved to No.1 R and NS) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6th July 1945. Born in

Saint John, New Brunswick, 25 August 1912 (RCAF press release announcing award, but obituary said 25 February 1912). Educated there. Book-keeper for a fruit company before enlisting, 27 November 1941 as Clerk (General). To Training Depot, 18 December 1941. To No.8 SFTS, 17 January 1942. Promoted AW1, 27 February 1942. Promoted LAW, 25 May 1942. To No.6 Manning Depot, 16 July 1942. Promoted Corporal, 15 August 1942. To No.1 GRS, 24 September 1942. Promoted Sergeant, 1 April 1943. Promoted Flight Sergeant, 1 March 1945. To No.1 Radio and Navigation School, 4 February 1945. To Release Centre, 19 January 1946. Retired 30 January 1946. Medal presented 10 January 1946 by A/V/M A.L. Morfee at Station Dartmouth. Married Major William H. Clark. Postwar accountant at the Provincial Hospital until retiring in 1977. Died in Saint John, New Brunswick, 19 June 2009.

This non-commissioned officer has set a splendid example. She has carried the entire weight of the voluminous work of the General Reconnaissance School Orderly Room, the efficiency for which she alone is responsible. Under-staffed, she has worked long hours without complaint to ensure the continuity of trainee records and trainee reports. The trainee reports in particular have a direct bearing on the war effort for the promptness of their despatch and meticulous accuracy in their preparation provide the only source from which General Reconnaissance graduates are selected for employment in the branch of Coastal Command for which they are most suited. This Women's Division Sergeant has made a valuable contribution to the war effort.

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BENDER, FS Desmond Sarafield (R53647) - **Mention in Despatches** - No.436 Squadron (AFRO identifies unit only as "Overseas) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 15 September 1914. Home in Ottawa; enlisted there 16 January 1940 as Equipment Assistant. To No.1 Manning Depot, 17 January 1940. To No.11 (BR) Squadron, 29 January 1940. To School of Technical Training, St. Thomas, 12 June 1940. To RCAF Headquarters, 29 July 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 1 March 1941. Promoted Sergeant, 1 April 1942. Posted elsewhere, 21 November 1942. To "Y" Depot, Halifax, 29 March 1943. To Rockcliffe, 6 April 1943. To No.164 (Transport) Squadron, 26 November 1943. Promoted Flight Sergeant, 1 February 1944. To "Y" Depot, Halifax, 23 August 1944. Taken on strength of No.3 PRC, Bournemouth, 29 August 1944. Repatriated to Canada, 18 February 1946. Released 16 May 1946. No citation. DHist file 181.009 D.1769 (RG.24 Vol.20610) has recommendation dated 9 June 1945. Airframe mechanic, NCO in charge of Engineering Section.

This NCO is an exceptional tradesman and an outstanding organizer. His untiring efforts and devotion to duty have been an inspiration to the entire squadron during the formation of this unit; obtaining of equipment and spare parts were our main obstacle, but due to the efforts of Flight Sergeant Bender, this obstacle was successfully overcome. It is strongly recommended that his distinguished services be recognized by an award of "Mention in Despatches".

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BENDIXSEN, F/L John (J13401) - **Distinguished Flying Cross** - No.541 Squadron - Award effective 29 March 1945 as per **London Gazette** dated 10 April 1945 and AFRO 824/45 dated 18 May 1945. Born in London, England, 20 August 1923; home in New York City but still a British subject. Enlisted Toronto, 3 September 1941 and posted that day to No.1 Manning Depot. To No.31 ANS for non-flying duties, 13 September 1941; to No.1 ITS, 10 November 1942; graduated 2 January 1942, promoted LAC and posted to No.6 EFTS; course completed 13 March 1942 but not posted to No.1 SFTS until 23 April 1942; graduated and commissioned 14 August 1942. To No.31 GRS, 11 September 1942. To "Y" Depot, Halifax, 5 December 1942. To RAF overseas, 23 December 1942. Disembarked in Britain, 14 January 1943. To No.14 (Pilots) AFU, 2 February 1943. To No.9 (Pilots) AFU, 9 February 1943. Promoted Flying Officer, 14 February 1943. To No.8 (Coastal) OTU, 30 March 1943. To No.543 Squadron, Station Benson, 2 June 1943. To No.541 Squadron, 27 June 1943. Attached to "B" Flight, St. Eval, 19 March 1944. Attached Aldergrove from St. Eval, 28 June to 2 July 1944. Promoted Flight Lieutenant, 14 August 1944. Attached to Rolls Royce, 14-25 November 1944. Repatriated 24 December 1944. To No.1 Air Command, 14 January 1945; to Mountain View, 1 February 1945. To Release Centre, 14 May 1945. Released 17 May 1945. Award sent by registered mail 15 January 1946. Died in Los Angeles, May 1975.

This officer has completed a large number of photographic reconnaissances. He has photographed some of the most heavily defended targets. On one occasion he obtained photographs of Essen, Duisburg, Gelsenkirchen, Eindhoven, Venlo, Westkapelle and Flushing in one sortie and on another he photographed two flying bomb sites from an altitude of 100 feet. Flight Lieutenant Bendixsen has throughout his operational career displayed a high standard of efficiency, courage and determination.

NOTE: Public Records Office Air 2/9075 has recommendation dated 21 February 1945. Credited with 92 sorties (212 hours ten minutes). The draft citation differs in detail from the one published.

Flight Lieutenant Bendixsen has completed an operational tour on Photographic Reconnaissance during which time he has flown 92 sorties. On November 28th, 1944 he photographed targets in Rochum, Essen, Duisburg, Hamborn, Gilsenkirchen [sic], Eindhoven, Gilze, Rijen, Venlo, Wanne-Eickel, Westkapelle, Flushing and Terneizen in one sortie. On May 21st, 1944, Flight Lieutenant Bendixsen photographed two flying bomb sites from 100 feet. On returning, a successful landing was made although the cloud base was only 150 feet. Flight Lieutenant Bendixsen proved himself to be a most reliable and thorough photographic reconnaissance pilot.

Accidents: On 16 May 1943 he damaged a Spitfire (repairable at unit) when he overshot aerodrome; brakes and flaps failed. "Pilot came in a little too fast and overshot."

On 18 May 1943 he had an accident in Spitfire III, serial X4334, at No.8 (Coastal) OTU while engaged in training. "On returning to Dyce from a high level photographic flight over Lincoln area, I flew over 10/10 low cloud from St. Abb's Head. Ten minutes before ETA Dyce, I attempted to break cloud over the sea, but did not break through at 100 feet, so I ascended to the top of the cloud. I then headed west looking for a hole and found one after ten or fifteen minutes. I descended through it, and as cloud was covering the tops of hills in that area, and I had only four gallons of petrol remaining, I carried out a forced landing at Inch, without damage to the aircraft."

The forecast had been favourable for his return from a three hour 45 minute flight but weather had deteriorated. The aircraft was undamaged; W/C M.J.B. Young (Chief Instructor) wrote, "The pilot put up a good show in landing the aircraft in a field with a bad surface and soft ground." G/C J.W. Colquhoun concurred, writing on 20 May 1943, "The pilot did very well to force land safely in the circumstances and I recommend a commendatory entry in his log book."

Added notes: On repatriation he reported he had flown 92 sorties (212 hours ten minutes) and had flown 222 hours 30 minutes on training. Last sortie had been 21 November 1944 (but see recommendation for DFC). At No.9 (Pilots) AFU he had flown Masters (47.35) and Hurricanes (2.10); at No.8 (Coastal) OTU he had flown Masters (5.25) and Spitfires (54.10). No.543 Squadron was a training experience (45 minutes on Master, 9.05 on Spitfire); time on No.541 Squadron was 311.30 on Spitfire XIII and XIX; also flew 2.30 more on Master and 1.30 on Auster.

Training: Interviewed in Toronto by F/O A.B. Taylor, 29 August 1941: "Good appearance and personality, athletic, should prove adaptable to training. Well mannered with good family background, suitable officer material when trained."

Course at No.1 ITS was 11 November 1941 to 2 January 1942. Courses in Mathematics (126/150), Armament, practical and oral (77/100), Airframes, Theory of Flight (84/100), Signals (150/150), Aircraft Recognition (90/100), Drill (90/100), Law and Discipline (93/100). Placed 15th in a class of 82. "Confident, cheerful, aggressive type. Good sense of responsibility. Is quick and skilful. Above average type of trainee. Commission material."

Course at No.6 EFTS was 6 January to 13 March 1942. Flew in Tiger Moth (29.20 dual, 42.40 solo of which ten hours on instruments and three hours at night. Also logged 11.30 in Link. CFI wrote, "This pupil is bothered by headaches; good progress in flying training; should develop with more experience into a good average pilot." Ground school courses in Airmanship (151/200), Airframes (83/100), Aero Engines (76/100), Signals (95/100), Theory of Flight (74/100), Air Navigation (193/200), Armament, oral (82/125), Aircraft Recognition (58/75). "Good all around student, intelligent, keen and willing to learn, conduct very good." Placed 14th in a class of 39.

Course at No.1 SFTS was 25 April to 14 August 1942. Flew in Yale aircraft (6.55 dual, 12.00 solo

of which 30 minutes on instruments) and Harvard (56.30 day dual, 56.45 day solo, 5.45 night dual, 10.15 night solo, instrument flying 31.45). Also logged 25.00 in Link. "A high average pilot with more than usual ability. Inclined to be a bit careless at times. Neat and well disciplined." In flying paced fourth in a class of 45. Assessed in formation flying (above average), navigation ability (high average), night flying (average), determination and initiative (above average), and instrument flying (above average). "A high average smooth pilot with above average ability. Appearance neat and discipline good." Ground school courses in Airmanship and Maintenance (144/200), Armament (164/200), Navigation and Meteorology (114/200), Signals (130/150). "Well above average all round. Conduct good."

Training at No.31 GRS was a navigation course, 21 September to 21 November 1942. Flew in Anson aircraft (49.15 day, 4.00 night). "Above average, Exceptionally neat and practical work is quite good. Will improve with practice." Ground courses in DR Navigation (75/100 and 214/300), Astro Navigation (80/100), Compasses and Instruments (124/200), Meteorology (128/200), Signals (94/100), Reconnaissance (140/200), Coding (74/100), Ship Recognition (149/200), Photography (89/100), and Visual Signals (Pass). Placed 13th in a class of 24. "Average - inclined to be a little slap-dash but has worked hard." The Group Captain in command wrote, "Quite a good officer but inclined to be erratic. With a steadying influence should do quite well."

Course at No.9 (Pilots) AFU, 9 February to 30 March 1943; Master aircraft (8.20 day dual to first day solo; total 20.50 day dual; 18.45 day solo; 150 night dual to first night solo, total 4.10 night dual, 3.50 night solo) and Hurricane (2.10 day solo). During all his flying he spent 3.10 in formation, 2.15 on instruments. Also logged 1.30 in Link. Tested on General Flying (270/400), Applied Flying (140/200), Instrument Flying (180/250), Night Flying (70/100) and Link (25/50). "Has good potentialities." (W/C D.P. Hanafin).

Course at No.8 (Coastal) OTU, 30 March to 25 May 1943. Flew Master aircraft (1.20 day dual to first day solo, 1.50 total day dual, 2.10 day solo) and Spitfire (54.15 day solo); spent 3.25 on instruments and logged eight hours ten minutes in Link. Ground school courses in Airmanship (230/300), Armament (225/300), Meteorology (70/100), Navigation (138/200) and Signals (69/100). Flying tests in General Flying (335/400), Applied Flying (153/200), Instrument Flying (210/250) and Link (40/50). "This officer should do well on operations. He is keen and capable. A good officer and above average as a pilot." (S/L P.H. Watts, 28 May 1943).

Assessments: On 6 September 1944 he was described in No.541 Squadron as having flown 163 operational hours (120 in previous six months). "Makes some mistakes - needs to be checked occasionally...Has very little interest...Occasionally takes the lead. This officer is young for his years. He is very keen and intelligent but does not take easily to the more formal aspects of service life. I spoke to him some months ago about this and also about a tendency to overdo parties. There has been a marked improvement in the last four months." (S/L J.H. Saffery).

6 December 1944 - "The general conduct of this officer has improved considerably in the last six months." (S/L S.A. Fairhurst, No.541 Squadron). Report also stated he had flown 666 hours

149 in previous six months.

15 April 1945 - "A capable and reliable ex-fighter pilot who has contributed to the best of his ability." (S/L B.S. Imrie).

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BENITZ, P/O Frank Malcolm (J15035) - **Distinguished Flying Cross** - No.104 Squadron - Award effective 7 April 1942 as per **London Gazette** dated 4 April 1942 and AFRO 611/42 dated 24 April 1942. Born in Buenos Aires, Argentina, 26 April 1917; home in Entansia La California, La California, Argentina; enlisted in Ottawa, 17 October 1940. Posted to No.1 ITS, 9 November 1940. To No.10 EFTS, 10 December 1940. To No.5 SFTS, 28 January 1941. Graduated and promoted Sergeant, 10 April 1941. Warned for embarkation, 21 April 1941. To RAF overseas, 24 April 1941. Commissioned 29 October 1941. Missing in action, 26 November 1942; aircraft landed in sea off Malta and he was picked up by an Italian ship. Held at Tripoli hospital, then prisoner of war at Suani, Trig Trehuna, Taranto, Camp 75 (Bari) and Camp 78 (Sulmona, 3 April to 12 September 1943). Escape took the form of release from Camp 78 on 12 September 1943. He proceeded to Campo di Giove, crossed the mountains and followed a steep track to Rapabotone, where he met British troops on 13 October 1943. During this escape he was sheltered, fed and clothed by peasants (source: DHH file 79/507) . Medal presented 16 November 1943. Repatriated to Canada, 25 November 1943. To "Y" Depot, 22 January 1944. Overseas posting cancelled and posted to No.16 SFTS, 16 March 1944. To No.164 Squadron, 11 May 1944. To "Y" Depot, 31 March 1945. To RAF overseas, 13 April 1945. Repatriated 2 August 1945. Released 2 October 1945. Died in Rosasrio Sante Fe, Argentina, 13 December 1986.

One night in October 1941, this airman was the captain of an aircraft which carried out a raid on Naples. After a successful attack during which he remained over the target area for an hour, the port engine of his aircraft began to fail. Pilot Officer Benitz thereupon set course for his base but on making an inspection he discovered that several of his bombs still remained hung up. Although the defective engine was giving little power causing the aircraft to lose height, Pilot Officer Benitz changed course for an alternative target and finally released his remaining bombs over the heavily defended area of Palermo. By now the port engine had failed completely and the aircraft was flying at some 4,500 feet. Nevertheless, Pilot Officer Benitz headed the aircraft towards the coast in order to avoid the mountains and displaying fine airman ship he finally succeeded in reaching his base and landing safely. Throughout, this airman showed great courage and determination.

NOTE: Public Records Office Air 2/4782 has message dated 26 February 1942, RAFHQ Middle East to Air Ministry, with original recommendation which is more detailed. He was a Sergeant (R74280) and the award was to have been a Distinguished Flying Medal:

The above-named Non-Commissioned Officer was captain of an aircraft which

attacked Naples on the night of October 31, 1941. After remaining at the target for an hour successfully attacking, it [suffered] loss of revolutions and overheating developed in his port engine. He set course for home but on making an inspection [he] discovered that several of his bombs had hung up. Although by this time his engine was giving little power he changed course for the alternative target, Palermo, which was off his route for the last 30 minutes of his Estimated Time of Arrival. He could not maintain height but he still carried on and dropped his bombs in the heavily defended target rather than jettison them into the sea. By the time this attack was over his height was only 4,500 feet and the port engine had completely failed. He fully feathered the airscrew and, turning to the coast to avoid the mountains in Sicily, brought his aircraft and crew home and made a successful landing at base. During the whole operation Sergeant Benitz showed the highest courage. His attack was pressed home with determination and his skill alone was responsible for the safe return of his aircraft.

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BENJAMIN, F/L Paul Murray (J20637) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. American citizen. Born 28 March 1920. Home in Johnson City, New York; enlisted in Hamilton, 21 November 1941. Posted to No.1 Manning Depot on enlistment. To No.3 SFTS (non-flying duties), 4 December 1941. To No.3 ITS, 14 February 1942; graduated 11 April 1942 on promotion to LAC; to No.22 EFTS, 25 April 1942; course completed 3 July 1942. Posted to No.8 SFTS, 18 July 1942 (graduated and commissioned 6 November 1942). To No.1 Flying Instructor School, 20 November 1942; to No.2 SFTS, 20 January 1943. To No.36 OTU, 20 February 1944. To "Y" Depot, Halifax, 6 May 1944; taken on strength of No.3 PRC, Bournemouth. 25 May 1944. Repatriated to Canada, 7 August 1945. Released 20 September 1945. Died 2010.

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BENNEL, S/L Richard James (C1376) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 7 October 1943 as per **London Gazette** dated 26 October 1943 and AFRO 2507/43 dated 3 December 1943. Born at Chesterton, Cambridge, England, 25 September 1912. Educated in England including Coventry Technical School (mechanical engineering). Worked for British motor car companies, 1929-1935 but went abroad that year as a sales and service representative. From 1937 onwards he was an engineer with Caribbean Petroleum Company, Maracaibo, Venezuela. Enlisted in RCAF, Ottawa, 6 November 1939. Trained at No.1 SFTS (graduated 15 July 1940). Attended Central Flying School, Trenton, 27 July to 25 August 1940. Retained in Canada as an instructor with the Central Flying School, and begged from the outset to be allowed a posting overseas, finally arguing that his family being under bombardment in England, he should be there as well. Promoted Flight Lieutenant, 15 November 1941. Posted overseas, 12 December 1941, being taken on strength of No.3 PRC, Bournemouth, 15 December 1941. To No.51 OTU, 3 March 1942. To No.29 Squadron, 7 April 1942. To No.410

Squadron, 25 April 1942. To No.51 OTU, 6 October 1942 (promoted Squadron Leader that date). To No.418 Squadron, 14 December 1942. Attached to No.1530 Beam Approach Training Flight, 28 March to 2 April 1943. Posted from No.418 Squadron to No.60 OTU, 18 September 1943. To No.418 Squadron, 25 February 1944 and promoted Wing Commander. Killed in action 9 March 1944 while serving with No.418 Squadron (Mosquito LR270). Involved in following successful air actions: **27 February 1943**, one unidentified enemy aircraft damaged; **3 March 1943**, one Do.217 destroyed; **21 May 1943**, one unidentified enemy aircraft damaged; **6 September 1943**, one Do.217 and one unidentified enemy aircraft destroyed.

This officer has completed many sorties over enemy territory at night. He has attacked numerous airfields with success, while on operations against rolling stock he has damaged several locomotives. In addition he has shot down three enemy aircraft. Squadron Leader Bennell is an inspiring leader whose great skill and determination have been reflected in the high standard of efficiency of his flight.

BENNELL, S/L (now W/C) Richard James, DFC (C1376, deceased) - **United States Air Medal - Overseas** - Award effective 4 June 1943 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. Public Records Office Air 2/9599 has recommendation dated 14 May 1943.

When certain U.S. aircraft which were moving from Northern Ireland to the United Kingdom became lost while flying in bad weather, Squadron Leader Bennell and another officer located them and enabled them to land successfully.

Press Release 1523 from Headquarters, European Theatre of Operations, United States Army, 14 July 1943 (found with Air Ministry Bulletins) gives a portion of a more complete citation:

Squadron Leader Bennell, Royal Canadian Air Force, while serving as a pilot of a Royal Air Force plane (in 1942) was despatched to intercept and guide to base a flight of United States planes. Under extremely adverse weather conditions he located the flight and, displaying exceptional courage and skilful airmanship, led it to a safe landing at a friendly base. Without this assistance it is highly probable that several airplanes and their crews would have been lost.

His service documents include a letter from Major-General Harold L. George (Army Air Forces, Headquarters Air Transport Command, Washington) to S/L R.I. Bennell dated 29 August 1942 (subject "Commendation for Action of July 21, 1942) reads as follows:

This Command Headquarters has recently been advised, through Brigadier General B.F. Giles, Commanding General, North Atlantic Wing, of the service rendered by you on the afternoon of July 21, 1942 in assisting a formation of United States Army Air Forces aircraft to effect a safe landing at Preswick, Scotland.

Your volunteering to guide the fighters and bomber composing this formation into the airport under conditions of restricted visibility and extremely low ceiling and the manner in which you accomplished this feat evidenced both a splendid spirit of cooperation and excellent flying technique.

Your courage and skill, displayed in this undertaking, undoubtedly resulted in the saving of life and property. It gives me pleasure to personally commend you for such action.

Another letter on file (Headquarters, No.13 Group to Headquarters, Fighter Command, 15 December 1942) further describes the incident. It is worth noting that on 18 January 1944, Leading Airwoman Isobella Grieg Leask, WAAF, was made a Legionaire in the Legion of Merit:

Reference Command's S.29888/P.1 dated 12th December 1942, on 21st July some Fortresses which had left Iceland for this country were recalled owing to weather but some of them did not get the recall. ACW2 Leaske of the Signals Section, Ayr, continuing to listen on Command Guard, heard whisperings which she reported to S/L Gemmell who was then controlling. It transpired that the Fortresses which had not returned to Iceland were lost over Ireland. F/L Bennell went up in a Beaufighter and was vectored to make contact with them. He guided them in safety to Prestwick in bad weather conditions.

A similar commendation addressed to ACW2 Leaske has been received at this Headquarters direct from Air Ministry under date 12th December 1942, reference A.465216/42/S.11 (a) and will be presented to this airwoman.

At the time of this incident F/L Bennell was Acting Squadron Leader commanding a Flight in 410 (RCAF) Squadron. He was posted on 6th October 1942 to No.51 OTU and his present rank and whereabouts are unknown.

NOTE: On 15 September 1943 he was assessed by W/C P.Y. Davoud for the period 14 December 1942 to 8 September 1943. He had by then flown 1,558 hours 30 minutes. Davoud wrote:

An exceptionally able officer in every way. He has proved to be an outstanding operational pilot and a good organizer. His value as a leader is high and it is strongly recommended that he will be considered to command an operational squadron on completion of his tour of instructing at No.60 OTU.

On 7 August 1942 he was engaged in a GCI Cooperation and Chase exercise on Beaufighter T3412 of No.410 Squadron; his crewman was 116609 P/O P. O'Neill-Dunns. Bennell was reported to have flown 1,370 hours (all types) including 124 hours on Beaufighters, and 144 hours at night (40 of them on Beaufighters). The weather was bad, the beacons not working properly, and he asked for a ZZ approach. On instructions he made successful descents, but

struck the ground some three miles west of Heathfield aerodrome near Ayr. No blame seems to have been attached to him, the very high hilly ground being deemed the culprit which made normal ZZ approaches exceptionally difficult.

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BENNER, F/O Keith Johnstone (J22565) - **Distinguished Flying Cross** - No.44 Squadron - Awarded effective 6 November 1943 as per **London Gazette** dated 12 November 1943 and AFRO 358/44 dated 18 February 1944. Born 26 June 1906 in South River, Ontario. Home in Cobalt, Ontario; enlisted North Bay, 15 August 1941 and posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 10 October 1941. To No.2 ITS, 23 November 1941; graduated and promoted LAC, 17 January 1942 when posted to No.3 AOS; to No.8 BGS, 25 April 1942; graduated 6 June 1942 when posted to No.1 ANS; graduated and commissioned 20 July 1942. To "Y" Depot, 21 July 1942; to RAF overseas, 5 August 1942. Medal presented 11 August 1944. Repatriated 18 November 1944. To No.1 Training Command, 7 January 1945. To Release Centre, 18 February 1945. Retired 12 April 1945. Photo PL-24052 shows him. See also PL-32531 (ex UK-13803 dated 23 August 1944).

Flying Officer Benner has completed a number of sorties as a navigator. The majority of these have been operations against the Ruhr targets and he also went to Berlin and Peenemunde. On one occasion while attacking Cologne the aircraft in which he was flying was turned on its back by a burst of anti-aircraft fire and fell for fourteen thousand feet before control was regained. Coolly, Flying Officer Benner not only gave his pilot valuable assistance at an extremely difficult moment, but he also heartened the remainder of the crew. His work on the ground as well as in the air has always been most praiseworthy.

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BENNET, F/O Robert Cottingham (J27537) - **Distinguished Flying Cross** - No.626 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 293/45 dated 16 February 1945. Born in Ottawa, 26 October 1918. Home in Vancouver (ex-Royal Canadian Artillery); teacher at Provincial Department of Education Recreational Centre; enlisted there 13 June 1942. To No.3 Manning Depot, 12 July 1942. To No.10 Repair Depot, 28 August 1942. To No.4 ITS, 10 October 1942; graduated and promoted LAC, 18 December 1942; posted on 21 December 1942 to No.5 EFTS; may have graduated 19 February 1943 but not posted to No.3 SFTS until 6 March 1943; graduated and commissioned 25 June 1943. To "Y" Depot, 9 July 1943; to United Kingdom, 15 July 1943, embarking from Canada on 16 July 1943 and disembarking 22 July 1943. To No.6 (Pilots) AFU, 26 August 1943. Attached to No.1517 Beam Approach Training Flight, 5-12 October 1943. To No.83 OTU, 21 December 1943. Promoted Flying Officer, 25 December 1943. To No.11 Base, 29 February 1944 for Lancaster Finishing School. To No.626 squadron, 11 May 1944. To No.86 OTU, 15 October 1944. Repatriated 8 April 1945. Retired 23 May 1945. Completed architectural studies that he had begun before the war. Rejoined RCAF again, 17 October 1948 (120779) as a member of No.442

(Auxiliary) Squadron, Vancouver. To Headquarters, No.19 (Auxiliary) Wing, 15 February 1951. Retired 7 March 1955. Died in Penticton, British Columbia, 14 July 1987. Medal presented 27 March 1949.

As pilot and captain of aircraft this officer has taken part in many operational sorties. He has led his crew with gallantry and high courage, inspiring them with his own cheerful confidence in times of stress. In May 1944, while over enemy occupied territory, he observed an enemy fighter attacking a Lancaster aircraft. Flying Officer Bennet immediately closed in, drew fire from the enemy and skilfully manoeuvred his aircraft to enable his gunners to drive off the enemy.

Notes: Assessment dated 7 September 1944 on posting to No.86 OTU: "The outstanding characteristic of this officer is his pleasant and forceful personality and cheerful outlook on life. An efficient and keen captain of an operational crew," (W/C G.F. Rodney).

Application for operational wing dated 4 September 1944 stated he had flown 31 sorties (140 hours), 10 May to 18 August 1944. On 10 January 1945 on repatriation he reported having flown 31 sorties (150 operational hours, probably an estimate) overseas plus 215 non-operational hours. Confirmed that last sortie was 10 August 1944.

He had engine failure in Harvard 3217, 1 July 1950, and had to crash-land at Oak Point, Manitoba (five miles east of town); neither he nor passenger injured.

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BENNETT, F/O Charles Erickson (J15964) - **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 3 July 1914 in Creston, British Columbia; home in Penticton; served three years in Canadian Army. Enlisted in Vancouver, 12 May 1941 and posted to No.2 Manning Depot. To No.11 SFTS (guard duty), 23 May 1941. To No.4 ITS, 20 June 1941; graduated and promoted LAC, 26 July 1941 when posted to No.8 EFTS; graduated 11 September 1941 when posted to No.3 SFTS; graduated and promoted Sergeant, 5 December 1941. To "Y" Depot, 6 December 1941. To RAF overseas, 7 January 1942. Commissioned 25 September 1942. Repatriated 30 November 1944. Retired 5 October 1945. Medal presented at Sea Island, 22 October 1949. Died in Victoria, British Columbia, 9 July 1996. 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 19 September 1944 when he had flown 35 sorties (171 hours 50 minutes) in tour from 5 June to 12 September 1944.

Flying Officer Bennett on the completion of his first tour of operations has proven himself to be a most courageous and skilful captain of his aircraft. Though detailed to attack some of the enemy's most heavily defended targets, this officer with complete disregard of all opposition never once failed to

successfully bomb his objective and bring his crew back safely to base. Flying Officer Bennett, under a calm and quiet manner, has shown a fine offensive spirit in action which set a magnificent example to his crew..

The sortie list was as follows:

5 June 1944 - Houlgate (5.10, second pilot)
8 June 1944 - Mayenne (6.15)
10 June 1944 - Versailles Matelot (5.40)
12 June 1944 - Cambrai (5.05)
14 June 1944 - St. Pol (4.45)
16 June 1944 - Sautrecourt (4.20)
17 June 1944 - Rouen area (4.05)
21 June 1944 - St. Martin (4.15)
4 July 1944 - Biennais (4.10)
5 July 1944 - Biennais (3.45)
6 July 1944 - Coquereaux (4.30)
12 July 1944 - Thiverny (3.50)
15 July 1944 - Nucourt (4.35)
17 July 1944 - Caen area A.1 (4.25)
20 July 1944 - Ferme de Forestel (4.00)
25 July 1944 - Stuttgart (8.30)
28 July 1944 - Hamburg (5.25)
29 July 1944 - Ange sur Seulles (4.40)
3 August 1944 - Foret de Nieppe (4.25)
4 August 1944 - Bois de Cassan (4.05)
5 August 1944 - St. Leu d'Esserent (5.10)
7 August 1944 - La Hogue (4.30)
8 August 1944 - Foret de Chantilly (5.15)
9 August 1944 - Foret de Nieppe (4.00)
10 August 1944 - La Pallice (6.40)
12 August 1944 - Foret de Montrichard (5.45)
14 August 1944 - Bons Tassisy (4.40)
16 August 1944 - Kiel (5.20)
18 August 1944 - Connantre (7.20)
3 September 1944 - Volkel (3.40)
6 September 1944 - Emden (4.40)
9 September 1944 - Le Havre (4.05)
10 September 1944 - Le Havre (4.30)
11 September 1944 - Castrop Rauxel (4.25)
12 September 1944 - Wanne Eickel (4.55)

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BENNETT, F/O Gordon (J15248) - **Distinguished Flying Cross** - No.408 Squadron - Award

effective 26 July 1943 as per **London Gazette** dated 6 August 1943 and AFRO 1849/43 dated 10 September 1943. Born 15 May 1920 in St. Boniface, Manitoba; home in Winnipeg. Educated at Toche Public School, Norwood Collegiate, Kelvin High School and Daniel McIntyre Collegiate (the latter being night school). Joined Christ Church Squadron of Air Cadets, 1938 and trained as a printer, though he described his work as "cutting paper for printing presses and feeding a die out press.". Enlisted in Winnipeg 20 November 1940 and posted to No.2 Manning Depot. To No. 35 SFTS, Calgary, 17 December 1940 (non-flying duties) until posted to No.2 ITS, 27 January 1941. Graduated 17 March 1941 when promoted LAC; to No.14 EFTS on 17 March 1941; to No.7 SFTS, 3 May 1941. Graduated 15 July 1941 when promoted Sergeant. To Embarkation Depot, 16 July 1941. To RAF overseas, 3 August 1941. Taken on strength of No.3 PRC, 31 August 1941. To No.9 AOS, 11 September 1941. Attached to No.55 OTU, 9-11 September 1941. Posted to No.2 (Observer) AFU, date uncertain. Commissioned 7 March 1942. On 24 September 1942, he flew Anson DG864 from Millam to Wing, Buckinghamshire. Aircraft was parked beside the Watch Tower while he and crew visited. Aircraft was left with three radio mechanics who were working inside machine on radio. On his return he found the aircraft on fire due to discharge of a Verey Pistol. The inquiry noted, "As accidents of an identical nature have occurred several times before, in Anson aircraft, it is suggested that the Verey pistol holster might be modified to make it completely foolproof, as in the Battle of Oxford." At the time he had 520 hours (day) and 600 hours (night). Promoted Flying Officer, 1 October 1942. To No.4 AGS, 5 January 1943. To No.22 OTU, 23 March 1943. To No.1659 Conversion Unit, 18 May 1943. To No.408 Squadron, 10 June 1943. On 3 July 1943, returning from a diversion from operations, (Halifax JD275), oil pressure on port inner engine dropped rapidly to zero. Engine was immediately stopped. No further damage to engine, Oil pressure gauge was found to be defective. He was reported at the time as having 881 hours (83 on Lancasters). Promoted Flight Lieutenant, 29 July 1943. To No.405 Squadron, 30 August 1943. Promoted Squadron Leader, 6 January 1944. Killed in action, 24/25 May 1944 (Lancaster ND526). Cited with Sergeant A. Rogers (RAF). Medal presented 17 December 1943. See also Baker, Eli (navigator).

Flying Officer Bennett and Sergeant Rogers were pilot and wireless operator of an aircraft detailed to attack Gelsenkirchen. Whilst over the target area the bomber was hit by anti-aircraft fire. Some stores caught fire and burned furiously. Coolly, Flying Officer Bennett dived his aircraft and the force of the wind put out the flames on the burning fabric. Meanwhile, acting with great promptitude, Sergeant Rogers fought the flames inside the bomber with the extinguishers. By these means he succeeded in subduing the fire although much of the equipment including the hydraulic system were rendered unserviceable. Flying Officer Bennett flew the damaged bomber to an airfield in this country and landed it safely. His skill and resource were worthy of high praise while Sergeant Rogers displayed commendable promptitude and skill.

RCAF file 181.009 D.2617 (National Library and Archives RG.24 Volume 20627) has recommendation by W/C W.D.S. Ferris drafted 12 July 1943 when he had flown seven sorties (39 hours 25 minutes); the central event is described very differently from the final "official"

version:

Flying Officer Bennett has carried out seven sorties against very heavy German defences. On the night of 9th July 1943, while over Gelsenkirchen, Germany, his aircraft was hit by a number of incendiary bombs which penetrated the aircraft in several different places. One incendiary caught fire in the rest position of his aircraft which caused considerable conflagration, metal burning furiously to the outside skin of the aircraft. Flying Officer Bennett dove the aircraft some 4,000 feet, putting out the external fire. The Wireless Operator had in the meantime proceeded to the fire and with the aid of the Bomb Aimer and Flight Engineer were able to put this fire out. One incendiary landed in the wing and jammed the aileron controls; one came through the nose and landed on the Navigator's table. All electrical equipment and hydraulics had been put out of action. Flying Officer Bennett's ability to make instant decisions in emergency and through skilful pilotage and cool judgement was able to land his aircraft safely in this country, and I strongly recommend the immediate award of the Distinguished Flying Cross.

On 14 July 1943 the Station Commander, G/C J.L. Plant added his remarks:

By his superb captaincy air airmanship, Flying Officer Bennett saved the lives of his crew and much valuable equipment. I concur in the recommendation of Wing Commander Ferris and recommend the award of a Distinguished Flying Cross.

An undated, unidentified newclipping (probably from a contemporary Winnipeg newspaper) provided the following account of the above incident:

As a flying officer, Bennett made one rip-roaring trip to the Ruhr coal centre of Gelsenkirchen. Early in the flight his aircraft was damaged by flak. When approaching the target, it was struck by eight incendiaries from another RAF machine flying just above; he got bombs away and then the whole crew spent 15 roasting minutes extinguishing the flames. After that they froze while flying home through dense clouds.

Limping home with holes in the aircraft large enough to fall through, minus lights, petrol gauges, electric system, heat or hydraulics, Bennett set the Halifax down on an aerodrome in southern England. This outstanding feat of flying brought him a Distinguished Flying Cross

BENNETT, S/L Gordon, DFC (J15248) - **Distinguished Service Order** - No.405 Squadron - Award effective 14 July 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25th August 1944. Medal presented to family, 1 April 1949.

As captain of aircraft, Squadron Leader Bennett has taken part in a very large number of sorties during which he has successfully attacked such targets as Berlin, Mannheim and Munich. He has displayed skill of a high order whilst his unconquerable spirit of determination and contempt for danger have been a notable feature of his efforts throughout. Squadron Leader Bennett has rendered valuable service.

NOTE: Public Record Office Air 2/9157 has recommendation drafted by W/C R.J. Lane, 22 May 1944, when he had flown 45 sorties (265 hours 50 minutes) of which 36 sorties (219 hours 55 minutes) had been since his previous award. Sortie list and submission as follows:

21 June 1943 - Krefeld (5.00)
22 June 1943 - Mulheim (3.00)
24 June 1943 - Elberfeld (5.30)
25 June 1943 - Gelsenkirchen (4.45)
28 June 1943 - Cologne (5.00)
2 July 1943 - Gardening (5.00)
3 July 1943 - Cologne (6.00)
8 July 1943 - Gelsenkirchen (5.55)
13 July 1943 - Aachen (5.45)
3 August 1943 - Sea search (5.15)
15 September 1943 - Montlucon (2.30 - no operation)
16 September 1943 - Modane (7.15)
22 September 1943 - Oldenburg (4.40)
23 September 1943 - Mannheim (5.45)
27 September 1943 - Munich (7.00)
2 October 1943 - Munich (7.00)
5 October 1943 - Kassel (5.45)
7 October 1943 - Hannover (6.00)
20 October 1943 - Leipzig (2.30 - no operation)
3 November 1943 - Dusseldorf (3.40)
17 November 1943 - Ludwigshaven (5.00)
18 November 1943 - Berlin (7.05)
2 December 1943 - Berlin (5.55)
16 December 1943 - Berlin (8.10)
19 December 1943 - Mannheim (8.10)
24 December 1943 - Berlin (6.50)
29 December 1943 - Berlin (6.50)
1 January 1944 - Berlin (6.35)
2 January 1944 - Berlin (6.20)
5 January 1944 - Stettin (8.30)
20 January 1944 - Berlin (7.25)
21 January 1944 - Magdeburg (6.30)
27 January 1944 - Berlin (6.50)

19 February 1944 - Leipzig (6.30)
20 February 1944 - Stuttgart (6.00)
26 February 1944 - Augsburg (6.30)
1 March 1944 - Stuttgart (6.00)
15 March 1944 - Stuttgart (6.25)
18 March 1944 - Frankfurt (5.00)
30 March 1944 - Nuremberg (6.40)
18 April 1944 - Paris (3.40)
20 April 1944 - Lens (2.55)
24 April 1944 - Karlsruhe (5.55)
26 April 1944 - Paris (4.10)
28 April 1944 - Friedrichshafen (6.40)
3 May 1944 - Mont Didier (2.55)
10 May 1944 - Ghent (2.30)

This officer is a very capable captain, who has completed 45 operational sorties against such heavily defended targets as Berlin, Mannheim and Munich. On a number of occasions, Squadron Leader Bennett has had to spend long times over enemy targets, doing excellent work with disregard for personal safety. The keenness and devotion to duty displayed by this officer both in his capacity as Flight Commander and as captain has set a fine example to his comrades, which will be difficult to surpass. Strongly recommended for award of the Distinguished Service Order.

This was duly supported with almost no comment by G/C G.P. Dunlop (Officer Commanding, Station Gransden Lodge, 24 May 1944) and A/V/M Donald Bennet (Air Officer Commanding, No.8 Group, 27 May 1944). It was approved by Air Chief Marshal Sir Arthur Harris (Air Officer Commanding-in-Chief, Bomber Command) on 22 June 1944.

Note: For a Combat Report involving his career, see entry for Warrant Officer F.C. Davies, RCAF.

Circumstances of death: The website "Lost Bombers" provides the story of his last sortie. Lancaster ND526 (LQ-M), target Aachen was airborne at 0024 hours, 25 May 1944 from Gransden Lodge. Shot-up on the way to the target but was able to complete the operation. Attacked again by a Ju.88 night-fighter on the return trip and shot down, crashing at Hilvarenbeek (Noord-Brabant), 9 km SSE of Tilburg. Crew consisted of S.L G. Bennett, DSO, DFC, RCAF (killed, now in the Canadian area of Bergen op Zoom War Cemetery), Flight Sergeant J.I. Rees (POW), F/L E. Baker, DFC, RCAF (POW, Flight Sergeant A. Rogers, RCAF (POW), P/O F.C. Davies, RCAF (POW), F/O S.A. Walker, RCAF (injured, POW), Warrant Officer H.V. Noel, RCAF (POW), Warrant Officer J.H. Frame, RCAF (evaded). S/L Bennett had in fact completed his tour, having done two "second dickey" operations on his arrival from No.408 Sqdn. He elected to see his crew out on this operation, the last of their tour. F/L Baker initially evaded but was captured on 20 June 1944 in Brussels and was interned in Camp L3 (POW number 6384) with P/O Davies (POW number 6625) who had been captured in Erquennes 16 June 1944. WO2 Joel,

also evaded until captured in Brussels 20 June 1944 and interned in Camp L7 (POW number 268), joining Flight Sergeant Rodgers (POW number 49). Flight Sergeant Rees also evaded and was captured, probably with P/O Davies, 16 June 1944 in Erquennes, near Turnhout, Belgium and interned in Camp L7 (POW number 324).

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BENNETT, S/L Gordon Wellington (J9180) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 29 March 1919 in Toronto; home in Algonquin, Ontario (school teacher in northern mining camps). Educated at Ottawa Normal School; teacher; enlisted in Winnipeg, 11 March 1941 and posted to No.2 Manning Depot. To No.1 ANS, 10 April 1941 (guard duty); to No.2 ITS, 5 June 1941; graduated and promoted LAC, 27 July 1941 when posted to No.14 EFTS; graduated 13 September 1941 when posted to No.11 SFTS; graduated and commissioned 5 December 1941. To "Y" Depot, 23 December 1941; to RAF overseas, 7 January 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 5 December 1943. Promoted Squadron Leader, date uncertain. Repatriated 9 July 1945. To No.2 Air Command, 26 July 1945. Retired 10 September 1945. Medal presented 25 April 1949. Rejoined RCAF as pilot, Flight Lieutenant, 1 October 1946 (24330); promoted Squadron Leader, 1 June 1952; test pilot and flight safety expert. After retirement, to insurance sales in Marmora. Died 4 January 2008 at Marmora, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2008. RCAF Photo PL-42177 (formerly UK-19037), registered 16 February 1945 has the following caption: "Flight Commanders of RCAF Bomber Group's Bluenose Squadron sniff the uncertain weather before an operation. Behind them Canadian-built Lancasters of their squadron are lined up for take-off. At left stands S/L Gordon Bennett of Spencerville, Algonquin and Brockville; Ontario; at right, S/L Dan Boyle, Toronto." 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 2/8751 has recommendation dated 20 April 1945 when he had flown 37 sorties (233 hours).

9 July 1943 - Gelsenkirchen (6.30)
14 August 1944 - Aisy (4.35)
16 August 1944 - Kiel (5.05)
18 August 1944 - Cannantre (7.00)
25 August 1944 - St.Mathieu (5.05)
27 August 1944 - Marquise Mimoyecques (3.55)
28 August 1944 - Fresney (3.55)
10 September 1944 - Le Havre (4.10)
12 September 1944 - Dortmund (5.15)
15 September 1944 - Kiel (6.10)
17 September 1944 - Air/Sea Rescue Search (5.20)
24 September 1944 - Calais (5.05)
25 September 1944 - Calais (4.25)

27 September 1944 - Sterkrade (5.25)
28 September 1944 - Cap Gris Nez (3.15)
9 October 1944 - Bochum (6.20)
23 October 1944 - Essen (6.20)
24 October 1944 - Oslo (6.45)
28 October 1944 - Cologne (5.45)
30 October 1944 - Cologne (6.20)
1 November 1944 - Oberhausen (6.35)
2 November 1944 - Dusseldorf (6.10)
6 November 1944 - Gelsenkirchen (5.40)
16 November 1944 - Julich (5.05)
18 November 1944 - Munster (5.20)
21 November 1944 - Oslo (8.30)
29 December 1944 - Scholven (6.40)
30 December 1944 - Cologne (6.50)
2 January 1945 - Nuremburg (9.25)
14 January 1945 - Merseburg (9.10)
28 January 1945 - Stuttgart (7.50)
13 February 1945 - Dresden (11.15)
14 February 1945 - Chemnitz (9.10)
21 February 1945 - Duisburg (6.55)
14 March 1945 - Zweibrucken (7.00)
10 April 1945 - Plaven (7.00)
14 April 1945 - Potsdam (7.45)

Squadron Leader Bennett is an outstanding pilot and captain, now on his second tour of operations. He has taken part in attacks against such heavily defended areas as Kiel, Essen and Dortmund. He is an excellent leader and organizer who, by his own personal example of fearlessness and devotion to duty, has inspired not only his crew but his entire squadron with the same spirit. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

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BENNETT, F/O Lancelot Gordon Hambleton (J36690) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. See **War Service Records 1939-1945** (Canadian Bank of Commerce, 1947). Born 19 May 1921 at Paris, Ontario; educated there. Enlisted in Hamilton, 28 August 1941 and posted to No.1 Manning Depot. To No.1 BGS (guard), 13 September 1941. To No.1 ITS, 23 November 1941; graduated and promoted LAC, 22 January

1942 but not posted to No.1 AOS until 14 February 1942; graduated 6 June 1942 when posted to No.1 BGS; graduated 25 July 1942 when posted to No.1 CNS; graduated and promoted Sergeant, 5 September 1942; to No.2 SFTS, 19 September 1942. To Eastern Air Command, 25 October 1942. To Yarmouth, 27 October 1942. Promoted Flight Sergeant, 5 March 1943. To No.113 (BR) Squadron, 22 March 1943. Commissioned 3 August 1943. Promoted Flying Officer, 3 February 1944. To "Y" Depot, 4 February 1944. Taken on strength of No.3 PRC, 25 March 1944. Repatriated 5 August 1945. Released 17 September 1945. Award sent by registered mail 28 January 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 5 April 1945 when he had flown 31 sorties (222 hours 40 minutes), 27 November 1944 to 25 March 1945.

This officer flew approximately three hundred and fifty hours with Coastal Command in Canada before coming overseas. He has completed an operational tour of thirty-one trips, all over Germany.

Throughout his tour he displayed the utmost tenacity, courage and devotion to duty. His undoubted skill has at all times been an inspiration to his crew and to a large degree responsible for their success and safety. His cheery, confident manner was a splendid example to all his associates both on the ground and in the air.

I consider that Flying Officer Bennett's devotion to duty merits the award of the non-immediate D.F.C.

The sortie list was as follows:

27 November 1944 - Neuss (5.50)
30 November 1944 - Duisburg (7.45)
2 December 1944 - Hagen (6.30)
4 December 1944 - Karlsruhe (6.55)
5 December 1944 - Soest (6.55)
6 December 1944 - Osnabruck (6.40)
15 December 1944 - Mannheim (6.25)
17 December 1944 - Duisburg (6.30)
21 December 1944 - Cologne (6.55)
24 December 1944 - Dusseldorf (5.15)
5 January 1945 - Hanover (5.05)
6 January 1945 - Hanau (6.55)

14 January 1945 - Merseburg (9.25)
16 January 1945 - Zeitz (9.00)
28 January 1945 - Stuttgart (7.50)
1 February 1945 - Mannheim (7.55)
2 February 1945 - Weisbaden (6.40)
4 February 1945 - Bonn (6.20)
7 February 1945 - Goch (6.10)
13 February 1945 - Dresden (9.40)
28 February 1945 - Neuss (2.50, recalled)
1 March 1945 - Mannheim (7.30)
2 March 1945 - Cologne (5.55)
5 March 1945 - Chemnitz (10.25)
7 March 1945 - Dessau (8.55)
12 March 1945 - Dortmund (6.00)
14 March 1945 - Zweibrucken (7.30)
15 March 1945 - Hagen (7.20)
21 March 1945 - Rheine (6.00)
22 March 1945 - Hildesheim (5.55)
24 March 1945 - Mathias-Stinnes (6.50)
25 March 1945 - Hanover 7.10)

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BENNETT, G/C Walter Edwin (C144) - **Mention in Despatches** - Western Air Command Headquarters - Awarded 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945 - Born in Halifax, 21 December 1908 (birth date in obituary notice); educated there, attaining B.Sc. in Mechanical Engineering from Dalhousie University. Enlisted in Halifax, 4 June 1928, serving at Camp Borden, Vancouver and Ottawa. Ex-COTC cadet, qualified for pilot's badge 27 August 1930. Attended the RAF Photo School at Farnborough (January to November 1937). Further service at Ottawa and Trenton; No.2 (AC) Squadron, 1 October 1939 to 27 December 1939. In Ottawa again, 28 December 1939 to 17 December 1942. Station Sea Island, 18 December 1942 to 11 November 1943; WAC Headquarters, 12 November 1943 to 5 October 1944; Sea Island, 5 October 1944 to 5 April 1945. Overseas with No.127 Wing and RCAF Overseas Headquarters, 14 April 1945 to 4 April 1947. To Northwest Air Command, 17 December 1950. To Tactical Air Command, 1 August 1951. Awarded Queen's Coronation Medal, October 1953, while at CJS Washington. NOTE: In a record of service in biographical file, Temporary Duty in UK is noted for 13 February to 17 September 1941, with following: "During a period of eight months in 1941 this officer completed 14 operational sorties over European targets. These particular sorties were flown in connection with the testing of special photographic equipment, the ultimate results of which were invaluable on

photo reconnaissance ops in the later stages of the war." P/P/O, 4 June 1928 - F/O, 1 June 1933 - F/L 1 April 1937 - S/L 1 April 1939 - W/C 1 February 1941 - G/C 1 November 1943. - A/C, 1 October 1948. Died in Ottawa, September 19th, 1993. RCAF photo PL-1331 shows him as a Squadron Leader, 1940.

This officer served overseas for a short period, during which time he successfully carried out valuable experimental work in night photography. As commanding officer of a west coast station and in his present position as senior air staff officer at this command, he has executed his duties in a most capable manner, earning the respect of both his juniors and seniors. He is an outstanding officer who has made an excellent record in this command and by reason of his initiative and devotion to duty has done much to maintain the high standard of operational fitness in aircrew.

BENNETT, A/C Walter Edwin (C144) - AFHQ - **Chevalier of the Legion of Honour (France)** as per Canada Gazette, 18 June 1949 and AFRO 260/49. "In recognition of distinguished services rendered in the cause of the Allies."

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BENNETT, FS William Edward (R112547) - **British Empire Medal** - No.7 Photo Wing - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 3 March 1916. Enlisted at Toronto, 24 June 1941 for General Duties and posted to No.1 Manning Depot. To No.1 BGS, 7 July 1941. Reclassified as Photographer, 24 August 1941. To AFHQ, 17 November 1941. Promoted AC1, 1 April 1942. To Rockcliffe, 7 April 1942. Promoted LAC, 17 October 1942. Promoted Corporal, 1 January 1943. Promoted Sergeant, 1 October 1943. Promoted Flight Sergeant, 1 June 1944. To No.2 Release Centre, 18 March 1946. Released 21 March 1946. Award sent by registered mail 1948.

This non-commissioned officer, a former instructor at the School of Photography, instilled many students with his patience and instructive ability. For the past two years, in charge of Vertical Survey Photography camera operators, his initiative, untiring efforts and exceptional skill have kept his equipment in good working condition. By these qualities he has set a standard for other camera operators. He has acted as navigator at times when the loss of a regular navigator would have delayed operations.

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BENNETT, F/O William Russell (J21557) - **Distinguished Flying Cross** - No.158 Squadron - Award

effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 25 May 1921 in Liverpool, England; home in Toronto (research worker); enlisted there 30 January 1942. To No.1 Manning Depot, 1 March 1942. To No.1 Training Command, 24 April 1942. To No.5 ITS, 20 June 1942; graduated 15 August 1942, promoted LAC and posted to No.8 AOS; graduated 4 December 1942 and commissioned. To "Y" Depot, Halifax, 27 December 1942. To RAF overseas, 8 January 1943. Repatriated to Canada 23 September 1944. To Western Air Command, 31 October 1944. To Station Coal Harbour, 16 December 1944. To Station Tofino, 13 August 1945. To Release Centre, 2 November 1945. Released 6 November 1945. Attended University of Toronto, graduating as chemical engineer. Career thereafter was in pulp and paper industry, Fort Frances, Ontario, retiring as Technical Director, Boise Cascade Mill in that cuty. Died there, 12 August 1998. Award sent by registered mail 20 February 1949. Photos PL-14001 and PL-14005 show him. 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 2/8827 has recommendation dated 16 August when he had flown 39 sorties (193 hours two minutes).

(* denotes daylight sortie)

29 January 1944 - Berlin (8.16)
30 January 1944 - Berlin (5.59)
15 February 1944 - Berlin (6.48)
20 February 1944 - Stuttgart (7.07)
1 March 1944 - Stuttgart (8.36)
6 March 1944 - Trappes (5.19)
7 March 1944 - Le Mans (5.29)
26 March 1944 - Essen (4.52)
30 March 1944 - Nuremburg (8.02)
9 April 1944 - Villeneuve St.Georges (5.54)
10 April 1944 - Tergnier (5.21)
18 April 1944 - Tergnier (4.37)
20 April 1944 - Ottignies (4.19)
22 April 1944 - Dusseldorf (5.10)
24 April 1944 - Karlsruhe (6.33)
26 April 1944 - Villeneuve St.Georges (5.28)
27 April 1944 - Aulnoye (4.35)
30 April 1944 - Acheres (4.43)
1 May 1944 - Malines (3.37)
8 May 1944 - Morsallines (3.40)
12 May 1944 - Hasselt (4.13)

19 May 1944 - Boulogne (4.10)
24 May 1944 - Aachen (4.08)
27 May 1944 - Bourg Leopold (4.28)
1 June 1944 - Ferme d'Urville (4.27)
22 June 1944 - Siracourt (3.39)*
24 June 1944 - Le Grand Rossignol (3.01)
28 June 1944 - Wizernes (3.26)*
30 June 1944 - Villers Bocage (4.00)*
1 July 1944 - Oisemont (3.44)*
4 July 1944 - Domlefer (3.43)*
6 July 1944 - Marquis Mimoyecques (3.26)*
7 July 1944 - Caen (4.14)*
12 July 1944 - Ferme de Forestel (3.51)
15 July 1944 - Les Landes Vieilles et Nouvelles (4.18)
18 July 1944 - Caen H
20 July 1944 - Bottrop (3.43)
24 July 1944 - Stuttgart (8.17)
28 July 1944 - Foret de Nieppe (3.38)*

Flying Officer Bennett has just completed an excellent tour of 39 operational sorties. He started with three exciting visits to Berlin and then gained in experience on such operations as Stuttgart, Nuremburg and Essen. Latterly he has taken part in a number of daylight attacks on targets in northern France.

As a navigator Flying Officer Bennett has been sound, reliable and complete efficient, and much credit for the completion of the tour is due to his accurate and careful work. An officer with an excellent sense of humour, he has been a cheering influence in a good and gallant crew. He has been able to face the most difficult hazards with a smile, and neither flak nor fighters have been able to upset his balance or impair his efficiency. His courage at all times has been of the highest order.

For his exceptional record of operations, his constant courage throughout a most exacting tour, and for his unfailing devotion to duty at all times, it is recommended that Flying Officer Bennett be awarded the Distinguished Flying Cross.

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BENOIT, F/L Frederick James (J24757) - **Distinguished Flying Cross** - No.626 Squadron - Award

effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born in Montreal, 25 May 1917; home there (salesman); enlisted there 15 July 1941 and posted to No.1 Manning Depot. To No.4 BGS (guard duty), 8 August 1941. To No.5 ITS, 13 September 1941; graduated and promoted LAC, 8 November 1941 when posted to No.9 EFTS; graduated 3 January 1942 when posted to No.6 SFTS; graduated and promoted Sergeant, 24 April 1942. To No.7 BGS, 8 May 1942. Commissioned 21 October 1942. To "Y" Depot, 12 November 1943; taken on strength of No.3 PRC, Bournemouth, 23 November 1943. Repatriated 14 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. Retired 16 September 1945. Medal presented 27 February 1947. 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 2/9137 has recommendation dated 9 May 1945 when he had flown 30 sorties (208 hours 30 minutes):

* mission abandoned on orders of Master Bomber

31 December 1944 - Osterfeld
7 January 1945 - Munich
14 January 1945 - Merseburg
16 January 1945 - Zeitz
1 February 1945 - Ludwigshaven
13 February 1945 - Dresden
14 February 1945 - Chemnitz
20 February 1945 - Dortmund
21 February 1945 - Duisburg
23 February 1945 - Pforzheim
1 March 1945 - Mannheim
2 March 1945 - Cologne
5 March 1945 - Chemnitz
8 March 1945 - Kassel
11 March 1945 - Essen
12 March 1945 - Dortmund
13 March 1945 - Gelsenkirchen
15 March 1945 - Misburg
16 March 1945 - Nuremburg
4 April 1945 - Lutzkendorf
9 April 1945 - Kiel
10 April 1945 - Plauen
13 April 1945 - GARDENING, Kiel
14 April 1945 - Potsdam

18 April 1945 - Heligoland
22 April 1945 - Bremen*
25 April 1945 - Berchtesgaden
29 April 1945 - EXODUS (POW evacuation)
1 May 1945 - MANNA (food drops)
3 May 1945 - MANNA

Flight Lieutenant Benoit, as a Canadian pilot and captain of aircraft, has completed 30 sorties against such targets as Duisburg, Cologne, Nuremburg, Dresden and Munich. He has displayed a cheerful disregard for his own safety and although he was forced to abandon aircraft on his first sortie he was not dismayed.

He has at all times shown the greatest keenness to carry out the tasks assigned to him, successfully bombing the enemy on every occasion and pressing home his attacks in a most fearless manner.

Throughout this, his first tour of operations, Flight Lieutenant Benoit has shown himself to be a competent and skilful pilot and his fine offensive spirit coupled with his determination has set a magnificent example to his crew. For his work, skill and very fine spirit, I strongly recommend that this officer be awarded the Distinguished Flying Cross.

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BENOIT, P/O Jean Paul Raoul Conrad (J93505) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 6 November 1920 in Hull, Quebec; home in Toronto (grocery clerk); enlisted in North Bay, 8 September 1941. To No.1 Manning Depot, 28 September 1941 but appears to have been granted leave without pay. To No.4 WS, 10 April 1942; promoted LAC, 11 May 1942; graduated 21 November 1942 when posted to No.1 BGS; graduated and promoted Sergeant, 21 December 1942. To No.32 OTU, 6 January 1943. To "Y" Depot, 15 May 1943; to RAF overseas, 26 May 1943. Commissioned 18 October 1944. Repatriated 15 February 1945. Retired 4 May 1945. Medal presented in Toronto. 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.2610 (RG.24 Vol.20627) has recommendation dated 15 February 1945 when he was a WO1 (R130038) who had flown 30 sorties (164 hours 30 minutes), 18 July to 27 December 1944.

This Warrant Officer, the Wireless Operator of the crew captained by Flying

Officer R.H. Simpson, DFC, has now completed his first tour of operations comprised of thirty trips over enemy territory.

Throughout his tour he has consistently displayed a high degree of courage, skill and initiative and has proven himself to be an outstanding member of a gallant crew.

Warrant Officer Benoit has also greatly strengthened the hand of the Signals Leader of this squadron when on the ground, his keenness, energy and reliability being a constant source of inspiration to his fellow Wireless Operators..

The sortie list was as follows:

18 July 1944 - Caen (4.40)
18 July 1944 - Wesseling (6.05)
20 July 1944 - Forestel (3.40)
23 July 1944 - Donges (5.50)
24 July 1944 - Le Hey (3.45)
25 July 1944 - Stuttgart (8.40)
28 July 1944 - Hamburg (5.35)
30 July 1944 - Villers Bocage (4.15)
3 August 1944 - Foret de Nieppe (4.10)
4 August 1944 - Bois de Casson (4.10)
11 September 1944 - Le Havre (4.35)
12 September 1944 - Dortmund (5.30)
27 September 1944 - Duisburg (5.35)
28 September 1944 - Cap Gris Nez (3.20)
14 October 1944 - Duisburg (5.25)
15 October 1944 - Wilhelmshaven (4.40)
23 October 1944 - Essen (6.10)
25 October 1944 - Hamburg (4.55)
28 October 1944 - Cologne (6.00)
30 October 1944 - Cologne (6.00)
1 November 1944 - Oberhausen (5.30)
4 November 1944 - Bochum (5.15)
6 November 1944 - Gelsenkirchen (4.45)
16 November 1944 - Julich (5.10)
18 November 1944 - Munster (6.30)
4 December 1944 - Karlsruhe (6.35)
5 December 1944 - Soest (7.05)

17 December 1944 - Duisburg (6.55)
26 December 1944 - St. Vith (6.15)
27 December 1944 - Opladen (5.30)

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BENSON, F/L (now S/L) Thomas (J6938) - **Air Force Cross** - No.7 (BR) Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Born 8 September 1917. Enlisted in Saskatoon, 7 November 1940. To No.32 ANS (guard duty), 9 December 1940; to No.3 ITS, 24 March 1941; graduated and promoted LAC, 19 April 1941 when posted to No.6 EFTS; graduated 8 June 1941 when posted to No.4 SFTS; graduated and commissioned 20 August 1941. To No.13 Operational Training Squadron, 31 August 1941; to No.7 (BR) Squadron, 26 December 1941. Promoted Flying Officer, 20 August 1942. Promoted Flight Lieutenant, 1 May 1943. Promoted Squadron Leader, 1 August 1944. To Alliford Bay, 21 July 1945. To Western Air Command, 20 September 1945. To No.1 Instrument Flying School, 22 January 1946. Reverted to Flight Lieutenant, 1 October 1946 and still in RCAF as of April 1954 (27162). Medal presented 9 July 1949. Governor General's Records (RG.7 Group 26, Volume 58, file 190-I) has citation. As of recommendation he had flown 1,713 hours 35 minutes (605 hours 20 minutes on operations, 144 sorties).

This officer, for more than a year, has served as officer in charge of flying training at this unit. His skill as a pilot and flying boat captain and his untiring devotion to duty have been responsible in a great measure for the long record of efficiency maintained by his squadron. He has accepted additional duties in a most capable and cheerful manner and has at all times set an excellent example to subordinate pilots by successfully carrying out the most difficult operational tasks.

Note: In February 1949 he piloted one of two Dakotas of "K" Flight, Station Edmonton, engaged in "Exercise Fort Ross", which involved the air rescue of a band of ailing Inuit from Cresswell Bay, some 400 miles inside the Arctic Circle, described by Eric Young in "Eskimo Rescue", **Canadian Aviation**, June 1949. When word received of the problems, some 17 Inuit had died. The aircraft departed Edmonton on 1 February 1949. Excerpts as follows:

The ski-wheel equipment on the planes was barely past the experimental stage and was being used for the first time in RCAF northern history. The wheels protruded through the skis and could be raised for landing in snow. As the big planes sped down the runway, the skis flapped frantically on the pavement.

F/L Thomas Benson, veteran northern pilot, was in charge of the mission while F/O Earle Harper piloted the second plane. Co-pilots were F/O William

Christmas and F/L Milton Cowie while other crew members included F/O Robert Hooke, F/O A.W. Bachelor, F/O William Kereliuk, F/O Stanley Szelezak, Corporal Kenneth Pitts, LACs Buster Wray, Jens Skjott, Ed Sallows, Douglas Baines and Kenneth Noble.

Actual destination of the mercy flight was Fort Ross, 45 miles south of the stricken hamlet. Plans were to fly first to Cambridge Bay and to use this as temporary headquarters. Then the planes would fly to Fort Ross where they hoped to make radio contact with a veteran trapper, L.A. Learmouth, using a walkie-talkie set which would be dropped to him.

Because there was no landing field in the vicinity, they would ask him to mark out an emergency landing area. It was believed Learmouth had sent the original plea for help.

But trouble began to dog the operation right from the start. Bad weather was encountered and the planes were grounded at Fort Nelson, B.C. When they finally reached Cambridge Bay, weather had turned poor again and the take-off for Fort Ross was delayed.

Another condition was making the task more difficult. There was no daylight in the far north at this time of the year, only three hours of twilight. Since flying must be done visually, this would give them only one hour in the Fort Ross area since the Fort was a full flying hour from Cambridge Bay.

Dive days after the mission had left Edmonton, the Daks flew over Fort Ross on a preliminary reconnaissance. There was no sign of life. Seven miles south of the former Hudson's Bay post, the airmen sighted a small encampment. Radio and written messages were dropped to the band, which appeared to number about 50, but no contact was made before the planes were forced to return to base.

Then, after new storms had delayed a second flight for another three days, F/L Benson returned and was successful in making radio contact with the encampment. He talked with a white trapper named Ernest Lyle, who told him that Learmouth had left on a 100-mile trek to Arctic Bay, where he hoped to find help for the ill Eskimos.

Lyle confirmed the report that nine had died of the mysterious sickness and told of seven other inhabitants who were seriously ill. He could give no more details of the mystery plague but informed the pilot that landing at Cresswell Bay would

be impossible. He said he would take the ailing Eskimos by dog sled 50 miles to his own camp. It would take six days.

So six days later, F/L Benson and the doctors landed at Lyle's camp where the trapper had marked out a strip with cartons and caribou hides. But instead of the seven stricken Eskimos, they found only two with the trapper. A severe three-day blizzard had made it impossible to move the others but he had struggled through the 50-mile stretch with a young Eskimo and an older man.

The 14-year old boy, Kamiuk, they found, had both his feet eaten away by gangrene and he was in a badly weakened condition. The older man, Kavavow, seemed somewhat better but he too was weak. Lyle reported now that the six other inhabitants of the village were ill and that all the men had died. The doctors could do little at the Lyle camp so after hot coffee they took off again for Cambridge Bay. Then both aircraft returned without delay to Edmonton.

Back in the city the Eskimos got their first view of civilization and doctors told Kamiuk that, barring complications, he would win the battle for his life. He seemed, however, to sense the impossibility of a normal life in the Arctic homeland following recovery. The older man, they found, was suffering from malnutrition but otherwise there seemed no indication of what had caused the plague which wiped out almost half the settlement.

A clue came when the Eskimos told them they had run out of food and had begun to eat the carcass of a dead whale, washed ashore at Cresswell Bay. The doctors now were almost certain that the deaths had been caused by food poisoning from the decomposing whale. They could find no evidence of the typhoid germ, which earlier had been considered a possibility.

But the rescue operation was far from complete. As soon as examinations of the first two were complete, F/L Benson, Dr. [J.P.] Harvey [Charles Camsell Indian and Eskimo Hospital, Edmonton] and the crew boarded their Dakota again intent on "Exercise Fort Ross (Phase Two)". Accompanying them were two other Eskimos who had been brought to civilization via Winnipeg and were being returned to their homes. New crew members were F/O D.C. McBurney, F/O Hook and F/O R.V. Mihell.

Better luck rode with the second phase of the mercy flight and in just two days the plane returned with four more Eskimos. This time there was a 47-year old woman (the mother of Kamiuk), a baby boy and two other boys, 16 and 12. The

woman carried the child on her back papoose style although it was not her own. She and the baby were from Cresswell Bay. The other two boys were from the Fort Ross area.

Both the older boys were reported later to be suffering from tuberculosis while the baby was suffering from a contraction of neck muscles. The woman was ailing mentally.

The group reported that they had stayed at Lyle's camp about two hours and this time Dr. Harvey had examined the Eskimos and chosen te four for evacuation. They found supplies at the camp extremely low. No time had been wasted on the return trip for after refuelling at Cambridge Bay the 1,750-air miles had been covered in one hop which took more than 12.5 hours.

Final phase of the operation began about five days later when reports reached RCAF headquarters in Edmonton that two RCMP constables had found conditions "much worse than expected" at Cresswell Bay. Two women were said to be too ill to be moved by dog sleigh. "Exercise Fort Ross Three" was destined to be a costly one for the Air Force.

Two Dakotas again left Edmonton on March 24. This time they were loaded to capacity with food supplies. F/L Benson again commanded the mission while F/O Skinner piloted the second plane. Constable A. Wilvert, RCMP also was aboard. Dr. Harvey had remained in the isolated northern post when the second flight returned to Edmonton.

One of the planes carried four drums of 100-octane gasoline, to enable the second craft to refuel at Fort Ross for an attempted landing at Cresswell Bay. However, the landing at the afflicted village never was completed for as Benson touched down at Fort Ross, the starboard landing gear buckled beneath the plane, severely damaging the fuselage and one wing. It was readily seen the aircraft could never be repaired so after being stripped of its valuable equipment it was abandoned.

Events were not entirely disheartening, however, for it was learned that the sick Eskimo had improved considerably. Even the two women had made progress toward recovery. The second Dakota, however, flew over the area and dropped 3,000 pounds of food supplies - enough to last the settlement until they could move south to better hunting grounds.

Dr. Harvey said his examination had reasonably confirmed the belief that the "plague" had been caused by tainted meat of the whale.

With the return of the last plane to Edmonton, the final chapter was written in a dramatic story.

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BENT, FS William Thomas (R83055) - **Distinguished Flying Medal** - No.142 Squadron - Award effective 23 September 1942 as per **London Gazette** dated 6 October 1942 and AFRO 1653/42 dated 16 October 1942. American in the RCAF; born 22 August 1916 in Glen White, West Virginia; home there (store clerk for two years, miner for two years); enlisted Windsor, Ontario, 30 November 1940 and posted to No.1 Manning Depot, Toronto. To Station Trenton, 22 December 1940. To No.1 ITS, Toronto, 22 February 1941. Graduated and promoted LAC, 29 March 1941; posted next day to No.12 EFTS (Finch II; flew 26.40 dual and 43.10 solo; totals included 18.55 on instruments; also logged 12 hours in Link); graduated 9 June 1941 when posted to No.1 SFTS (Harvard and Yale; flew a total of 38.05 day dual, 43.10 day solo, 2.50 night dual, 7.15 night solo; totals included 22.35 on instruments; logged 20 hours in Link; "an average pilots with no special faults."); graduated and promoted Sergeant, 20 August 1941. To "Y" Depot, Halifax, 22 August 1941. Struck off strength to RAF Trainee Pool overseas, 17 September 1941. Taken on strength of No.3 PRC, Bournemouth, 27 September 1941. To No.27 OTU, 21 October 1941. On course there he dropped 16 bombs by day, 70 by night plus six flares; logged 15.05 hours day dual, 31.55 as second pilot by day, 34.25 solo by day, 8.50 dual by night, 13.05 as second pilot by night, 70.25 solo by night. Of these totals, 18.30 on instruments and one hour in formation (22.30 in Link). Assessed as "average" in all categories. To No.142 Squadron, 13 May 1942. Commissioned 15 July 1942 (J15845). Killed in action 10 November 1942 (raid on Hamburg).

One night in September 1942, Flight Sergeant Bent, as captain of an aircraft, was detailed to attack a target in the Ruhr. Just before reaching the target engine trouble developed and Flight Sergeant Bent was unable to fly the aircraft above 8,000 feet. Nevertheless, displaying great courage and fortitude, he continued his mission and, after bombing his target, a successful photograph of the area was taken. On the return journey the engine trouble persisted and Flight Sergeant Bent was considerably harassed by searchlights and anti-aircraft fire. By skilful airmanship, however, he succeeded in returning to his base safely. Flight Sergeant Bent has at all times shown determination in pressing home his attacks.

The website "Lost Bombers" provides the following on his last sortie. Wellington BJ711, No.142 Squadron (QT-Z), target Hamburg, 9/10 November 1942. This aircraft was airborne at 1740 hours, 9 November 1942 from Grimsby. Cause of loss and crash-site are not established. All crew

are buried in the Hamburg Cemetery, Ohlsdorf. They were P/O W.T.Bent, DFM, RCAF (killed), Sergeant J. Bradley, (killed), P/O A.A.Smith, (killed), Flight Sergeant I.Kennedy, RNZAF, (killed), Sergeant A.Sinclair, (killed), P/O G.D.R.Thompson, (killed).

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BENTLEY, S/L William Arthur (C3643) - **Mention in Despatches** - Croft (AFRO gives only "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation submitted 2 February 1945. Had enlisted in Signals Branch, 20 January 1941 with rank of Flying Officer, spending 13 months in Canada, 34 months overseas. Promoted Flight Lieutenant, 1 March 1943. To Administrative Branch, 31 May 1943. Promoted Squadron Leader, 15 March 1944. Repatriated 10 September 1945. To Release Centre, 20 September 1945. Retired 25 October 1945. RCAF photo PL-33941 (ex UK-16239 dated 2 November 1944) showing briefing of Bluenose and Iroquois squadron crews; S/L W.A. Bentley with pointer; station commander G/C R.S. Turnbull in centre of the aile, W/C A.P. Blackburn on right. Died 7 January 1967 as per DVA letter of 21 March 1967.

This officer has been employed as an Intelligence Officer for the past four years and as Senior Intelligence Officer one year. This officer's ability as a leader has contributed greatly to the efficiency of his section. In addition to his many duties [he] has acted as P.M.C. [President of the Mess Committee] with untiring efficiency for the past year. His devotion to duty under long hours of work day and night and trying circumstances has greatly inspired personnel under him and is highly commendable.

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BENTON, F/L Charles Butts (J22891) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 5 June 1945 per **London Gazette** of that date and AFRO 1147/45 dated 13 July 1945. American in the RCAF. Born 2 January 1922 in Conifer, New York; home in Fulton, New York (paper maker); enlisted in Toronto, 24 November 1941 and posted to No.1 Manning Depot. To No.8 SFTS (guard), 4 December 1941. To No.3 ITS, 14 February 1942; graduated and promoted LAC, 25 April 1942 but not posted to No.11 EFTS until 23 May 1942; graduated 1 August 1942 when posted to No.13 SFTS; graduated and commissioned 22 January 1943. To No.1 Flying Instructor School, 5 February 1943; to No.14 SFTS, 2 April 1943; promoted Flying Officer, 22 August 1943; to No.1 SFTS, 25 August 1943. To "Y" Depot, Lachine, 31 January 1944. Taken on

strength of No.3 PRC, Bournemouth, 14 February 1944. Promoted Flight Lieutenant, 22 January 1945. Repatriated 14 May 1945. Release date uncertain. Medal presented 15 June 1949.

This officer has at all times proved a keen and reliable captain of aircraft and has displayed courage and skill of a high order. One night in January 1945 he was detailed to attack Saarbrucken. Soon after taking off the port inner engine failed. Undeterred, Flight Lieutenant Benton continued to the target which was successfully attacked. This officer has completed many sorties and his determination to press home his attacks on the enemy has set a fine example to all.

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BENTON, P/O Ivan Duggan (J93253) - **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 20 July 1911. Home in Perth, Ontario; enlisted Hamilton, 22 August 1942. To No.1 Manning Depot, 14 September 1942. To No.4 WS, 22 January 1943. Promoted LAC, 23 February 1943; graduated 6 August 1943 when posted to No.6 BGS; graduated and promoted Sergeant, 20 September 1943. To "Y" Depot, 4 October 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Promoted Flight Sergeant, 20 March 1944. Commissioned 7 August 1944. Promoted Flying Officer, 7 February 1945. Repatriated 31 March 1945. Retired 29 May 1945. Medal presented 21 May 1949. Died in Perth, Ontario, 29 December 1990 as per **Legion Magazine** of April 1991. 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 50 sorties (236 hours 36 minutes), 27 May 1944 to 14 February 1945.

27 May 1944 - Bourg Leopold (4.30)

31 May 1944 - Monte Couple (3.05)

5 June 1944 - Houlgate (4.40)

6 June 1944 - Coutrances (4.10)

9 June 1944 - Le Mans (5.15)

21 June 1944 - St.Martins (4.05)

23 June 1944 - Bineque (3.40)

24 June 1944 - Bamieres (3.55)
28 June 1944 - Metz (6.45)
1 July 1944 - Biennais (4.00)
4 July 1944 - Biennais (3.40)
5 July 1944 - Biennais (3.40)
7 July 1944 - St.Germaine (4.05)
12 July 1944 - Thiverny (4.10)
17 July 1944 - Caen (4.00)
20 July 1944 - Caen (3.25)
25 July 1944 - Stuttgart (8.20)
28 July 1944 - Hamburg (5.40)
4 August 1944 - Boise de Cassant (4.55)
5 August 1944 - St.Leu d'Esserant (4.30)
27 August 1944 - Homberg (3.05)
6 September 1944 - Emden (4.00)
12 September 1944 - Frankfurt (6.00)
13 September 1944 - Nordstern (3.25)
20 September 1944 - Calais (2.07)
27 September 1944 - Bottrop (3.10)
5 October 1944 - Saarbrucken (4.55)
14 October 1944 - Duisburg (3.25)
23 October 1944 - Essen (4.20)
25 October 1944 - Homberg (3.15)
30 October 1944 - Cologne (4.25)
11 November 1944 - Dortmund (4.10)
18 November 1944 - Wanne Eickel (4.30)
20 November 1944 - Koblenz (4.15)
21 November 1944 - Aschaffenburg (5.10)
30 November 1944 - Duisburg (4.20)
22 December 1944 - Bingen (5.40)

28 December 1944 - Bonn (4.20)
29 December 1944 - Scholven (4.50)
2 January 1945 - Nurnburg (6.45)
5 January 1945 - Royan (5.10)
5 January 1945 - Hannover (4.40)
7 January 1945 - Munich (7.00)
14 January 1945 - Merseberg (6.00)
16 January 1945 - Zeitz (6.50)
1 February 1945 - Mannheim (5.10)
7 February 1945 - Cleve (4.00)
8 February 1945 - Politz (7.50)
13 February 1945 - Bohlen (7.00)
14 February 1945 - Chemnitz (6.55)

Pilot Officer Benton is an exceedingly valuable and efficient member of aircrew. He has always carried out his duties as Wireless/Air Gunner with high skill. Throughout attacks on such targets as Politz, Munich and Nurnburg, he has always characterized his work by a great keenness and zeal to press home his attacks. Pilot Officer Benton has always carried out any of the specialized tasks assigned him in a most exemplary manner,

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BENTSON, F/O Morris William (J19671) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Larcrosse, Wisconsin, 17 December 1917; home in Broderick, Saskatchewan. Formerly in Regina Rifles or Saskatoon Light Infantry; enlisted in Regina, 4 February 1942. To No.2 Manning Depot, Brandon, 20 March 1942. To No.5 BGS. Dafoe (guard), 23 May 1942. To No.7 ITS, Saskatoon, 18 July 1942; graduated and promoted LAC, 25 September 1942 when posted to No.6 EFTS, Prince Albert; may have graduated 18 December 1942 but not posted to No.4 SFTS, Saskatoon until 9 January 1943; graduated and promoted Sergeant, 30 April 1943. To "Y" Depot, 14 May 1943. To RAF Trainee Pool, 26 May 1943. Disembarked in Britain, 4 June 1943. To No.14 (Pilots) AFU, 13 July 1943. Attached to No.1518 Beam Approach Training Flight, 26-31 August 1943. To No.19 OTU, 5 October 1943. Promoted

Flight Sergeant, 31 October 1943. Commissioned 16 January 1944. Attached to No.4 Group Battle School, 27 January to 11 February 1944. Attached to No.1658 Conversion Unit, 12 February to 14 April 1944. To No.78 Squadron, 14 April 1944. Promoted Flying Officer, 17 July 1944. To No.1669 Conversion Unit, 16 October 1944. Repatriated 3 May 1945. To No.2 Air Command, Winnipeg, 18 May 1945, To No.6 Release Centre, 29 June 1945. Retired 10 July 1945. Medal presented 6 May 1950. Died in Kimberley, British Columbia, 23 February 1955 as per British Columbia Vital Statistics. 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 2/8831 has recommendation dated 8 November 1944 when he had flown 40 sorties (175 hours 54 minutes).

18 April 1944 - Tergnier (4.19)
24 April 1944 - Karlsruhe (6.44)
26 April 1944 - Paris (5.49)
27 April 1944 - Montzen (4.35)
30 April 1944 - Acheres (4.45)
9 May 1944 - Berneval (3.52)
10 May 1944 - Lens (3.48)
19 May 1944 - Boulogne (3.01)
22 May 1944 - Orleans (5.18)
2 June 1944 - Trappes (4.57)
12 June 1944 - Amiens (3.45)
14 June 1944 - Douai (3.45)
22 June 1944 - Laon (4.36)
24 June 1944 - Noyelle E.C. (3.36)
25 June 1944 - Montorgueil (5.09)
27 June 1944 - Mont Condon (3.40)
28 June 1944 - Plainville (6.39)
4 July 1944 - St.Martin L'Hey (3.25)
5 July 1944 - St.Martin L'Hey (3.28)
6 July 1944 - Croixdale (3.48)
8 July 1944 - Chateau Bernapre (3.44)
12 July 1944 - Thiverny (4.03)

15 July 1944 - Nucourt (4.00)
17 July 1944 - Caen H.2 (4.24)
18 July 1944 - Acquet (4.11)
20 July 1944 - Bottrop (4.17)
1 August 1944 - Trouville (3.40)
5 August 1944 - Foret de Nieppe (3.17)
9 August 1944 - Foret de Mormal (4.08)
10 August 1944 - Dijon (6.41)
12 August 1944 - Brunswick (5.29)
14 August 1944 - Falaise (3.44)
15 August 1944 - Tirlémont (3.56)
16 August 1944 - GARDENING (5.32)
26 August 1944 - Homburg (4.26)
1 September 1944 - Lumbres (3.16)
10 September 1944 - Le Havre (3.09)
20 September 1944 - Calais (3.14)
23 September 1944 - Neuss (3.41)
25 September 1944 - Calais (3.12)

This officer has now completed his first operational tour consisting of 40 sorties (128 points) involving a total of 175 hours.

He has always shown great keenness for operations and pressed home his attacks. The high standard of efficiency and splendid example of his crew is due to the very fine example that he has set.

During his operational tour he has always shown great enthusiasm for flying and has on a number of occasions handled his aircraft with great skill under difficult and hazardous conditions.

For his fine operational record and the qualities of leadership which he has shown both on the ground and in the air, he is strongly recommended for the

award of the Distinguished Flying Cross.

Notes: Application for Operational Wing dated 28 September 1944 claimed 40 sorties (175 hours), 18 April to 25 September 1944.

Repatriation Form dated 10 April 1945 claimed 40 sorties (179 hours 35 minutes), last one on 25 September 1944. Also 270.20 non-operational hours. Types and hours flown were listed as Oxford (71.55), Whitley (95.45), Halifax II (66.53), Halifax III (212.20) and Lancaster (3.00).

Training: Attended No.7 ITS, 3 August to 25 September 1942. Scored 62 percent in Visual Link. Courses in Mathematics, Law and Discipline, Navigation, Airmanship, Anti-Gas Armament (written), Aircraft Recognition, Drill, Signals (written) and Meteorology. Scored 687 points of a possible 1,000. Placed 81st in a class of 89. "Good stuff for pilot. He had quite a lot of trouble settling down to Navigation. A long time away from studies. Takes an active part in sports, including track work and should develop into a worthwhile pilot. A bit weak on ground studies and this should be watched."

Attended No.6 EFTS, 25 October to 18 December 1942. Tiger Moth aircraft - eleven hours dual to first solo, 37.20 day dual, 33.00 day solo, 4.00 night dual, one hour night solo. Was ten hours on instruments. Ground courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition and Signals (written). Scored 517 points of a possible 700. Placed 22nd in a class of 27. "Sincere, hard working student. Average but needs watching on airmanship."

Attended No.4 SFTS, 11 January to 30 April 1943. Crane aircraft - 9.20 dual to first solo, 88.50 day dual, 62.4 day solo, 11.05 night dual, 6.45 night solo. Was 12.05 in formation and 29.00 on instruments. Ground examinations in Navigation, Airmanship (134/200), Armament (written and practical), Aircraft Recognition, Signals (written and practical) and Meteorology. Scored 579 points of a possible 750. Placed 38th in a class of 46. "An average student who shows tenseness at times, otherwise has no outstanding faults. His navigation in the air is above average."

Attended No.14 AFU, 13 July to 5 October 1943. Oxford aircraft - 3.25 day dual to first day solo, 34.55 total day dual, 19.30 solo day, 1.40 night dual to first night solo, 8.55 total night dual, 9.35 night solo. Was 3.50 in formation, 8.15 on instruments and logged 11.30 in Link. Flying tests in General Flying (230/400), Applied Flying (115/200), Instrument Flying (130/250), Night Flying (48/100) and Link (26/50). "This pilot has reached an average standard on twins. He is quite sound generally (although not very polished) but did not do too well in night flying flight."

Attached to No.1518 Beam Approach Training Flight, 24-30 August 1943. Oxford aircraft - ten hours (all on instruments) plus five hours in Link. Rated in Beam Approach Procedure and Q Codes (Link, 138/200), Receiver Operation (50/100), Instrument Flying (132/250), Cloud and Night Flying (140/250) and General Application of Beam Approach Procedure in Flying (127/200). "Instrument flying just average, height very erratic, very heavy on control and slow with instrument reaction and VA's. Knows procedure but it is marred by poor instrument flying. Is apt to be forgetful at times, should concentrate more."

Attended No.19 OTU, 6 October 1943 to 24 January 1944. Whitley aircraft - 4.55 day dual to first day solo, 6.55 total day dual, 5.45 day with a captain, 39.00 day as sole captain, 3.25 night dual to first night solo, 5.55 total night dual, 3.30 night with a captain, 34.40 night as sole captain. Was 3.15 in formation, 28.45 on instruments and logged 14.30 in Link. Flew six day and seven night cross-country exercises, three day and one night fighter affiliations. Flying tests in General Flying (200/400), Applied Flying (100/200), Instrument Flying (140/250), Night Flying (50/100) and Link (25/50). Ground examinations in Airmanship (228/300), Armament (201/300), Meteorology (68/100), Navigation (129/200) and Signals (83/100). "A straight through trainee, an average pilot and captain who is inclined to be heavy on the controls. He must assert himself more as a captain of aircraft, but is however recommended as captain of his crew.

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BENTZ, P/O Wilbur Boyd (J87378) - **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 in North Bend, British Columbia, 7 June 1920. Telegraph operator and CPR station clerk. Home in Medicine Hat, Alberta. Enlisted in Vancouver, 16 December 1941. To No.3 Manning Depot, 6 January 1942. To No. 1 BGS (guard), 14 March 1942. To No.5 ITS, 25 April 1942; graduated and promoted LAC, 20 June 1942 but not posted to No.13 EFTS until 15 August 1942; to No.5 SFTS, 24 October 1942; graduated and promoted Sergeant, 19 March 1943. To "Y" Depot, 27 April 1943. To RAF Trainee Pool, 24 May 1943. Disembarked in Britain, 4 June 1943. To No.15 (Pilots) AFU, 29 June 1943. Attached to No.1511 Beam Approach Training Flight, 10-16 August 1943. Promoted Flight Sergeant, 19 September 1943. To No.82 OTU, 12 October 1943. To No.61 Base, 9 February 1944. Attached to Battle School, 9-27 February 1944. Attached to No.1666 Conversion Unit, 27 February to 13 April 1944. To No.426 Squadron, 13 April 1944. Commissioned 11 May 1944. Killed with No.426 Squadron, 12/13 May 1944, Halifax LW682. Name on Runnymede Memorial.

The following refers to Public Record Office Air 2/9110. The award of Belgian Croix de Guerres

appears to have been a minor embarrassment to British authorities, as witnessed by a letter dated 10 April 1946 from the Foreign Office to Sir Hughe Knatchbull-Hugessen, Brussels (presumably the British Ambassador). The Belgian Minister of War had, on 29 January 1946, offered to the Commander-in-Chief, British Army of Occupation on the Rhine, 1,000 additional awards of Belgian decorations to members of His Majesty's Forces in connection with the liberation of Belgium. This was described as a "third batch of 1,000 honorary distinctions", for distribution to army, navy and air force personnel, and was to consist of the following:

- (a) 250 National Orders with Palm and the Award of the Croix de Guerre 1940 with Palm, to be distributed to 30 Generals, or equivalent (Commander), 120 "senior officers" (Officer) and 120 (Chevalier).

- (b) 750 Croix de Guerre 1940 with Palm

It is not clear what context this entailed; the Canadian Army alone was to gazette some 200 Belgian awards on 31 August 1946, but most had arisen from recommendations written the previous autumn. The Foreign Office letter read in part:

Although His Majesty's Government are deeply susceptible of the kindness of the Minister in proposing this allocation, and of the graciousness of the Prince Regent in approving it, they would nevertheless prefer to refrain from taking advantage of it in view of the embarrassment that would be likely to result from awards being made on so considerable a scale, having regard to the carefully restricted principles on which the forces concerned have received British awards. In the light of these principles it is felt that His Royal Highness and the Belgian Government have already displayed the most ample generosity in honouring the British forces that were privileged to take part in the liberation of Belgium.

I shall be glad if Your Excellency will convey the substance of this despatch to the Belgian Government in whatever manner you may consider most suitable.

The website "Lost Bombers" has the following on his final sortie. Halifax LW682, No.426 Squadron (OW-M), target Leuven, 12/13 May 1944. This was one of two No.426 Squadron Halifaxes lost on this operation;. The other was LK883. Airborne at 2211 hours, 12 May 1944 from Linton-on-Ouse, tasked to bomb the railway yards. Shot down by a night-fighter (Hptm Martin Drewes, 111./NJG1), crashing at Schendelbeke (Oost-Vlaanderen) on the west bank of the River

Dender approximately 3 km NNE of Geraardsbergen, Belgium. Crew (all killed)were P/O W.B.Bentz, RCAF; Sergeant R.Elerslie, (RCAF); F/O T.W.Taylor (RAF), F/O C.S.Phillips (RCAF), WO1 J.E.McIntyre (RCAF), Flight Sergeant J.E.J.G.Arbour (RCAF), Sergeant J.W.Summerhayes (RCAF), Sergeant F.Roach (RCAF).

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BERBERICK, Corporal Lawrence Joseph (R152313) - **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 10 March 1919. Home in Bridgeport, Ontario; enlisted Hamilton, 21 January 1942. Remained in postwar RCAF (23745). Obituary stated he had served in No.4 Photo Unit. Retired 30 March 1969 to reside in Scarborough, Ontario. Certificate presented at Northwest Air Command, 1 April 1949. RCAF photo PL-33549 (ex UK-16431 dated 17 November 1944) has the following caption: "Sergeant Frank L. Payne, Montreal, Sergeant Ellie Abell, Montreal, Corporal Lawrence J. Berberick of Bridgeport, Ontario, Corporal Jack L. Davis of Hamilton, Ontario, and Flight Sergeant Bill McMudre of Fredericton, New Brunswick, apparently are finding lots to interest them in the book which this winsome Dutch miss of three years is looking over." Photo PL-33550 (ex UK-16432) is same group; Dutch civilian J. Dijkshern looks on from background. Died in Scarborough, Ontario, 19 February 2010 as per **Legion Magazine** "Last Post" column, September/October 2010 (which gave correct number but spelled his name "Berberich").

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BERENSON, WO Michael Solomon (R7156) - **Member, Order of the British Empire** - Repatriation Depot, Houghton Green, Warrington (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 18 June 1915. Enlisted in Toronto, 12 August 1940 as Disciplinarian. To No.12 Training Depot, 31 August 1940. To "T", 15 September 1940. Promoted AC1, 29 November 1940. Promoted Acting Corporal, 1 February 1941. To Trenton, 8 March 1941. Promoted Acting Sergeant, 24 April 1941. Confirmed as Sergeant, 1 July 1941. Promoted Flight Sergeant, 1 October 1941 but also appointed WO2 with effect from 26 September 1941. To "Y" Depot, 3 August 1942. Taken on strength of No.3 PRC, Bournemouth, 20 August 1942. Repatriated 22 October 1944. Retired 11 June 1945. Medal presented 13 October 1945. RCAF photo PL-46229 (ex UK-23580 dated 5 November 1945) taken at Queen Victoria Memorial, Buckingham Palace, after investiture with friends LAC Ken Jones (Toronto) and Miss Daphne Ryall (Belgrave Square). No citation in Canadian sources. Public Records Office Air 2/9004 identifies unit and has recommended citation.

The airman became Station Warrant Officer of the Depot in January, 1943. He has had to deal with air crew personnel, both ex-operational and ex-training, who have been posted to the depot for a wide variety of reasons, including disciplinary cases and Waverers. He has made a contribution to the war effort far beyond that which would normally be expected of a Station Warrant Officer. His duties have been most difficult and varied, requiring tact and firmness, but he has discharged with extraordinary efficiency.

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BERESFORD, F/O Donald Ashton (J15826) - **Distinguished Flying Cross** - No.269 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1724/43 dated 27 August 1943. Born 7 October 1911. Home in Ottawa; enlisted Toronto 19 October 1940. To No.1 BGS, 8 January 1941; to No.1 ITS, 15 January 1941; graduated and promoted LAC, 21 February 1941 when posted to No.1 EFTS; graduated 10 April 1941 when posted to No.1 Manning Depot; to No.5 SFTS, 4 May 1941; graduated and promoted Sergeant, 15 July 1941. Assigned for embarkation, 16 July 1941. To RAF overseas, 30 July 1941. Commissioned 5 September 1942. Promoted Flying Officer, 5 February 1943. Repatriated to Canada, 5 September 1943. To No.31 OTU, 17 October 1943, serving there to 27 April 1944 when posted to No.164 (Transport) Squadron. To No.123 Squadron, 5 May 1944. Promoted Flight Lieutenant, 5 August 1944; to No.165 Squadron, 18 August 1944. To Release Centre, 31 October 1945. Released 3 November 1945. Medal presented 2 March 1945. A detailed account of his career, including conditions in Iceland and the nature of the Lockheed Hudson, appears in an article, "Iceland Patrol", **Flypast**, November 2010, written by his son, John Beresford.

In April 1943, this officer was captain of a Hudson aircraft on anti-submarine patrol. A U-Boat was sighted when surfacing two miles away. Flying Officer Beresford immediately dived to attack and released his depth charges within three seconds of the U-Boat submerging. This officer has completed a large number of operations, many of them in most adverse and difficult weather conditions, but throughout all his missions he has displayed constant skill and determination.

NOTE: Public Record Office Air 2/8961 has recommendation drafted by W/C J. Riley (Commanding Officer, No.269 Squadron). No date on his statement but the Air Officer

Commanding-in-Chief of Coastal Command (Air Marshal Sir John Slessor) endorses it on 3 May 1943.

On the 25th April 1943, this officer was pilot and captain of a Hudson aircraft carrying out an anti-submarine sweep to the south of Iceland. He was flying at 4,000 feet when he sighted a U-boat surfacing two miles away. He immediately dived to attack at high speed and although sighted by the U-boat, released his depth charges within three seconds of the U-boat submerging. Photographs were taken showing the depth charges exploding, indicating by their position the almost certain destruction of the U-boat.

This officer has completed one year in Iceland during which time he has completed 445 hours operational flying, often under the most adverse and difficult weather conditions peculiar to Iceland. By his high standard of skill and determination he has set a fine example to the remainder of the squadron.

To this the Air Officer Commanding, Iceland, added:

Flying Officer Beresford has contributed magnificently to the efforts of his squadron throughout the year he has been here and is definitely worthy of recognition.

Perhaps it will be assessed that this particular attack was not a kill, but it was certainly extremely well executed and should at the least have caused considerable damage. In consider that the recommendation is well deserved.

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BERGERON, FS (now P/O) Joseph Camille Yvan (R211205/J92622) - **Distinguished Flying Medal** - No.405 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 625/45 dated 13 April 1945. Born 7 November 1924. Home in Montreal; enlisted there 19 December 1942. Posted to No.1 Manning Depot, 8 January 1943. To No.1 Air Gunner Ground Training School, 11 June 1943. To No.9 BGS on 29 July 1943; graduated 3 September 1943 and promoted Sergeant. To "Y" Depot, Halifax, 17 September 1943. Taken on strength of No.3 Personnel Reception Centre, Bournemouth, 8 October 1943. Commissioned 22 September 1944. Repatriated to Canada, 6 February 1945. Released 17 April 1945. Medal presented 5 October 1947. 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 53 sorties (206 hours 44 minutes).

* counted as 1/3 Operation

15 February 1944 - Berlin (6.53)
19 February 1944 - Leipzig (6.53)
20 February 1944 - Stuttgart (6.18)
24 February 1944 - Schweinfurt (6.53)
25 February 1944 - Augsburg (7.05)
1 March 1944 - Stuttgart (7.01)
15 March 1944 - Stuttgart (6.55)
18 March 1944 - Frankfurt (5.02)
22 March 1944 - Frankfurt-on-Main (5.19)
24 March 1944 - Berlin (6.44)
30 March 1944 - Nuremburg (6.39)
18 April 1944 - Paris (3.37)*
8 May 1944 - Haine St.Pierre (2.44)
10 May 1944 - Ghent (2.19)
11 May 1944 - Boulogne (2.33)
19 May 1944 - Le Mans (3.58)
22 May 1944 - Le Mans (4.15)
28 May 1944 - Mardyck (1.54)
12 June 1944 - Amiens (2.40)
4 July 1944 - Bienmais (2.22)
5 July 1944 - Watten (1.38)
6 July 1944 - Croixdale (2.28)
7 July 1944 - Caen (2.28)
9 July 1944 - Mont Condon (2.04)
12 July 1944 - Acquet (1.31)
14 July 1944 - Anderbelck (1.40)
17 July 1944 - Caen (2.25)

18 July 1944 - Acquet (1.31)
23 July 1944 - Kiel (5.17)
24 July 1944 - Stuttgart (7.01)
25 July 1944 - Stuttgart (7.18)
28 July 1944 - Stuttgart (6.16)
30 July 1944 - Battle area (2.15)
1 August 1944 - Belle Croix (1.55)
4 August 1944 - L'isle Adam (2.59)
5 August 1944 - Bordeaux (7.20)
7 August 1944 - TOTALIZE 5 (2.21)
8 August 1944 - Lucheux (3.10)
9 August 1944 - Coulonvilliers (2.23)
10 August 1944 - La Pallice (5.18)
12 August 1944 - La Pallice (5.22)
28 August 1944 - Cezembie (3.16)
5 September 1944 - Le Havre (2.15)
6 September 1944 - Le Havre 6 (2.02)
8 September 1944 - Le Havre (2.14)
10 September 1944 - Le Havre 3 (2.16)
12 September 1944 - Wanne Eickel (3.35)
17 September 1944 - Boulogne (1.35)
20 September 1944 - Calais (2.24)
24 September 1944 - Calais (2.16)
25 September 1944 - Calais (2.42)
26 September 1944 - Cap Gris Nez (2.27)
28 September 1944 - Cap Gris Nez (1.56)
15 October 1944 - Wilhelmshaven (3.53)

Flight Sergeant Bergeron is a highly efficient and keen Non-Commissioned Officer now on his second tour of operations. He has participated in attacks on such heavily defended enemy areas as Berlin, Leipzig and Stuttgart. He is very

enthusiastic in the performance of all tasks allotted to him, whether of an operational or non-operational nature. Although of a quiet, reserved nature, he possesses a fine fighting spirit which can only be satisfied when he is engaged in offensive action. The indomitable spirit shown by this Non-Commissioned Officer, coupled with his dogged determination and superior knowledge of his work makes him a very valuable member of a crew. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

Public Record Office Air 50/248 has a Combat Report for the night of 1st/2nd March 1944, Lancaster O/405, ND507 or JB507. Crew consisted of J16708 F/L A.J. Van Rassel, 141555 F/O G.F.W. Gillspie, 710165 Sergeant W. Howard, R109440 Warrant Officer F. Billingsley, R211205 Sergeant C.C.Y. Bergeron (mid-upper gunner, trained at No.9 BGS), J14183 F/O E.G. Gray (rear gunner, trained at No.9 BGS and No.22 OTU) and 1043385 Sergeant C.O. Beadman.

While on operations to Stuttgart on the night of March 1st, 1944 and in a position 4850" North 0930" East, Lancaster "O" Serial No.JB507 of 405 Squadron was attacked by a twin-engined fighter identified by the rear gunner as being a Me.210. The encounter took place at 19,000 feet altitude while flying at 145 I.A.S. on a heading of 070 True. Visibility was good with 5/10 cloud tops at 12,000 feet and no moon.

The enemy aircraft was first sighted by the rear gunner [Gray] silhouetted against the cloud at a range of 1,000 yards in the Starboard Quarter down. The enemy followed the bomber while closing in slowly on the Port Quarter down until it reached a position at 800 yards range at which time it banked towards the bomber and commenced to attack. The rear gunner held his fire until the range closed to 500 yards when he directed the pilot [Van Rassel] to corkscrew port, and opened fire with a short burst of 100 rounds total. The fighter then broke the attack by climbing on the port quarter and was not sighted again. There was no indication of imminent attack and the enemy aircraft did not open fire, no damage was caused to the fighter. Monica and Fishpond was reported unserviceable.

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BERGEY, Sergeant Elden Kenneth (R107194) - **Distinguished Flying Medal** - No.76 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO

2258/43 dated 5 November 1943. Born 17 July 1916. Home in Guernsey, Saskatchewan; enlisted Saskatoon, 4 June 1941. To No.2 Manning Depot, 22 July 1941. To No.3 BGS (guard), 1 September 1941; to No.2 ITS, 23 September 1941; graduated and promoted LAC, 22 November 1941; posted next day to No.3 AOS; graduated 27 February 1942 and posted next day to No.2 BGS; graduated and promoted Sergeant, 25 April 1942 when posted to No.1 ANS; graduated 25 May 1942. Retained in Canada until 26 May 1943 when posted to "Y" Depot. Date on posting overseas unclear. Commissioned 1 August 1944 (J86576). Repatriated at uncertain date. Released 10 October 1945. Award presented 29 February 1944.

Sergeant Bergey has taken part in many attacks against the enemy's most heavily defended targets including Hamburg, Berlin, and the Ruhr Valley. He has secured some excellent photographs. This airman's outstanding ability and unconquerable spirit of determination to achieve his objective have been an inspiring source of confidence to the other members of the crew.

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BERGEVIN, WO2 Joseph Jean Charles (R117327) - **Distinguished Flying Cross** - No.162 (Bomber Reconnaissance) Squadron - Award effective 26 September 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born 2 November 1914. Home in Cochrane, Ontario; enlisted North Bay, 6 August 1941. Posted to No.1 Manning Depot, 14 September 1941. Posted to No.3 WS, 13 February 1942 (graduated 3 July 1942); to No.7 BGS, 4 July 1942 (graduated 3 August 1942 and promoted Sergeant). Posted to Mountain View, 20 August 1942. To No.9 BGS, 7 September 1942. To No.1 Air Gunner Ground Training School (again), 20 March 1943; to Eastern Air Command, 11 June 1943; to No.162 (BR) Squadron, 14 June 1943. Proceeded with that squadron to Iceland, 31 December 1943. To No.1 Training Command, 13 September 1944. To No.3 Training Command, 25 September 1944. Retired 1 November 1944. Award presented 5 June 1949. Cited with F/O James M. McRae (RCAF, pilot, awarded DFC) and Sergeant Robert F. Cromarty (RCAF, FE, awarded DFM). Action described was sinking of **U-715** north of the Shetlands, 13 June 1944. See W.A.B. Douglas, **The Birth of a National Air Force**, pp 593-594. RCAF photo PL-30818 (ex UK-12009 dated 13 July 1944) is captioned as follows: "Wireless Air Gunner WO2 Jean Bergevin (R117277) of Cochrane, Ontario, a member of an RCAF flying boat squadron operating against submarines in the Atlantic, stuck to his transmitter sending SOS's from his sinking aircraft which was forced down by gunfire from a U-boat which was ultimately sunk. Bergevin also held up an exhausted member of the aircraft's crew for hours in the freezing water. Three crew members died from exhaustion."

These members of aircraft crew participated in an attack on a U-boat in 1944

and displayed a high standard of skill and co-operation which contributed materially to the success obtained. In the fight the aircraft sustained severe damage and afterwards the captain was forced to bring it down on to the sea. The inter-communication system had failed and, owing to the rapidity of the action, there was no time to plan for the landing. Nevertheless, with great presence of mind and good judgement, Sergeant Cromarty lowered the wing tip floats and thus enabled the aircraft to touch down successfully. Meanwhile Warrant Officer Bergevin had remained at his wireless apparatus transmitting distress signals and only left his post when the aircraft was on the verge of sinking. Subsequently the crew were adrift in the dinghy for some seven hours. During the period, Flying Officer McRae and his two comrades displayed much fortitude and cheerfulness and did much to succour and inspire other survivors in their distress. Their example throughout was of the highest order.

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BERGLUND, FS Wilfred Meriam (R70703) - **British Empire Medal** - No.6418 Servicing Echelon (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 Melville, Saskatchewan, 6 March 1910 (birth date in obituary notice). Automobile mechanic. Enlisted in Regina, 11 September 1940. On strength of No.2 Manning Depot, Brandon, 11-30 September 1940; Technical Training School, St.Thomas, 25 October 1940 to 12 March 1941(promoted AC1, 8 March 1941); No.2 BGS, Mossbank, 13 March 1941 to 10 April 1943 (promoted LAC 8 June 1941; Corporal on 1 January 1942; Sergeant on 1 February 1943); embarked from Canada for overseas, 16 May 1943; disembarked in Britain, 24 May 1943; to No.418 Squadron, 7 June 1943; to No.3078 Servicing Echelon, 3 December 1943; to No.6418 Servicing Echelon, 1 April 1944; promoted Flight Sergeant, 1 November 1944; repatriated 7 August 1945; released 4 October 1945. Award presented 21 February 1948. Died in Burnaby, British Columbia, 14 March 1964. No citation; a skilled aero engine mechanic throughout his career.

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BERIAULT, F/O Vincent Edgar Antoine (J36896) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born 14 November 1917. Home in Montreal; enlisted there 15 June 1942. To No.5 Manning Depot, 11 August 1942. To No.5 ITS, 7 November 1942; graduated and promoted LAC, 23 January 1943 but not posted to No.9 AOS until 20 February 1943; graduated 3 May 1943 and posted temporarily to No.5 Manning Depot; to No.4 BGS, 12 June

1943; graduated and promoted Sergeant, 4 September 1943 when posted to No.4 AOS, 4 September 1943. Graduated and commissioned 15 October 1943. To "Y" Depot, date uncertain; taken on strength of No.3 Personnel Reception Centre, Bournemouth, 31 October 1943. Promoted Flying Officer, 15 April 1944. Repatriated to Canada, 9 July 1945. Released 20 September 1945. Award presented 25 February 1949. Died in Oakville, Ontario, 7 November 2011. No citation, "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 Volume 20607) has recommendation dated 6 May 1945 when he had flown 29 sorties (168 hours 55 minutes):

This officer has completed a tour of operations, many sorties of which were against heavily defended targets.

On his fifth sortie, on Kiel - 15.9.44, he called an orbit over the target in spite of intense flak and searchlight opposition, to be certain of bombing the aiming point. On all his targets he has exercised great care and precision in placing his bombs, and bore out the confidence of his pilot in his ability to place his bombs correctly.

His navigational work has been of the highest calibre, and no trouble was too great in proving accurate assistance to his navigator. His contribution in training newer members of the squadron is worthy of great praise, and he has been instrumental in eliminating a great many difficulties encountered by newer members. In all phases of his work he has exhibited great skill and devotion to duty, whether in air or ground duties.

The sortie list was as follows:

- 10 September 1944 - Le Havre (4.05)
- 11 September 1944 - Castrop Rauxel (5.00)
- 12 September 1944 - Wanne Eickel (4.45)
- 13 September 1944 - Osnabruck (4.40)
- 15 September 1944 - Kiel (6.25)
- 16 September 1944 - Boulogne (4.45)
- 25 September 1944 - Calais (3.40)

26 September 1944 - Calais (4.05)
27 September 1944 - Bottrop (5.05)
28 September 1944 - Cap Gris Nez (4.10)
23 October 1944 - Essen (3.40, duty not carried out)
25 October 1944 - Hamburg (4.15)
28 October 1944 - Cologne (6.10)
30 October 1944 - Cologne (6.50)
1 November 1944 - Oberhausen (6.15)
2 November 1944 - Dusseldorf (6.15)
18 November 1944 - Munster (5.45)
18 December 1944 - Duisburg (6.15)
28 December 1944 - Opladen (5.30)
29 December 1944 - Spich (6.40)
30 December 1944 - Cologne (6.25)
2 January 1945 - Ludwigshaven (7.10)
23 February 1945 - Essen (6.10)
24 February 1945 - Kamen (6.30)
27 February 1945 - Mainz (7.00)
8 March 1945 - Hamburg (5.50)
12 March 1945 - Dortmund (6.15)
14 March 1945 - Zweibrucken (6.50)
8 April 1945 - Hamburg (6.00)
13 April 1945 - Kiel (6.30)

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BERNARD, P/O Seymour (J15939) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 13 May 1943 and AFRO 1035/43 dated 4 June 1943. Born 16 February 1916. Home in Toronto; enlisted there 13 August 1940. Posted to No.4 SFTS for non-flying duties, 23 October 1940. To No.2 WS, 7 December 1940. Promoted LAC, 7 January 1941 but training continued to 25 April 1941 when posted to No.4 BGS (graduated 26 May 1941 and promoted Sergeant). Warned for embarkation, 27 May 1941; to

RAF overseas, 18 June 1941. Commissioned 13 April 1942. Award presented at Buckingham Palace 22 June 1943. Repatriated 3 October 1943. To No.4 BGS, 3 January 1944, serving there until 7 January 1945. Released 13 January 1945.

Pilot Officer Bernard has completed thirty-nine operational sorties in heavy bomber aircraft, always displaying courage and determination of a high order. At all times he has executed his duty conscientiously and has been a cool and efficient member of aircraft [sic].

NOTE: Public Record Office Air 2/8950 has recommendation dated 14 March 1943 when he had flown 39 sorties (230 hours). Although the text adds little to the published citation, the sortie sheet is illuminating; those flown from 18 August 1942 onwards were designated as having been with the Pathfinder Force.

1 June 1942 - Essen

2 June 1942 - Essen

5 June 1942 - Essen

6 June 1942 - Emden

8 June 1942 - Essen

24 June 1942 - St.Nazaire

29 June 1942 - Bremen

16 July 1942 - Lubeck

19 July 1942 - Vegasack

25 July 1942 - Duisburg

28 July 1942 - Hamburg

31 July 1942 - Dusseldorf

17 Aug 1942 - Osnabruck

18 Aug 1942 - Flensburg

24 Aug 1942 - Frankfurt

27 Aug 1942 - Kassel

2 Sept 1942 - Karlsruhe

4 Sept 1942 - Bremen

8 Sept 1942 - Frankfurt
2 Oct 1942 - Krefeld
15 Oct 1942 - Cologne
7 Nov 1942 - Genoa
20 Nov 1942 - Turin
28 Nov 1942 - Turin
29 Nov 1942 - Turin
6 Dec 1942 - Mannheim
8 Dec 1942 - Turin
9 Dec 1942 - Turin
11 Dec 1942 - Turin
21 Dec 1942 - Munich
30 Dec 1942 - Hamburg
2 Feb 1943 - Cologne
3 Feb 1943 - Hamburg
4 Feb 1943 - Turin
14 Feb 1943 - Cologne
18 Feb 1943 - Wilhelmshaven
21 Feb 1943 - Bremen
8 Mar 1943 - Nuremburg
9 Mar 1943 - Munich

Pilot Officer Bernard has now completed 39 operational sorties in heavy bomber aircraft, 26 of them with the Pathfinder Force. He has always carried out his arduous duties very conscientiously and he has been a cool and efficient member of an aircrew. He has throughout shown courage and determination of a high order.

This was endorsed as "Strongly recommended" by Air Commodore Bennett, Commanding No.8 (Pathfinder) Group on 28 March 1943.

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BERNIER, FS Joseph Stanislas (R55482) - **Mention in Despatches** - No.260 Squadron - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born 28 July 1919 at St. David, County Levis, Quebec. . Home in Levis, Quebec; enlisted in Quebec, 2 September 1940. To No.1 manning Depot, Toronto, 3 September 1941. To No.3 BGS, Fingal, 6 October 1940 (guard duty). To No.1 ITS, Toronto, 29 November 1940. Graduated and promoted LAC, 3 January 1941. To No.11 EFTS, Cap de la Madelaine, 4 January 1941. To No.4 Manning Depot, 21 February 1941. To No. 1 SFTS, Camp Borden, 6 March 1941. Damaged Harvard 2608, 26 April 1941; in slight crosswind aircraft swung resulting in ground loop damaging both wings, propellor and both undercarriage legs. Considered due to inexperience. Graduated and promoted Sergeant, 16 May 1941. Assigned to embarkation, 17 May 1941. To RAF overseas, 17 June 1941. Taken on strength of No.3 PRC, Bournemouth, 17 July 1941. To No.59 OTU, 28 July 1941. To No.135 Squadron, 15 September 1941. To Middle East, 26 September 1941. To No.260 squadron, 31 October 1941. Commissioned 1 May 1942 (J15774). Killed in action, 3 September 1942 (No.260 Squadron, Kittyhawk FL226). See Michel Lavigne, **Kittyhawks Over the Sands**. RCAF photos PL-3381 and PL-3382 taken April 1941 as an LAC.

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BERNIER, F/O Joseph Wilfred Laurier Fernando (J29412) - **Distinguished Flying Cross** - No.425 Squadron (deceased) - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Montreal, 18 November 1915. Educated at Hautes Etudes Commerciales. Home in Montreal where he was by turns a clerk, purchasing agent and material inspector (the last for Canadian Car and Foundry); COTC Cadet in Montreal, 1940-41; enlisted there 10 June 1942 in wireless ground trade. To No.5 Manning Depot, 11 August 1942. To No.4 Manning Depot, 25 September 1942. To No.6 BGS, 25 September 1942. Remustered to aircrew and posted to No.3 ITS on 9 January 1943. Graduated 19 March 1943 and promoted LAC. Posted on 3 April 1943 to No.9 AOS; commissioned 20 August 1943 and note posted until 3 September 1943 when sent to "Y" Depot, Halifax. Embarked from Boston, 9 October 1943; arrived in United Kingdom, 17 October 1943 and sent to No.3 PRC, Bournemouth. To No.1 (O) AFU, 1 February 1944 where course lasted 2 February to 6 March 1944 (Ansons; flew 24 hours five minutes day day, 25 hours ten minutes by night; described as "inclined to overconfidence and slapdash in his execution of navigation."); apparently returned to Bournemouth at uncertain date, for posted from there again on 4 April 1944, this time to No.22 OTU. To No.61 Base, 26 June 1944; to No.425 Squadron, 26 July 1944. Killed in action 18 December 1944 (Halifax MZ538). The aircraft took off with a full bomb load for a mission and was seen to climb 300 to 500 feet. It crashed 1.5 miles from the runway and exploded. Award presented at Government House to his sister, 7 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.1730 (PAC RG.24 Vol.20607) has recommendation dated 14 November 1944 when he had flown 112 hours 30 minutes on operations (21 sorties). It was for an immediate DFC with following statement:

Flying Officer Bernier was the navigator of a crew detailed to attack Bochum, Germany, on the night of November 4th, 1944. Despite heavy flak and persistent coning by search lights, the run up to the target was made without incident. As the target was approached, the mid-upper gunner reported an aircraft above. The pilot weaved to starboard and as he did so, the aircraft was showered with some 33 incendiaries; one of these ripped the nose of the aircraft, at the same time smashing the bomb aiming instruments. The starboard inner engine was set afire by one of these bombs. A thousand-pound bomb grazed the rudder, tearing away part of the tail assembly. Other incendiaries buried themselves in the wings. Three of them burst through the fuselage and remained in the aircraft.

In a very calm, comforting and convincing manner, as though nothing had happened, this officer did much to help the morale of the crew. Very coolly he gave the pilot new courage and directions. Under these adverse conditions, he materially helped in the aircraft's safe return.

Flying Officer Bernier displayed great presence of mind and has set a splendid example of fearlessness and outstanding leadership. His exceptional cool courage and efficiency are worthy of high praise.

The sortie list was as follows:

- 18 August 1944 - Connantre (6.40)
- 27 August 1944 - Marquis Mimeyecques (3.55)
- 3 September 1944 - Volkel (3.40)
- 10 September 1944 - Le Havre (4.35)
- 11 September 1944 - Castrop Rauxel (5.00)
- 12 September 1944 - Wanne Eickel (5.15)

25 September 1944 - Calais (3.55)
26 September 1944 - Calais (4.15)
27 September 1944 - Bottrop (5.45)
28 September 1944 - Cap Gris Nez (4.00)
30 September 1944 - Sterkrade (5.05)
4 October 1944 - Bergen (7.05)
6 October 1944 - Dortmund (5.15)
9 October 1944 - Bochum (6.35)
23 October 1944 - Essen (6.05)
25 October 1944 - Hamburg (5.15)
28 October 1944 - Cologne (6.00)
30 October 1944 - Cologne (5.50)
1 November 1944 - Oberhausen (5.55)
2 November 1944 - Dusseldorf (6.05)
4 November 1944 - Bochum (6.20)

The website "Lost Bombers" gives the following on his final sortie. Halifax MZ538, No.425 Squadron (KW-V), target Duisburg, 17/18 December 1944. Airborne at 0222 hours, 18 December 1944 from Tholthorpe and crashed minutes later near the village of Alne, west of the York to Darlington railway, some 11 miles NW of York. Crew (all killed) were F/O J.R.J.M.Desmarais, RCAF; P/O D.Blackburn (killed); P/O J.W.L.F.Bernier, DFC, RCAF; P/O J.R.J.C.Labrecque, RCAF; P/O J.E.L.Dubois, RCAF; Flight Sergeant J.M.Paradis, RCAF; Flight Sergeant J.R.Lariviere, RCAF; P/O R.C.Gauthier, RCAF.

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BERREY, F/L Albert Mallam (J23053) - **Mention in Despatches** - No.204 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 29 December 1912 in Dryden, Ontario. Educated there, 1919-1932. Home in Geraldton, Ontario where he worked six years in a pharmacy and was engaged various mining jobs including time keeper and diamond drill operator, seven years. Enlisted Fort William, 23 October 1940 and posted to No.2 Manning Depot, Brandon. To Prince Rupert Detachment, 14 November 1940. To No.2 ITS, 20 December 1940; graduated 35th in a class of 183 and promoted LAC, 27 January 1941 when posted to No.2 EFTS (Tiger Moths);

course lasted to 29 March 1941 when he graduated 13th in a class of 25; not posted to No.7 SFTS (Ansons) until 8 April 1941; graduated 16th in a class of 38 and promoted Sergeant, 21 June 1941. Posted to No.1 ANS, 22 June 1941. To No.9 SFTS, 12 September 1941 to instruct. Promoted Flight Sergeant, 21 December 1941. To No.1 CNS, 18 May 1942; promoted WO2, 21 May 1942; to Eastern Air Command, 15 July 1942 and assigned to No.117 (BR) Squadron, 18 July 1942. Commissioned 2 November 1942. Promoted Flying Officer, 2 May 1943. To Shelburne, 28 November 1943; to "Y" Depot, Halifax, 1 February 1944; taken on strength of No.3 PRC, Bournemouth, 14 February 1944. Embarked from New York, 15 February 1944. Disembarked in United Kingdom, 24 February 1944. To No.4 (Coastal) Operational Training Unit, 14 March 1944. To No.302 FTU (supernumerary), 8 June 1944. To West Africa, 19 July 1944. Taken on strength of No.204 Squadron that same date. Promoted Flight Lieutenant, 2 November 1944. To Home Establishment, 6 June 1945 when he emplaned from Africa; deplaned in Britain, 12 June 1945. To Repatriation Depot, Warrington, 31 July 1945. Repatriated 5 August 1945. To No.1 Repair Depot, 10 August 1945. To Mountain View, 11 September 1945. To No.5 Release Centre, 20 September 1945. Retired 26 September 1945. Died in Geraldton, Ontario, 20 February 1970 as per **Legion Magazine** of May 1970.

Notes: Training at No.4 (Coastal) OTU had been 14 March to 30 May 1944. Flew Sunderland aircraft - 5.40 day dual to first day solo, total 11.20 day dual, 54.05 day solo, 4.15 night dual to first night solo, 6.50 total night dual and 11.40 night solo. Of these times, 15.40 on instruments. Also spent 22 hours in Link. Ground courses in Airmanship (220/300), Armament (229/300), Meteorology (65/100), Navigation (156/200), and Signals (80/100). Air Tests in General Flying (320/400), Applied Flying (145/200), Instrument Flying (200/250), Night Flying (78/100) and Link (37/50). "An average pilot who should prove to be a steady and reliable captain of aircraft."

On 26 March 1945 he applied for the Operational Wing for his first tour. Service with No.117 (BR) Squadron had involved 95 sorties (978 hours 25 minutes, 19 July 1942 to 31 December 1943) on Catalina/Canso aircraft. As of that date he stated he had flown a total of 1,678 hours 40 minutes.

On 23 July 1944 he was ferrying Sunderland ML845 from Gibraltar to Bathurst when he force-landed at sea, 27-58 North, 12-51 West. Crew were himself (133 hours on type, 1,733 hours all types) plus J26033 F/L N.L. Webb (second pilot, 86 hours on type, 1,280 hours on all types), Aus 421076 F/O A.C. Pike (navigator), J41347 P/O R.G. Parsons (WOP), NZ417250 Flight Sergeant R.V. Whittle (WOP), J22320 F/O R. Griffiths (WOM), R63581 Flight Sergeant F.A. Longthorne (first engineer), R70408 Sergeant H.J. Sykes (second engineer), R177916 Sergeant S.O. Ogilvie (air gunner) and 183957 Sergeant G.R. Pepper (air gunner). No injuries. Initial report stated:

During the initial stages of this flight all four engines operated perfectly. The first indication of any trouble was on the starboard outer engine. The oil pressure guage on this engine dropped from 80 lbs per square inch to 0 lbs per square inch in a matter of seconds. I immediately cut the throttles to this engine to see if it was a faulty gauge or not. Before any more could be done, the gunner in the mid-upper turret reported oil gushing from beneath the port outer mainplane. My second engineer, in the galley, reported oil pouring out of the breather pipe of the port outer engine. I then cut the port outer and prepared the crew for a forced landing. The eventual towing by rescue craft in very high seas necessitated the abandonment of the aircraft and its eventual destruction by gunfire at 1200Z on 27 July 1944 in position 29.38N and 13.38W.

Assessment dated 17 January 1945 gave his flying time as 1,895 hours (198 in previous six months); "An experienced and efficient captain of aircraft."

Assessment dated 31 May 1945 by W/C D. Michel covered the period 1 August 1944 to 31 May 1945, stating he had flown 2,163 hours as a pilot and 121 hours in other positions. In the previous six months he had flown 318 hours. "A flying boat captain of very considerable experience. He is a useful officer." Application for Bar to Operational Wing, also dated 31 May 1945, stated he had flown 38 sorties (275 operational hours)

At Repatriation Depot, Warrington (12 July 1945) he stated he was volunteering for the Pacific. He have his operational hours as 275, non-operational as 371.15. Gave sorties as 38, the last one on 2 May 1945.

In applying to join the postwar RCAF (1 March 1946) he stated he had flown 350 non-operational hours on single engine aircraft, 590 non-operational hours on multi-engine aircraft, and 1,350 operational hours (all multi-engine). He also broke down types as follows: Tiger Moth (95 hours), Anson (150 hours), Harvard (300), Catalina (1,300), Sunderland I, II and III (395), and Sunderland IV (100). Another document stated he had flown 138 sorties total, 38 on his second tour.

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BERRIGAN, F/O Leonard Thomas (J16898) - **Distinguished Flying Cross** - No.7 Squadron

(deceased) - Award effective 24 May 1944 as per **London Gazette** of that date and AFRO 1444/44 dated 7 July 1944. Born 24 December 1914 in Dunedin, Prince Edward Island; home there where he was a fisherman. He had attended New Haven Public School, Prince of Wales Collegiate, and had taken correspondence courses in diesel engines. Enlisted Charlottetown, 25 October 1940 and posted to No.2 Manning Depot, Brandon, Manitoba. Posted to No.33 SFTS, Carberry, 24 December 1940.; to No.3 WS, Winnipeg, 18 February 1941. Promoted LAC, 17 March 1941. To Trenton, 5 August 1941. To No.6 BGS on 1 September 1941; graduated 29 September 1941 and promoted Sergeant. Assigned for embarkation, 30 September 1941; to RAF overseas, 22 October 1941. Taken on strength of No.3 PRC, Bournemouth, 4 November 1941. To No.1 Air Armament School, 20 February 1942. To No.7 Air Gunner School, 29 April 1942. To No.16 OTU, 5 May 1942. Promoted Flight Sergeant, 1 July 1942. To No.44 Squadron, 13 July 1942. Promoted WO2, 29 September 1942. Commissioned 5 January 1943. To No.106 Squadron, 5 May 1943. To No.83 Squadron, 11 May 1943. To No.7 Squadron, 15 June 1943. Promoted Flying Officer, 5 July 1943. To Station Oakington, 22 September 1943. Promoted Flight Lieutenant and reposted to No.7 Squadron, 22 February 1944. Killed in action 24/25 March 1944 (Lancaster ND581); name on Runnymede Memorial. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty". Award presented to next-of-kin, 1 December 1948. Public Records Office Air 2/9149 has recommendation dated 19 February 1944 when he had flown 35 sorties (221 hours five minutes). Sorties from 30 August 1943 onwards were in Pathfinders.

30 May 1942 - Cologne (5.35)

1 June 1942 - Essen (4.50)

25 June 1942 - Bremen (6.15)

17 October 1942 - Le Creusot (4.00)

22 October 1942 - Genoa (8.20)

6 December 1942 - Mannheim (6.35)

8 December 1942 - Turin (9.05)

9 December 1942 - Turin (8.45)

13 January 1943 - Essen (4.50)

11 June 1943 - Munster (2.15, DNCO)

16 January 1943 - Berlin (7.00)

21 January 1943 - Essen (4.45)

27 January 1943 - Dusseldorf (4.35)

26 March 1943 - Duisburg (4.40)
20 April 1943 - Stettin (7.35)
23 May 1943 - Dortmund (4.25)
25 May 1943 - Dusseldorf (4.25)
27 May 1943 - Essen (4.25)
30 August 1943 - Munchen Gladbach (4.00)
13 October 1942 - Kiel (4.15)
12 June 1943 - Bochum (4.30)
31 August 1943 - Berlin (7.25)
3 September 1943 - Berlin (8.20)
22 November 1943 - Berlin (7.15)
23 November 1943 - Berlin (7.00)
26 November 1943 - Berlin (7.20)
2 December 1943 - Berlin (7.15)
16 December 1943 - Berlin (8.20)
23 December 1943 - Berlin (7.35)
29 December 1943 - Berlin (7.20)
2 January 1944 - Berlin (6.55)
3 January 1944 - Berlin (7.00)
5 January 1944 - Stettin (9.45)
30 January 1944 - Berlin (6.25)
15 February 1944 - Berlin (6.55)

Flying Officer Berrigan has completed 35 operational sorties, fifteen with the Pathfinder Force, ten of which have been as Marker.

This officer, as mid-upper gunner, has taken part in most of the recent raids on the heavily defended targets in enemy territory. Recently, his aircraft suffered severe damage over the target when attacking Berlin. In the ensuing combat, the rear turret was placed unserviceable. However, this officer, through his decisive and clear-cut instructions, proved invaluable and enabled his skipper to avoid further action and return safely to base.

Flying Officer Berrigan has at all times displayed a high sense of duty and conscientiousness in all his work.

Training: First interviewed in Charlottetown, 25 October 1940 by F/O H.A.S. Molyneix. Noted he had been in Cadet Corps at Prince of Wales College and had experience at small game and duck shooting. "This lad is keen and quick. Moderate at sport and shooting. Good material for aircrew duties."

At No.3 Wireless School he flew one hour in Flying Classroom as first operator, three hours in Flying Classroom on listening watch, and three hours in two-seater aircraft as sole operator. Courses were Theory (29/50), Radio Equipment (194/250), Morse (failed), Procedure (126/200), Signals organization (88/150), Armament (79/100), Drill and P.T. (37/50). Ceased training at No.3 WS, Winnipeg because he was unable to obtain the required speed in Morse after one month's deferred training. Not considered deliberate; just lack of skill. Sent to Composite School for reevaluation.

Course at No.6 BGS was 1-29 September 1941. Flew in Battle aircraft (ten hours 15 minutes gunnery training plus two hours 15 minutes as passenger). Fired 720 rounds on ground, 300 rounds air to ground and 1,407 rounds air-to-air. Gunnery marks as follows: - Beam Test, 5.5 percent hits; Beam Relative Speed Test, 6.1 percent hits; Under Tail Test, 13.3 percent hits. Scored 76 percent on written test, 59 percent on practical and oral examination, rated 165/250 in "Ability as Firer. Placed 54th in a class of 65. Not recommended for a commission but the Chief Instructor wrote, "He will be a satisfactory Air Gunner."

Course at No.16 OTU was 5 March to 13 July 1942. Flew in Wellingtons (34.05 by day, 33.40 by night) and Hampdens (5.25 by day). Noted that he had previously flown 39 hours five minutes. Gunnery Training (Ground) involved firing on 25 Yards range (400 rounds by day, 200 by night); no exercises on 400 yards range, clay pigeon score was 18/50. Air Training involved five exercises with drogue (2,400 rounds fired, 1.2 percent hits - of these, 600 rounds fired in Hampden and 1,800 in Wellington) and Sea Marker target (600 rounds fired). He carried out two cine camera exercises, exposed four rolls of film and was assessed as "Average". He had no fighter affiliation exercises. Graded 90 percent in "Range Estimation", 76 percent in "Aircraft Recognition", Good at "Practical Harmonization" and Satisfactory at "Practical Gun Cleaning and Maintenance.". S/L H. Wright, the Chief Armament Instructor, wrote, "Not as good as expected - inclined to be nervous and excitable. Will improve with experience. Cheerful disposition but rather inclined to under-estimate the value of ground training, but can do it if he tries." The

Chief Instructor, S/L G.D. Lyster, wrote (8 July 1942), "Three operational sorties completed - has good knowledge of gunnery."

While with No.44 Squadron he was detached to No.1485 Bombing and Gunnery Flight for a course lasting 24 August to 28 August 1942. The course was divided into Theoretical and Practical Tests. "Theoretical" involved the following subjects: Aircraft Recognition (three hours, scored 4/10, deemed "Poor"), Range Estimation (three hours, scored 8/10, deemed "Good"), Search (one hour, scored 0/10, "Question answered wrongly"), Sighting (three hours, scored 14/20, deemed "Average"), Tactics (two hours, scored 4/10, deemed "Poor"), Tracer (one hour, scored 10/10, deemed "Excellent"), Turrets (four hours, graded 13/20, "Average, more practical work") and Discipline (4/10, "Poor"). However, in Practical Marks he scored 48/50 in Aircraft Recognition ("Excellent"), 20/30 in Range Estimation ("Average") and 15/20 in Browning ("Average").

Notes: Wounded in chest, 27 January 1943 while flying as mid-upper gunner, Lancasters R5729 (44/A), anti-aircraft shell splinter. Admitted to hospital for treatment. Still recorded as a Flight Sergeant. Discharged from hospital on 2 February 1943.

Granted RCAF Operational Badge by form dated 6 January 1944. He was then credited with 32 sorties (437 hours three minutes) for operations between 13 October 1942 and 3 January 1944.

Circumstances of death: Lancaster III, ND581 (MG-M) was involved in attack on Berlin, 24/25 March 1944 and shot down by a night fighter in Friedrichshain, a north-eastern district of Berlin. Crew consisted of NZ416518 F/O J.M. Mee, DFC (RNZAF, pilot), NZ415814 P/O D.P. Bain, DFC (RNZAF, navigator), NZ414310 Flight Sergeant D.N. Luxton (RNZAF, air bomber), 1322900 Flight Sergeant D. Mortlock (WOP), J16898 F/L L.T. Berrigan (RCAF, mid-upper gunner), 1473046 Flight Sergeant R.A. Webb (rear gunner) and 1119613 Flight Sergeant G.L. Grimes (flight engineer). He had five older brothers (two of them overseas in the army), one older sister and one older half-sister.

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BERRY, P/O Donald Albert (J18864) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 18 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1020/44 dated 12 May 1944. Born 30 January 1914. Home in Trail, British Columbia; enlisted Calgary, 27 August 1941. To No.38 SFTS for non-flying duties, 5 October 1941. To No.1 ITS, 6 December 1941;

promoted LAC, 13 February 1942; to No.18 EFTS, 13 February 1942. Reportedly graduated 10 April 1942 but not posted until 25 April 1942 when sent to No.3 Manning Depot. To No.5 SFTS, 9 May 1942; graduated 28 August 1942 and promoted Sergeant. To "Y" Depot, Halifax, 11 September 1942; to RAF overseas, 26 October 1942. Commissioned 29 September 1943. Repatriated 13 April 1945. Released 4 October 1945. Award presented 27 November 1948. Died in Nelson, British Columbia, 17 February 1999 as per **Legion Magazine** of September 1999.

This officer has participated in many attacks on distant and heavily defended targets including eight on the capital of the German Reich. He has invariably displayed commendable courage and determination and his example has greatly inspired his crew. On one occasion following an attack on Berlin his aircraft sustained much damage but he flew it back to base.

DHH file 181.009 D.2624 (Library and Archives Canada RG.24 Volume 20628) has recommendation raised by W/C W.H. Swetman, 15 March 1944, when he had flown 19 sorties (129 hours ten minutes) as follows:

14 May 1943 - Nickel (3.45)
27 August 1943 - Nuremberg (8.10)
30 August 1943 - Munchen Gladbach (4.45)
22 September 1943 - Hanover (4.50)
22 October 1943 - Kassel (5.50)
2 December 1943 - Berlin (6.50)
29 December 1943 - Berlin (6.35)
1 January 1944 - Berlin (7.00)
2 January 1944 - Berlin (7.00)
5 January 1944 - Stettin (8.25)
20 January 1944 - Berlin (7.00)
21 January 1944 - Magdeburg (6.50)
27 January 1944 - Berlin (7.40)
28 January 1944 - Berlin (7.20)
15 February 1944 - Berlin (7.15)
19 February 1944 - Leipzig (7.10)
20 February 1944 - Stuttgart (7.10)

24 February 1944 - Schweinfurt (7.50)

25 February 1944 - Augsburg (7.45)

This officer has captained his aircraft to many of the most distant targets in Germany including eight attacks on Berlin. At all times he has shown complete disregard for danger and great determination and skill in pressing home his attacks. On one occasion whilst returning from an attack on the German capital, his aircraft was hit by heavy flak, damaging both inner engines, [and] the electrical and hydraulic systems. By superb airmanship, Pilot Officer Berry flew his crippled bomber back to this country where he effected a successful crash landing without injury to his crew. I highly recommend the award of the Distinguished Flying Cross.

Wing Commander Swetman had recommended him earlier (5 January 1944) when he had flown only nine sorties (54 hours 45 minutes), also in 181.009 D.2624 (RG.24 Volume 20628), as follows:

Pilot Officer Berry was captain of an aircraft detailed to attack Berlin on the night of December 2/3, 1943. About 100 miles from the target on the return journey, his aircraft was hit by heavy flak and both port and starboard outer engines were rendered unserviceable, and [the] port wing heavily damaged, with no electricity supply, his instruments, rear and mid-upper turrets, hydraulics and navigation equipment were unserviceable. By superb airmanship, however, Pilot Officer Berry flew his crippled bomber back to this country and made a successful crash landing without the aid of flaps and without injury to his crew. By his skill and determination, this officer saved the lives of his crew and much valuable equipment, and I strongly recommend the award of the Distinguished Flying Cross.

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BERRY, WO1 Douglas Elliott (R74338 - since promoted to P/O, J23034) - **Air Force Cross** - No.2 SFTS - Award effective 28 May 1943 as per **Canada Gazette** of that date and AFRO 1459/43 dated 30 July 1943. Born in Ottawa, 9 July 1920. Attended Glebe Collegiate. Enlisted in Ottawa, 22 October 1940 and posted to No.2 Manning Depot, Brandon. To Prince Rupert, 13 November 1940. To No.2 ITS, Regina, 11 December 1940; graduated and promoted LAC, 27 January 1941; to No.2 EFTS, Fort William, 28 January 1941; graduated 8 April 1941 and posted

next day to No.7 SFTS, Macleod; graduated and promoted Sergeant, 21 June 1941; to No.1 ANS, 22 June 1941; graduated 12 September 1941 when posted to No.2 SFTS as Navigation Instructor. Promoted Flight Sergeant, 21 December 1941. Promoted WO2, 21 June 1942. Commissioned 14 October 1942. Promoted Flying Officer, 1 May 1943. To "Y" Depot, Halifax, 7 October 1943; taken on strength of No.3 PRC, Bournemouth, 31 October 1943 but actually embarked from Canada, 1 November 1943. Disembarked in Britain, 9 November 1943. To No.15 (Pilots) Advanced Flying Unit, 14 March 1944. Attached to No.1532 Beam Approach Training Flight, 18-25 April 1944. To No.82 OTU, 23 May 1944. To No.86 OTU, 3 July 1944. To No.61 Base, 17 July 1944. Attended Battle School, Dalton, and at No.1664 Conversion Unit, 31 July to 1 September 1944. To No.429 Squadron, 1 September 1944. Promoted Flight Lieutenant, 14 October 1944. Killed in action with No.428 Squadron, 2 February 1945 (Lancaster KB792); buried in Germany.

Warrant Officer Berry has been instructing in the Navigation Section at this school for the past eighteen months. During this time he has put in 1,129 hours instructional flying, bringing his total to 1,480 hours. His flying discipline has always been of the highest standard and he has been an outstanding example to his students. On many occasions, under adverse weather conditions, he has displayed tenacity of purpose in completing the exercises and returning to base safely, thereby imbuing his pupils with the required spirit for service flying.

Training: Interviewed on 11 July 1940 by F/O O.W. Froom who noted that he had 30 minutes flying in a seaplane. Under "Experience and Training" he wrote, "School Band - played trumpet - Took part in King and Queen's Visit to Ottawa." Generally described as "Quietly spoken - Junior Matriculation standing. Mannerly - alert - reacts to questioning. Keen to be in service, wants to be a pilot - with Air Force training should develop in a good air crew member - Pilot or Gunner."

Course at No.2 ITS was 24 December 1940 to 24 January 1941. Courses were Mathematics (66/100), Armament (80/100), Visual Link (65/100), Drill (82/100), Law and Discipline (85/100). Placed 66th in a class of 183.

Course at No.2 EFTS was 28 January to 29 March 1941. Tiger Moth aircraft (42.50 dual, 62,05 solo). "Slow to assimilate instruction. Average ability." Ground courses in Airmanship (195/200), Airframes (76/100), Aero Engines (78/100), Signals, practical (97/100), Theory of Flight (65/100), Air Navigation (161/200), Armament, oral (151/200). Was 15th in a class of 25.

Course at No.7 SFTS was on Ansons - 31.15 day dual, 41.05 day solo 4.55 night dual, 5.30 night solo, 12.50 as passenger and 20 hours in Link. "Above average pilot - flies with ability and confidence." Ground courses in Airmanship and Maintenance (176/200), Armament, written (83/100), Armament, practical (82/100), Air Navigation and Meteorology (126/200), and Signals (132.150).

Course at No.1 ANS was 7 July to 25 August 1941. Flew in Ansons (15.05 by day as first navigator, 11.40 by day as second navigator, 5.55 by night as first navigator, 3.05 by night as second navigator. Scored 400 over 500 (80 percent) and graded "Above average - good practical navigator." Ground courses were DR (400/500), Mathematics (142/150), Maps and Charts (95/150), Magnetics and Compasses (147/200), Instruments (117/150), DF/WT (61/100), Meteorology (160/200) and Reconnaissance (86/100).

Course at No.15 (P) AFU was 28 March to 23 May 1944 on Oxford aircraft (4.35 day dual to first day solo, 26.15 total day dual, 20.55 day solo, 1.35 night dual to first night solo, 7.50 night dual total, 15.15 night solo - flew about 13 hours in formation (day and night) 4.15 on instruments plus 5.30 in Link. Flying Tests in General Flying (283/400), Applied Flying (143/200), Instrument Flying (190/250), Night Flying (72/100) and Link (35/50). "An above average pilot with good sense of responsibility. Most suitable as Captain of aircrew."

Course at No.1532 Beam Approach Training Flight was 19-24 April 1944, flying on Oxfords (ten hours ten minutes dual and five hours ten minutes in Link) Subjects were Beam Approach Procedure in Link (114/200), Receiver Operation (65/100), Instrument Flying (176/250), Cloud Flying (176/250) and General Application of Beam Approach Flying (125/200). "An experienced and keen pilot whose Instrument Flying is Above Average. owing to apparent non-realization of the need for system, he was rather slow to master the various drills of Vital Actions. His orientation, homing procedure and approaches are competent and his overshoot procedure is very good. A high Average pilot who was showing rapid improvement towards the end of the course."

Course at No.82 Operational Training Unit was 23 May to 1 July 1944 (ground training only).

Course at No.86 OTU was 2-12 July 1944 on Wellingtons (5.20 day dual to first solo followed by 6.30 day solo; 4.25 night dual to first solo followed by 7.05 night solo. "A pilot with above average ability who has shown eagerness and common sense throughout the course."

Course at No.1664 Conversion Unit involved the following: Starting Up, Running Up, Stopping, Familiarisation, Day and Night Landings, Overshoots, Three-Engine Flying, Feathering, Three-

Engine Landings (including demonstrations and actual performance by pupil), Three-Engine Overshoots, Action in Event of Fire, Cross-Wind Landings, George Demonstration and Fighter Affiliation. There is a very detailed list of exercises, as follows:

1. Familiarization.
2. Dual - circuits and landings
3. Dual, circuits and landings, overshoot procedure
4. Dual and three-engine flying, to include one demonstrated landings and at least one landing by the pupil at the controls before going solo.
5. Solo - circuits and landings
6. Dual check, including overshoot procedure.
7. Solo - circuits and landings, three-engine flying
8. Solo - circuits and landings, central flying, SBA Practice
9. Dual - three-engine landings and overshoots, two-engine flying
10. Solo - complete crew. Bombing, W/T practice, Gee and map reading
11. Solo - complete crew - Air to Air Firing. General flying.
12. Dual - complete crew. Fighter affiliation.
13. Solo - complete crew. Fighter affiliation, three-engine flying, SBA.
14. Solo - complete crew. Bombing. SBA practice.
15. Dual - night circuits and landings to be completed in two nights with a check dual second night prior to solo.
16. Solo - night circuits and landings
17. Solo - complete crew. Day cross-country.
18. Solo - complete crew. Night cross-country. Night bombings.
19. Solo - complete crew. Night cross-country.

14 August 1944 - Instructor P/O Baldwin - Exercises 1,2,3 (2.50, day dual) - "Taxying OK, breaking OK despite ropey kite; tends to steep turns on circuits."

15 August 1944 - Instructor F/O Barker - Exercises 3,4 (1.20 day dual)

16 August 1944 - Instructor F/L Shortt - Exercises 2,3,5 (50 minutes day dual, 2.35 day solo) -

"Taxying fair, landings quite good, but approaches tend to be low. Three-engine quite good."

17 August 1944 - Instructor F/L Shortt - Exercises 6,7 (15 minutes day dual, 35 minutes day solo)

18 August 1944 - Instructor F/O Metheral - Exercises 8,9 (1.00 day dual, 1.45 day solo) -
"Landings good, taxying quite good, circuits OK."

18 August 1944 - Instructor F/O Metheral - Exercise 10 (3.25 day solo) - "Landings OK, slack on cockpit drill."

19 August 1944 - Instructor F/O Metheral - Exercise 11 (4.00 day solo)

21 August 1944 - Instructor F/O Metheral - Exercises 11-14 (3.15 day solo) "Airspeed beginning to climb on take-off".

21 August 1944 - Instructor F/O Metheral - Exercises 15, 16 (1.00 night dual, 35 minutes night solo) - "Two engine flying carried out, three-engine landings very good, a very nice flier."

22 August 1944 - Instructor F/O Metheral - Exercises 15, 16 (30 minutes night dual, 1.00 night solo)

24 August 1944 - Instructor F/O Metheral - Exercises 12,13 (30 minutes day solo, 2.35 night solo). "Circuits, approaches and take-offs very good, landings a little ropery at first."

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24 August 1944 - no instructor ? - H2S demonstration (4.15 day solo)

25 August 1944 - no instructor- Exercise 18 (5.05 night solo) - Check night OK, gunners seem nervous."

26 August 1944 - no instructor - Exercise not specified - 30 minutes day solo

28 August 1944 - no instructor - Exercise 19 (5.35 night solo)

29 August 1944 - no instructor - Exercise not specified (5.25 night).

In the above, the pilot was described as "very keen, capable pilot and captain." The Navigation Leader wrote of the navigator, "An average navigator who has shown good work on this unit." A Radar Assessment read, "Above average - a keen crew who improved steadily throughout their training."

Assessments and Recommendation:

Assessed on 17 February 1943 by G/C F.A. Sampson, Commanding Officer, No.2 SFTS, as Above Average under such headings as "Flying Ability", "Instructional Ability" and "Administrative Ability." A cheerful and willing worker, "Assesses as an above-average pilot and navigator. Has completed 1,300 hours flying time without damaging an aircraft. Strongly recommended for commissioned rank."

Recommended for Air Force Cross, 5 March 1943 as follows:

This Warrant Officer Berry has been instructing in the Navigation Section at this station for eighteen months. During this time he has put in 1,129 hours instructional flying, bringing his total flying time to 1,480 hours. His flying discipline has always been of the highest standard and he has been an outstanding example to his students. On many occasions, in bad weather, he has displayed tenacity of purpose, completing the exercises and returning to base safely, thereby imbuing the pupils with the required spirit for service flying.

This was concurred in by G/C. F.A. Sampson on 6 March 1943, by the Air Officer Commanding, No.3 Training Command on 27 March 1943, and by the Chief of the Air Staff (Breadner) on 6 April 1943.

Particulars of death: The crew of Lancaster KB792 consisted of F/L D.E. Berry, AFC (pilot, 29 trips), F/L C.J. Ordin (navigator, 30 trips), P/O F.E. Hogan (air bomber, 30 trips), 186470 P/O J.C. Harris (flight engineer, 28 trips), F.O C. Walford (WOP/AG, 29 trips), P/O K.M. Hammond (mid-upper gunner, 28 trips), and P/O C.M. Roche (rear gunner, 28 trips, survived as POW).

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BERRY, F/L Grover Arnold (J23390) - **Distinguished Flying Cross** - No.61 Squadron - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 27 March 1922 (birth date in obituary notice). Home in Victoria; enlisted Edmonton, 11 September 1940. Initially trained as a gunner (graduated from No. 1 BGS, 29 October 1940). Later trained at No.4 ITS (graduated 3 July 1942), No.5 EFTS (graduated 9 October 1942) and No.3 SFTS (graduated 5 February 1943). Award sent by registered mail 14 October 1951; serving with FIS, Trenton at that time. Rose to rank of Group Captain. Died in Calgary, 24 October 1997. RCAF photo PL-36837 dated July 1945 shows eight decorated RCAF officers from Alberta aboard SS **Stratheden** as it docked in Quebec: Front Row, left to right, F/L D.W. Schmidt, DFC and Bar, Wetaskiwin; F/O H.E. Patch, DFM, Vegreville; F/L G.A. Berry, DFC, Lloydminster; F/O J. Perry, Lethbridge; Back Row, left to right, F/L J.M. Calder, DFC, Edmonton; F/L G.L. Scott, DFC, Innisfail; F/O G.P. Bodard, DFC, Edmonton; F/L E.S. Dunn, DFC, Calgary and formerly of Medicine Hat.

This officer has displayed great courage and determination in his attacks on the enemy and his achievements have been commendable. On one occasion in an attack on Berlin his aircraft sustained severe damage in an encounter with a fighter. One engine was put out of action, the elevators were damaged, both the turrets were put out of action and two of the petrol tanks were pierced by shrapnel. In spite of this, Flight Lieutenant Berry flew the aircraft home. More recently on the outward flight to Aachen one engine became defective and later failed completely, but Flight Lieutenant Berry continued to the target and executed a successful attack. He set a fine example of determination and devotion to duty.

NOTE: Public Record Office Air 2/9156 has recommendation drafted 22 April 1944 when he had flown 21 sorties (20 successful) and 135 hours ten minutes on operations.

Flight Lieutenant Berry has completed 22 operations including eight attacks on Berlin. He has shown courage, determination and devotion to duty of a very high order.

He invariably presses home his attacks in spite of all difficulties or opposition. On one occasion on an attack on Berlin he was attacked by a fighter. This attack damaged his elevators and stabilizer, put both his turrets out of action, wounded his mid-upper gunner, and holed the central petrol tanks and starboard oil tanks.

One engine had to be feathered, but in spite of this Flight Lieutenant Berry brought his aircraft to a safe landing in this country.

On the night of 11/12th April 1944, he was detailed to attack Aachen. Just after take-off one engine commenced surging and losing power. It had to be continually throttled right back, but by coaxing the starboard inner engine he managed to get to 18.500 feet by the time he reached the target, although he was below the concentration most of the way there. He bombed his objective successfully, obtaining photographic proof, feathered the by now completely failed engine, and brought his aircraft safely back to base on three engines. His determination to get the target on this occasion, despite the one bad engine, set a high example in his squadron.

He is strongly recommended for the immediate award of the Distinguished Flying Cross.

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BERRY, P/O Jack Pershing (J15759) - **Distinguished Flying Cross** - No.142 Squadron - Award effective 22 March 1943 as per **London Gazette** dated 26 March 1943 and AFRO 757/43 dated 30 April 1943. American in the RCAF. Born Parkensburg, West Virginia, 28 April 1917; home there; enlisted London, Ontario, 14 January 1941 and posted to No.1A Manning Depot. To No.5 SFTS as guard, 2 March 1941. To No.3 ITS, 3 May 1941; graduated and promoted LAC, 8 June 1941 when posted to No.10 EFTS; graduated 27 July 1941 when posted to No.6 SFTS; graduated and promoted Sergeant, 7 October 1941. To Embarkation Depot, 8 October 1941; to RAF Trainee Pool, 2 November 1941. Commissioned 15 July 1942. Retired 26 April 1943 on transfer to American forces. Award presented 22 June 1943. Died in Heber Springs, Arkansas, 22 December 2002.

In July 1942, this officer was detailed to participate in the bombing attack on Dusseldorf. Whilst approaching the target the aircraft was attacked by an enemy night fighter which was shot down by the rear gunner. Afterwards the crew flew on and bombed the target successfully. On another occasion, while bombing the Ruhr in daylight, by skilful airmanship Pilot Officer Berry made use of scanty cloud cover and completed a successful mission in difficult circumstances. He has at all times displayed outstanding leadership and determination in his operational flying.

NOTE: Public Record Office Air 2/8942 has recommendation drafted 31 January 1943 when he had flown 548 hours 50 minutes (229 hours 35 minutes in previous six months); these included 29 sorties (159 hours 45 minutes). It is difficult to reconcile the official citation (giving July 1942 for the attack on Dusseldorf) with the text that follows:

Pilot Officer Berry has been with No.142 Squadron for the past nine months during which time he has carried out 29 successful sorties. Last August, Pilot Officer Berry was detailed to carry out a bombing sortie against Dusseldorf. Whilst approaching the target area they were attacked by a night fighter which the rear gunner shot down. They carried on successfully to bomb their target and returned to base.

On another occasion in October this pilot was detailed to carry out a daylight cloud cover raid on Essen. Pilot Officer Berry determinedly carried on despite the fact that several other crews were forced to abandon the sortie due to lack of cloud cover. He successfully dropped his bombs across the town of Essen and returned to his base.

This Pilot Officer has at all times shown the most outstanding leadership and determination in his operational flying.

The Officer Commanding, No.328 Wing, concurred on 1 February 1943, and the Air Officer Commanding, Eastern Air Command (RAF) agreed on 23 February 1943.

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BERRY, P/O Robert Charles (J16128) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 15 June 1943 and AFRO 1338/43 dated 16 July 1943. Born Hamilton, 29 December 1921; home there; enlisted there 20 August 1940. To "R", 31 August 1940. To No.1 ITS, 13 October 1940; graduated and promoted LAC, 6 November 1940 when posted to No.2 WS; to No.4 BGS; 14 March 1941; graduated and promoted Sergeant, 14 April 1941. Posted that date to Embarkation Depot. To RAF Trainee Pool, 18 May 1941. Commissioned 10 October 1942. Promoted Flying Officer, 10 April 1943. Promoted Flight Lieutenant, 10 October 1944. Repatriated 7 February 1945. Retired 26 March 1945. Rejoined as Technician, 30 March 1948 (120647); served with No.424 (Auxiliary) Squadron;

released 21 January 1951. Award presented 12 December 1944. Photo PL-40834 (ex UK-17545 dated 14 December 1944) is a portrait, holding son Vincent Paul.

In the capacity of wireless operator/air gunner this officer has displayed commendable courage and devotion to duty. In July 1942, when returning from an attack on Dusseldorf his aircraft was attacked by an enemy fighter which was destroyed after a ten minute combat. On many other occasions this officer has displayed courage and resource during operations. His conscientiousness and efficiency have contributed materially to the success attained by his crew.

Public Record Office Air 2/8955 has recommendation drafted 17 March 1943 when he had flown 30 sorties (177 hours 30 minutes). Sortie list and submission as follows:

2 May 1942 - Rennes (6.35, Air Gunner)
4 May 1942 - GARDENING, Rosemary (6.00, Air Gunner)
19 May 1942 - GARDENING, Rosemary (6.20, Air Gunner)
16 June 1942 - GARDENING, Rosemary (6.55, Air Gunner)
18 June 1942 - GARDENING, Lorient (5.20, Wireless Operator)
20 June 1942 - Emden (4.35, Air Gunner)
23 June 1942 - Search (4.35, Air Gunner)
25 June 1942 - Bremen (6.30, Wireless Operator)
27 June 1942 - Search (4.35, Air Gunner)
2 July 1942 - Bremen (6.00, Wireless Operator)
8 July 1942 - Wilhelmshaven (6.05, Wireless Operator)
11 July 1942 - Moling (4.35, Wireless Operator)
23 July 1942 - GARDENING, Dutch coast (3.40, Wireless Operator)
26 July 1942 - Hamburg (7.10, Wireless Operator)
27 July 1942 - St. Nazaire (4.25, Wireless Operator)
30 July 1942 - Saarbrucken (6.45, Wireless Operator)
31 July 1942 - Dusseldorf (5.05, Wireless Operator)
5 August 1942 - Search (4.15, Wireless Operator)
5 August 1942 - GARDENING, Lorient (3.20, Wireless Operator)

18 August 1942 - Flensburg (6.30, Wireless Operator)
28 August 1942 - Saarbrucken (6.40, Wireless Operator)
1 September 1942 - Saarbrucken (6.55, Wireless Operator)
7 September 1942 - GARDENING, Lorient (6.15, Wireless Operator)
8 September 1942 - Frankfurt (3.30, Wireless Operator)
2 February 1943 - GARDENING, Kattegat (7.35, Wireless Operator)
4 February 1943 - Turin (11.05, Wireless Operator)
5 February 1943 - Lorient (5.55, Wireless Operator)
13 February 1943 - Lorient (5.45, Wireless Operator)
5 March 1943 - Essen (5.05, Wireless Operator)
8 March 1943 - Nuremburg (9.30, Wireless Operator)

Pilot Officer Berry has carried out 30 operational sorties against enemy targets. These operations included the following: Rennes (1), GARDENING (5), Lorient (5), Sea Search (3), Emden (1), Bremen (1), Wilhelmshaven (1), Moleing (1), St. Nazaire (1), Hamburg (1), Saarbrucken (3), Dusseldorf (1), Flensburg (1), Frankfurt (1), Maning Kattegat (1), Turin (1), Essen (1), Nuremburg (1).

This officer, in the capacity of Wireless Operator and Air Gunner has shown commendable courage and devotion to duty throughout his tour.

On the night of the 31st July 1942, while returning from Dusseldorf after having been engaged by flak over the target with aircraft holed in seven places, the pilot's compass hit, and the pilot's flying boots torn by flak, a Junkers 88 was sighted and held a ten-minute combat. On the last attack a [the ?] Junkers 88 was seen to have bullets from Pilot Officer Berry's guns enter the fuselage. The aircraft then stalled and was seen still diving at 1,000 feet. Though the aircraft was not seen to hit the ground, it was claimed to have been destroyed.

This officer has at all times carried out his duties in a skilful and determined manner and his actions have been an inspiration to his crew members.

Note: Involved in accident, 21 June 1942, No.408 Squadron, Hampden AT179. Operational flight; pilot (NZ41922 Sergeant M. Marment) made heavy landing on return causing AC

damage. Navigator was R79562 FS .R. Price, first WOP was 1307057 Sergeant H. Samme, second WOP was R70086 Sergeant R.C. Berry. No injuries.

Involved in accident, 7 September 1942, Hampden AT182, category AC (for repair by contractor party). Operational flight; pilot (NZ41922 Sergeant M. Marment) selected wheels up instead of flaps up. Navigator was R79562 FS .R. Price, WOP/AG was R70086 Sergeant R.C. Berry. No other crew identified. No injuries.

RCAF Press Release No. 1436 dated 16 April 1943. "The writer of this article, Pilot Officer Bob Berry of Hamilton, Ontario, is a 21-year-old wireless operator-air gunner with the R.C.A.F in Britain, and is well-known in Hamilton."

London, (R.C.A.F. News Service) – The funniest thing I've seen during all my ops happened one night last September, when we were on a raid to Saarbruecken, where the Germans have those great coal mines. It wasn't funny at first, though.

We were flying in a Hampden bomber and were on our way home after an easy trip, when our navigator, Flight Sergeant Jack Price, of Indian Head, Saskatchewan, yelled over the intercom "enemy fighter". We all got keyed up, nothing happened. Six or seven times in the next little while the navigator yelled "enemy fighter" and still nothing happened. We were all getting pretty edgy.

Just about the time we were crossing the Dutch coast, he yelled again: "Cripes! It's a fly".

All that had happened was that a fly had crawled inside the Perspex nose of the kite and was looking for a way out. Each time it flitted across Jack's vision, he'd mistaken it for an enemy plane off there in the darkness. We were all pretty disgusted after getting so worked up about so many threatening attacks, but it really was funny. Jack caught the fly and brought back his "victory" in a match-box. Some victory!

It seems a long time since I left Canada, and a long time ago that I was making man's socks and women's silk hosiery in the Mercury Mills, in Hamilton. I remember getting the urge to enlist in 1940, about the time the Royal Hamilton Light Infantry was leaving. I decided I'd like to go, too, but I followed certain

advice that had been given to me....it was "Join the air force and get a soft bed". I joined the Air Force, but plenty of the boys can tell you it's not entirely a life of soft beds.

So I enlisted in June, 1940, and was called to report the next month. I went to Manning Pool in Toronto for 11 days, then on to Camp Borden for three weeks' guard duty. That guard duty period was one of the best times I've had in the Air Force. Of course, there was that night when I was wakened because somebody was in bed with me and stealing all the covers. I pushed him away and tugged back the covers. I reached back to shove him away and got a handful of bristly fur. A pet bear they had around there had crawled into bed with me. There were no serious results. I was out of bed before the bear.

Training went on, getting harder and more interesting all the time. There was Initial Training School at Toronto, then Wireless School at Calgary. It was 23 below zero the morning we got to Calgary. Some Aussies with us in that open truck were quite pleased because suddenly their ears weren't cold any more. No wonder. Their ears were frozen white.

I was in one crack-up in Calgary. Our plane was forced down in the foothills of the Rockies, and we spent two days in a shack with two Scotch bachelors, until the Air Force came and got us.

Then it was down to Bombing and Gunnery School at Fingal, Ontario. That's where I got my AG wing, and believe me that was a big thrill. After two weeks' leave, the big moment to take off for overseas was at hand. It wasn't exactly a moment getting over there. We were at sea for months, we had no salt water soap so we couldn't shave, and we all arrived with rather respectable beards.

Anyway, there we were in England in June, 1941. It wasn't just a matter of climbing into a kite and going to bomb Germany. It was nearly a year before I did that, for I had a lot more training to take. With the Air Training Plan now going full swing at home, the boys coming here now are better trained, and don't have to wait so long for action.

Our first raid was to Rennes, near Lille. An experienced wireless operator went

along with us in the Hampden....all but four of my trips were in Hampdens, and the rest in four-motor Halifaxes.

We found our target, dropped our leaflets, and left in a hurry. We were definitely in a hurry to leave that night. Everybody is on the first trip, and I don't mind saying that, even now, I can see no good reason to hang around a target any longer than necessary. There's no future in it.

When I got back from that first trip, I felt like a seasoned air crew man, as if I'd really done something for the war effort. I figured there was nothing to worry about in this raiding business, but it wasn't long before I found I was wrong.

In the next few months, my log book shows seven trips to lay mines, three searches, three trips to Saarbruecken, two to Lorient, two to Bremen (one of them was the 1,000-bomber show), and one trip each to Turin, Wilhemshaven, Emden, Saint Nazaire, Hamburg, Dusseldorf and Frankfort. There was also one daylight raid to Germany. I've been with the same squadron all along. Our "Wingco" is Wing Commander "Tiny" Ferris of Edmonton.

The worst trip I was ever on....and the most successful....was to Dusseldorf in "Happy Valley", as the boys call the Ruhr. That was the night we shot down in Junkers 88 night fighter, as a climax to a "very shaky do", indeed. Going in to the target was rough. We got into a belt of searchlights and couldn't get out, so we flew through them. Then, our bombs wouldn't go. Right over the centre of town, barrages of searchlights and "flak" caught us wherever we turned. Then we were hit. A piece of shrapnel smashed the master compass, and ricocheted off to hit the pilot in the leg.

We went round and round, inside the "flak" and searchlight barrage, and down and down, from 12,000 to 5,000 feet. Eventually, we got our bombs away, but not quite all of them.

We saved some 250-pounders, and we went on a little dive-bombing job of our own. We got caught in a cone of lights, so we dived right down the beam and let the bombs go. They must have hit something, for the lights went out. We were over that target for nearly an hour and a half before we could get out. It was a

lifetime for me. We were being shot at the whole time.

When we finally got started for home, just when we thought we were safe at last, a fighter came to us. I manned one gun turret and an Aussie gunner the other one, and we both let go. Jerry only fired once. Our pilot manoeuvred him onto the light side of the sky, he made a nice silhouette, and the Aussie and I both got cracking at him. At 100 yards, we really poured it into him. We saw him nose up into a stall, then spin away. The victory was confirmed later.

On our way home, the pilot took his show off because his wounded leg was swelling badly. We landed at base okay, but next morning they wrote our kite off. There were too many holes in it.

Another "shaky do" was to Hamburg. We were late taking off, and when we got to the target everybody else had gone home. There were just great fires burning, no "flak" or searchlights. We debated whether we should go in or not, and decided to take a crack at it....at 9,000 feet. We let our bombs go, and then stuff started coming up at us. Incidentally, I say that that particular job on Hamburg was the best bombing I've ever seen.

But there we were, getting beaten up pretty badly. The gunner complained of queer smells. They were gases from "flak" bursting around us. Then one engine out, and we had to fly straight and level back across the target and toward home. Over Sylt, we got pasted again. Part way home, our dead engine picked up again, and we landed okay. Our kite was full of holes again. The ground crew said there were 200 holes in it, but I won't vouch for that. I didn't count them. One bit of "flak" hit one of our tires, and we landed on one "flak".

The easiest trip I even had was to Turin. All the boys say the same thing. It's the only place I ever went to where we could make three dummy run-ups, straight and level, across the target and still have nothing come near us. The prettiest sight I ever saw was a Wilhemshaven. Up there all we could see was an immense lattice-work of light "flak", in every color you can imagine, all across the city.

I suppose most of my friends know that I've married an English girl over here. I

met her at a skating rink in London in September, 1941, and we were married the following April. Rowena....I call her Rona....was a court dressmaker. We're both looking forward to coming back to Hamilton, and she keeps asking me if I think she'll make a good Canadian wife. We thought we were being very inconspicuous at the London hotel where we spent our honeymoon, until the orchestra at dinner one night suddenly played the wedding march, and dedicated several numbers to us...hiding away over in a corner. They played "When You and I Were Young, Maggie" and a man with five children in tow came over and shook hands with me. I was a sergeant then, and all the air commodores and generals in the place looked at me a little queerly. NCC's don't go to that hotel generally, but it was my honeymoon, and so what!

I've got two ambitions now....first to get back to Canada with Rona, and second to be around when they open a second front. I'd like to bomb hell out of some German troops. They did it to us at Dunkirk and Crete, and now they've got it coming to them. I'd like to take a crack at it now. Is that being bloodthirsty?

Of course, when I get home and the war is over, I want to be a tool and die maker. That's the trade I studied at Tech, and I still want to get at it.

Before I finish up, I'd like to say something about our ground crews, and I couldn't possibly mean anything more sincerely. They're the unsung heroes of this war. That isn't my phrase. I heard it somewhere, and it expresses what I think too. There's nothing too good for ground crews, and without them the R.C.A.F. wouldn't amount to much. They work all hours on our kites, day and night. They're there when we go out, and when we come back, with a lighted cigarette waiting for us as we climb out of the kite. Sometimes we're too tired and shay to light one ourselves.

I saw a sign somewhere recently, in a hangar. It said "Remember those who serve, who do not go on ops". I hope every Canadian reads that and remembers it. Ground crews are tops, and you can say that again.

RCAF Press Release No. 8188 dated 10 January, 1945 from S/L Vic Baker (transcribed by Huguette Oates) reads:

WITH RCAF IN BRITAIN: -- Busier than an octopus with every tentacle at work, was Flight Lieutenant Robert C. Berry, DFC, 351 Emerald St. North, Hamilton,

Ontario, the night his crew bombed Dusseldorf.

The young wireless operator was flying in a four-man crew of a twin-engined Hampden when a Ju.88 attacked and scored several damaging hits. Since the wireless operator is also the air-gunner in these aircraft, Berry jumped to the guns and shot down the attacking German fighter. The Hampden was badly holed in the wings, flaps and rudder with much of the fabric torn off the rudder by shell fragments. More pressure was required on one rudder bar than another, but the short-legged pilot had difficulty in keeping the aircraft flying on a straight course. Berry had to hold the rudder bars even with his hands as his skipper kept the plane flying straight and level. In spare moments, Berry rushed to his morse key to tap out S.O.S. messages for assistance in landing their damaged plane. Finally, they belly-landed on a coastal aerodrome without injury to any of the crew.

Overseas for three and a half years and now at an RCAF repatriating depot in Britain, Berry hopes to join his old firm as a knitter with the Mercury Mills in Hamilton making men's hose. He completed 52 operational flights with the Goose and Bluenose squadrons of the Canadian Bomber Group.

Assessed 17 January 1945 when he had flown 116 hours ten minutes in previous six months. Satisfactory but W/C A.P. Blackburn wrote no comments.

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BERRY, FS Walter (R128085) - **British Empire Medal** - No.4 SFTS - Award effective 8 June 1944 as per **Canada Gazette** of that date and RCAF Routine Order 1380/44 dated 30 June 1944. Born 24 December 1900 in Aberdeen, Scotland; educated in Saskatchewan; enlisted in Saskatoon, 28 August 1941 as Carpenter with rank of Sergeant and immediately assigned to No.4 SFTS. Promoted Flight Sergeant, 1 September 1942. To No.2 Construction and Maintenance Unit, 15 June 1945. To Release Centre, 28 September 1945. Retired 9 October 1945. Award presented 16 February 1945.

This NCO has given over four years of cheerful and faithful service as a carpenter. He has been an example and inspiration to all members of his section and has at all times completed his duties with willingness and efficiency.

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BERRYMAN, Sergeant Edward Hugh (R64450) - **Mention in Despatches** - Croft (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. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation submitted 2 February 1945. Home in Hamilton; enlisted there 6 July 1940, serving 27 months in Canada, 27 months overseas. Listed as participating in an RCAF expedition to establish refuelling bases along the Labrador coast, 16 July to 3 September 1941; see file 15-11-17, "Refuelling Bases - Labrador and Newfoundland - Survey and Establishment of Sites", National Library and Archives, RG.24 Volume 5195. Cook.

This NCO enlisted 6th July 1940 and has served in the United Kingdom since 9th October 1942, and has been employed in the Airmen's Mess, as a cook, for the past thirteen months. His devotion to duty and untiring co-operation has contributed in a large measure to the efficient operation of his section. He has continually displayed exceptional tenacity of purpose in the improvement of meals and service; his outstanding ability and strong sense of duty under long hours of work and trying circumstances are highly commendable.

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BERRYMAN, F/O Lloyd Frederick (J24513) - **Distinguished Flying Cross** - No.412 Squadron - Award effective 24 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born in Hamilton, Ontario, 31 December 1921. Enlisted there 11 March 1942. To No.1 Manning Depot, 25 March 1942. To No.5 SFTS (guard), 23 May 1942. To No.1 ITS, 4 July 1942; graduated and promoted LAC, 28 August 1942 but not posted to No.7 EFTS until 12 September 1942; may have graduated 6 November 1942 but not posted to No.14 SFTS until 21 November 1942; graduated and commissioned 19 March 1943. To "Y" Depot, 2 April 1943; to RAF Trainee Pool, 7 April 1943; arrived in UK 17 April 1943. Promoted Flying Officer, 19 September 1943. With No.412 Squadron, 15 December 1943 to 11 October 1944. Credited with the following victories: **15 July 1944**, one FW.190 destroyed; **27 September 1944**, three Bf.109s destroyed and one FW.190 damaged in two sorties. Repatriated 3 November 1944. To No.1 Training Command, 4 December 1944. To No.1 Composite Training school, 14 March 1945. Promoted Flight Lieutenant, 19 March 1945. To Release Centre, 23 November 1945; retired 27 November 1945. Re-engaged with No.411 (Auxiliary) Squadron, 9 January 1951 (1000015); released again 3 July 1952. Award sent by registered mail. Later mayor of Burlington, Ontario;

died there June 2012. Photo PL-34100 shows him with P/O J. Mangione, DFM. RCAF photo PL-28273 (ex UK-8604 dated 21 March 1944) shows him.

In September 1944 this officer, against tremendous odds, destroyed three enemy aircraft and damaged another. On a subsequent occasion Flying Officer Berryman engaged a superior number of enemy aircraft. His own aircraft sustained severe damage but he destroyed one enemy aircraft and damaged another. He has achieved much success against ground targets. Flying Officer Berryman has displayed a fine fighting spirit and his devotion to duty has been of a high order.

Note: See also his story and recollections on a Department of Veterans Affairs website : <http://www.veterans.gc.ca/eng/remembrance/history/second-world-war/flyers-remembrance>. The following was published in the **Burlington Post** of 26 April 2012:

Lloyd Berryman, former mayor of Burlington, has died. He was 90

Born on the last day of 1921 in Hamilton, Mr. Berryman made Burlington his home after 1950. He served as a town councillor here from 1964-65 and was the mayor from 1966-67.

His actions in the Second World War earned him the Distinguished Flying Cross and, in recent years, the prestigious Legion D'Honneur from France.

Two city mayors remembered Mr. Berryman fondly.

"As a former Mayor of Burlington, he presided over council during Canada's Centennial year when a lot of good things happened in the community. He was a man of integrity and he will be remembered by many people in Burlington for his contribution to this city," said Walter Mulkewich, mayor of the city from 1991-97.

Current mayor Rick Goldring recalled Mr. Berryman's impact on the city.

"As a kid, I grew up on the street behind him. He was a mayor in the 1960s, and he was very involved in the hospital project back then.... He was a Burlington

original, a real classy gentleman, a real hero in the community. I visited his house between Christmas and New Year's. I dropped by to visit and present him with a 90th birthday scroll from council, which he was very appreciative of."

One of Mr. Berryman's claims to fame was having something in common with famous French military leader Napoleon Bonaparte.

In April 2007, the Burlington resident received the highest award bestowed by the French government as one of 50 Canadians given that country's Ordre national de la Legion d'honneur (Legion of Honour medal) in a ceremony at Hamilton's Canadian Warplane Heritage Museum.

He had received a letter from the Ambassador of France in Canada congratulating him for "... a reward you greatly deserve for the exemplary and outstanding behaviour you demonstrated during the fierce battles of the liberation of France and Europe. By awarding you such a high distinction, France wants to honour a great Canadian soldier who fought for freedom...."

"When I opened it (letter) up I had to sit down for several minutes I was so overwhelmed. I had heard of the Legion of Honour but I knew no one in my squadron had received it," Mr. Berryman told the Post at the time.

As a pilot overseas from 1943-44, Mr. Berryman flew a single-engine, single-seater Spitfire fighter plane.

He began the war with the rank of Flying Officer and attained Flight Lieutenant by war's end. He was a member of the Royal Canadian Air Force 412 Squadron, 2nd Tactical Air Force, 126 Wing. He was based in England, often the Biggin Hill airfield just south of London.

He engaged in the Allies' aerial, land and sea assaults on German-occupied land in northern France and Belgium, most notably the June 6, 1944 D-Day invasion of Normandy, France.

In one interview with the Post he said he could vividly conjure up disturbing

images of destruction and human desperation in the French countryside, and in the towns of Belgium and Holland, as the Allies pushed the Germans back. Such memories put the Legion of Honour in perspective for him, he said.

“I have so much respect for the French people, who endured much difficulty — the people of Normandy and Caen.... The same people suffered from bombings long before and after D-Day.... They suffered more than the people who were supposed to liberate them.”

Mr. Berryman earned a number of service medals and ribbons for his war efforts but the most prestigious one he received prior to the Legion of Honour was the Distinguished Flying Cross (DFC). He recalled the circumstances of how he was supposed to receive the DFC, and when he actually did, it was with some measure of embarrassment on his part.

Mr. Berryman said during the war he was notified by letter he was to go to Buckingham Palace to meet King George VI and receive the DFC for shooting down three enemy aircraft in one day in 1944 while providing air cover for Allied forces at river bridges in Nijmegen in Holland.

At the time he got the Royal request for his presence, in November 1944, he had a conflicting date to return home to Canada by sea, and he was determined not to miss the boat, so to speak. He skipped the Royal treatment. His parents in Hamilton received his DFC medal by mail several weeks later.

A Flyer's Remembrance, Mr. Berryman's brief account of Second World War memories and his participation in D-Day 60th anniversary ceremonies, is on the Veterans Affairs Canada website <http://bit.ly/ISLdxA>.

“They did a splendid job,” he said. “I sent the book to my boys (sons Dave and Tim). I didn't talk much about the war and they were surprised at the contents of the book.”

Berryman returned to France for the 60th anniversary of D-Day (June 6, 2004) to Courseulles-sur-Mer and the Juno Beach Centre, which commemorates Canadian veterans' war efforts. To his surprise, he was asked to read The Act of

Remembrance during the ceremony and sat on the dais near the Queen.

Mr. Berryman flew his Spitfire for the RCAF's 412 Squadron over the Normandy beaches on June 6, 1944, and throughout the invasion period, providing cover for ground troops.

He was greatly moved on a return to the Beny-sur-Mer cemetery where 1,000 Canadian soldiers are buried. He recalled seeing trucks bring bodies there during the war. He said while fewer Canadians (359) died at the D-Day landing than expected, many perished while battling for Caen, a large city to the south.

Mr. Berryman had his share of close calls. His plane caught on fire at his Biggin Hill base in England. He was burned and required four operations, but was able to return to his squadron. He made more than 200 sorties (missions) and once flew the plane of Canada's top fighter pilot, George Beurling, after the latter excused himself from an escort mission. During one refuelling stop, Berryman was embarrassed to encounter a small crowd that had seen 32 swastikas on the plane (marking German aircraft shot down) and mistakenly thought ace fighter Beurling was on board.

One of his most powerful wartime memories came upon arriving at Evere Airfield near Brussels, where his group was greeted by thousands of Belgians.

"As far as they were concerned, we were the liberators. They lived through four horrible years, half starving with no food," said Mr. Berryman. "It was the first time I really realized what democracy and freedom meant to people throughout Europe. It's something I have never forgotten. It was a revelation for every one of us.

As a civilian, Mr. Berryman worked in sales and was vice-president of a construction and mining equipment company. He spent part of his retirement years speaking to high school students about his war experiences.

Mr. Berryman's family did not release details about when, where or how he died. Cremation has taken place and, according to the family's wishes, there will be no memorial service. (with Post files by Tim Kelly and Dennis Smith).

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BERRYMAN, F/O Roy William (C26872) - **Medal for Bravery (Czechoslovakia)** - **Canada Gazette** dated 24 January 1948 and AFRO 81/48 dated 6 February 1948. Born 1 September 1916 in Victoria, British Columbia; enlisted in Vancouver, 21 January 1941. He was immediately attached to the Moose Jaw Flying Club for training; on 30 March 1941 he went to the Central Flying School, Trenton. On graduation (3 May 1941) he was promoted from Aircraftman 2nd Class to Sergeant and posted to No.18 EFTS, Boundary Bay. On 1 December 1942 he was admitted to the General List (Pilot) and sent to No.15 EFTS, Regina (promoted WO2 on 3 December 1942); this was followed by the following postings: No.5 Manning Depot, Lachine (2 February 1943), No.6 SFTS, Dunnville (6 March 1943, commissioned 28 May 1943) and No.1 General Reconnaissance School, Summerside (5 June 1943). He was posted to "Y" Depot, 26 September 1943, embarked from New York on 8 October 1943, arrived in Britain on 16 October 1943, and was posted to No.422 Squadron on 2 November 1943, serving with that unit until 30 April 1945 when he was posted to No.4 (Coastal) Operational Training Unit. As of 9 July 1945 he claimed to have flown 632 hours 40 minutes on operations (62 sorties; last one flown on 27 April 1945) and 225 hours 20 minutes non-operational overseas (all on Sunderlands). Repatriated to Canada on 1 August 1945; released 1 October 1945. Flew postwar with Queen Charlotte Airlines (Senior Pilot and Flight Operations Manager) and on 14 August 1953 was described as having flown over 6,000 hours. Served in Royal Canadian Navy (Reserve), 26 October 1953 to 30 June 1955 (Prince Rupert). This award was related to the sinking of the German blockade runner **Alsterufer**, 27 December 1943; see entry for F/L W.Y. Martin.

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BERTRAN, F/O Ross Herbert (J6396) - **Distinguished Flying Cross** - No.38 Squadron - Award effective 4 January 1943 as per **London Gazette** dated 8 January 1943 and AFRO 232/43 dated 12 February 1943. Born Stevensville, Ontario, 23 November 1917; home there where he was educated, 1924 to 1931. Attended Hamilton Normal School, 1936-1937 to obtain First Class Teaching Certificate. Took courses at McMaster University, 1937-1940 towards a BA, Employed in teaching, Onondaga, Ontario, 1937-1939 and Waterford, Ontario, 1939-1940. Enlisted Hamilton, 14 October 1940 and posted to No.1 Manning Depot, Toronto. Appears to have been transferred to Trenton as he was posted from there to No.1 ITS, Toronto on 27 January 1941; graduated and promoted LAC, 5 March 1941 but not posted to No.1 EFTS, Malton until 17 March 1941; graduated 4 May 1941 when posted to No.4 SFTS, Saskatoon. Involved in accident of Crane 7762, No.4 SFTS, 10 July 1941 (undercarriage jammed in up position); no injuries to any of three airmen aboard. Graduated and commissioned 28 July 1941. Posted to No.31 GRS,

8 August 1941; to RAF overseas, 2 November 1941. Taken on strength of No.3 (Coastal) OTU, 24 December 1941. To No.15 OTU, 18 May 1942; to Middle East, 30 May 1942. To No.38 Squadron, 6 June 1942. Promoted Flying Officer, 28 July 1942. To No.5 METS for course, 9 September 1942 and then to No.72 OTU before return to No.38 Squadron at uncertain date. Posted to No.221 Squadron, 26 January 1943. Promoted Flight Lieutenant and Acting Squadron Leader, 24 January 1943. Killed in action, 2 February 1943 (Wellington HX398, No.221 Squadron; name on Malta Memorial).

In October 1942, this officer was the pilot of a formation of aircraft detailed to make a daylight attack on an enemy ship in Tobruk Harbour. Displaying great skill and determination, he made a successful attack scoring at least one hit on the target. His determined attack contributed much to the combined effort of the operation which achieved the destruction of the vessel. Flying Officer Bertran displayed high courage and devotion to duty.

NOTE: Public Record Office Air 2/4922 has a message sent from Headquarters, Middle East to Air Ministry, 24 December 1942; note rank given in message:

An immediate award of the Distinguished Flying Cross has been made to Pilot Officer Ross Herbert Bertran (J6396) of No.38 Squadron. Pilot Officer Bertran was a pilot of Wellington aircraft in a most successful daylight/dusk torpedo attack against an enemy ship at the entrance of Tobruk harbour on 26th October 1942. He followed his leader in through the escort and scored at least one hit on the target. This combined with others resulted in its destruction. This was confirmed by aircraft on sortie the same night.

Training: His course at No.31 GRS, Charlottetown shows the nature of training at such units. He flew 41 hours 45 minutes in Ansons (all by day) concentrating on navigation. In air work described as "Above average; works hard but is rather slow and plodding. Needs further experience". He has graded 243/300 in Navigation and 65/100 in Reconnaissance. Ground Training consisted of the following courses: D.R. Navigation (353/400), Reconnaissance (153/200), Patrol and Search (175/200), Ship Recognition (173/200), Coding (89/100), D/F and W/T (89/100), Meteorology (156/200), Compasses (178/200), Maps and Charts (73/100), Photography (90/100), Instruments (84/100) and a passing mark in Signals. Described in ground school as "Above average. A quiet, steady worker who has obtained consistent results."

Particulars of loss: Wellington HX398, No.221 Squadron was airborne from Luqa, Malta, 1900

hours of 2 February 1943 to attack an enemy convoy in the vicinity of Cape Stilo (MR 250865, Italy, 1:100,000) and failed to return. An intensive search of the coast turned up nothing. Crew was J16396 P/O R.H. Bertram, DFC (pilot), 1282833 FS M.E. Barker (second pilot), 15177 F/O A.F.J. Duncan (observer), C3409 F/O F.C. Anderson, RCAF (S/I Operator), 1065998 Sergeant N. Jones (WAG), 551793 FS M. Rowson (WAG) and 1314495 Sergeant W.G. Creed (air gunner).

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BERTRAN, F/L Roy Franklin (J27716) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born Stevensville, Ontario, 28 November 1917; home in Hagersville (motor mechanic); enlisted Hamilton 22 May 1942 and posted to No.1 Manning Depot. To No.6 BGS, 20 July 1942. To No.1 ITS, 29 August 1942; graduated and promoted LAC, 23 October 1942 but not posted to No.9 EFTS until 21 November 1942; graduated 6 March 1943 when posted to No.16 SFTS; graduated and promoted Sergeant, 25 June 1943 (subsequently commissioned as of that date); to No.1 GRS, 9 July 1943. To "Y" Depot, 2 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Repatriated 8 April 1945; to No.1 Air Command, 10 April 1945; to Release Centre, 28 May 1945; retired 2 June 1945. Employed as plant engineering superintendent at U.S. Gypsum in Shoals, Indiana, then Carpenter Body Works, Mitchell, Indiana. Died 1 January 2000 in Mitchell, Indiana. Twin brother Ross had been killed in action during the war. Award presented 14 June 1949. RCAF photo PL-42330 (ex UK-19186 dated 28 February 1945) shows three pilots in a huddle after a raid in Dortmund - F/L R.F. Bertran (Hagersville, Ontario), F/L E.R. Smyth (Trochu, Alberta) and S/L W.C. Pierce (Reston, Manitoba). 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.2610 (RG.24 Vol.20627) has recommendation dated 15 April 1945 when he had flown 33 sorties (197 hours 45 minutes), 17 September 1944 to 4 March 1945.

This officer has now completed his first tour of operations comprised of thirty-three trips over enemy territory.

This officer was captain of one of our outstanding specialist crews and in this capacity completed eleven mining operations, many of them in adverse weather conditions and under difficult circumstances.

The courage, skill and determination in action displayed at all times by Flight Lieutenant Bertran have been a great inspiration to his crew. His coolness and

devotion to duty has contributed on a large measure to the success of his many operational flights.

The sortie list was as follows:

12 September 1944 - Dortmund (5.30)
17 September 1944 - Boulogne (3.45)
20 September 1944 - Calais (2.55)
23 September 1944 - Domburg (3.30)
25 September 1944 - Calais (4.35)
27 September 1944 - Duisburg (5.30)
28 September 1944 - Cap Gris Nez (3.25)
4 October 1944 - Bergen (6.35)
6 October 1944 - Dortmund (6.25)
9 October 1944 - Bochum (6.25)
14 October 1944 - Duisburg (5.30)
14 October 1944 - Duisburg (5.55)
2 November 1944 - Dusseldorf (6.35)
4 November 1944 - Bochum (5.10)
6 November 1944 - Gelsenkirchen (5.00)
16 November 1944 - Julich (5.30)
18 November 1944 - Munster (6.30)
27 November 1944 - Neuss (5.30)
30 November 1944 - Duisburg (6.35)
4 December 1944 - Karlsruhe (7.35)
17 December 1944 - Duisburg (6.15)
26 December 1944 - St.Vith (6.00)
28 December 1944 - Oslo Fjord (7.05)
30 December 1944 - Cologne (6.30)
31 December 1944 - Oslo Fjord (7.05)
2 January 1945 - Ludwigshaven (7.05)

5 January 1945 - Hanover (5.40)
12 January 1945 - Flensburg Harbour (5.55)
14 January 1945 - Oslo (7.00)
20 February 1945 - Dortmund (7.10)
1 March 1945 - Mannheim (7.10)
2 March 1945 - Christenson (5.55)
4 March 1945 - Chemnitz (10.30)

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BERTRAND, F/O Joseph Norman (C21287) - **Mention in Despatches** - No.129 Squadron (now POW) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 13 April 1920. Home in Ottawa; educated there and was a prominent athlete including member of Ottawa Roughriders and Montreal Royals. Enlisted there 21 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 19 February 1941. To "S", 20 March 1941. To No.3 ITS, 3 May 1941. Graduated and promoted LAC, 1 July 1941; posted that date to No.17 EFTS; to No.7 SFTS, 23 August 1941. Appears to have graduated 14 November 1941 and sent to Central Training School, 14 November 1941. To "H", 11 December 1941. Granted rank of Sergeant, 18 April 1942; to No.1 BGS, 23 April 1942. Promoted Flight Sergeant, 18 October 1942. To "Y" Depot, 23 November 1942; to RAF overseas, 29 December 1942. A news clipping says he got his wings at Rockcliffe which seems unlikely; same source says he went overseas in January 1943. Taken prisoner 18 October 1944 with No.129 Squadron while on second tour. Reported safe in United Kingdom, 12 May 1945. Left the RCAF at end of war but rejoined 26 June 1951 (36015). Final release from RCAF was 30 September 1955. No citation.

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BERVEN, Sergeant Bruce Martin (R106299) - **Distinguished Flying Medal** - No.40 Squadron - Award effective 20 April 1943 as per **London Gazette** dated 1 October 1943 and AFRO 2322/43 dated 12 November 1943. Born 18 November 1918 in Qu'appelle, Saskatchewan; home there (mechanic). Served in Militia (Winnipeg Light Infantry), 8 October 1940 to 7 November 1940. Enlisted in RCAF at Flin Flon, Manitoba, 28 June 1941. Posted to No.4 ITS, Edmonton, 9 August 1941; graduated 12 September 1941 and promoted LAC; to No.6 EFTS, Prince Albert, 13 September 1941; graduated 8 November 1941 and posted to No.11 SFTS, Yorkton; graduated 27 February 1942 and promoted Sergeant. To "Y" Depot, Halifax, 1 March 1942; taken on strength of No.3 PRC, Bournemouth, 29 March 1942. Attached to 2nd Field Regiment, late April

1942. To No.3 (P) AFU, 26 May 1942; to No.51 OTU, 11 August 1942; to No.12 OTU, 17 October 1942; to Station Terweston, 25 November 1942. However, on 8 January 1943 he was still with No.12 OTU when he damaged Wellington X3806, making a heavy landing after a cross country flight (starboard undercarriage collapsed after a 250 yard roll). Others in crew were R124510 Sergeant P.E. Nichols, student navigator and R.88737 Sergeant H.A. Pennell, student WAG - no injuries and accident possibly due to previous heavy landings by other pupils. To North Africa by air, 19 March 1943; taken on strength of No.40 Squadron, 22 March 1943. Killed in action with No.40 Squadron, 17 September 1943 (Wellington HF534); name on Malta Memorial. Award presented to next-of-kin, 12 December 1944. NOTE: Although the award is effective 20 April 1943, the citation refers to events of **July** 1943 !

This airman has completed twenty-seven sorties and is a most determined and skilful captain of aircraft. He has taken part in attacks against targets in Tunisia, Pantelleria, Sicily and Italy. On the night of the invasion of Sicily he delivered an accurate low level attack on the seaplane base at Syracuse.

See **Sweeping The Skies:A History of No.40 Squadron, RFC and RAF, 1916-56** by David Gunby (Bishop Auckland:The Pentland Press,1995). At page 236 it reports that on the night of 9/10 July 1943, No.40 Squadron was to prepare the way for a glider-borne troop assault by bombing the seaplane base and roads near Syracuse. The book quotes the unit Operational Record Book as follows:

Three crews undertook the difficult task of destroying the seaplane base at Syracuse. Aircraft "P" (Sergeant Bervan) went in first, its bombs falling across the target, closely followed by "K" (F/O Dolden), eight of whose bombs fell close to the hangar, causing a large cloud of smoke. A few moments later, "S" (Sergeant Bartlett) scored three direct hits on the hangar.

Six other aircraft attacked the narrow area S.E. of the harbour at Syracuse which had been allotted to them as the target for the remainder of this diversionary attack. Small though the area was, bombing was well concentrated within it, causing clouds of dust which at times obscured the target.

Gunby goes on to describe the raid a particularly demanding, being done without flares (to avoid illuminating airborne operations) and at low level. It was also to be spread out over three hours. The Officer Commanding No.236 (G/C McNair) suggested it might require volunteers only, but virtually the whole unit was prepared to go. The operation went very well,

notwithstanding bright moonlight, each aircraft being about 30 minutes over target to drop eighteen 250-pound bombs. Crew speculated that heavy flak guns had been unable to deal properly with the low-level tactics.

On the night of 17/18 September 1943, D/40 (HF534) was detailed to attack an enemy airfield at Cerveteri, Italy. The crew were Berven, Nichols, and Pennell (all present in the crash of 8 January 1943) plus 1141090 FS J. Hawkyard (air bomber) and 1319063 FS W.G. Webster (air gunner). An aircraft was seen on fire in the air at 2155 hours, which crashed into the sea near the mouth of the River Tiber, approximately two miles off shore. The aircraft was observed burning on the surface of the water for a time. No signals had been received. On 18 October 1943 the Commanding Officer of No.40 Squadron, W/C D.R. Bagnell, wrote to his family, holding out little hope. He stated that Berven had flown 36 sorties (but see citation) and 209 operational hours. No.205 Group suspected the aircraft had caught fire due to a hung-up flare.

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BERVEN, W/C John L. (C229) - **Air Force Cross** - No.1 Instrument Flying School - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Joined RCAF in Saskatoon, 9 June 1936 (P/P/O), qualified for pilots wings 4 May 1937. Squadron Leader as of 1 November 1940. At No.7 SFTS as of 19 January 1942. To No.3 SFTS, 31 March 1942. Promoted Wing Commander, 1 June 1942. To "Y" Depot, 25 January 1943; to RAF overseas, 2 February 1943. Repatriated 13 June 1943. To No.2 Flying Instructor School, 30 June 1943. To No.1 Instrument Flying School, 27 January 1944. Remained in postwar RCAF, retaining rank of Wing Commander. Award presented 1 December 1948. Awarded Queen's Coronation Medal, 23 October 1953 while a Wing Commander with No.14 (Training) Group Headquarters. Died in Winnipeg, 5 August 2000. No citation in AFRO. Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation. When recommended he had flown 1,400 hours, 745 as instructor, 21 in past six months.

This officer has had the widest experience as an instructor and holds an "A-1" flying instructor category. Since 1939 he has held many varied instructional positions. As a chief instructor his work was of the highest quality. As Commanding Officer of No.1 Instrument Flying School, by his ability, experience and devotion to duty, he has continued to contribute a great deal to the successful training of pilots and instructors. Throughout his service the example he has set has been an inspiration to those associated with him.

* * * * *

BESSENT, FS (now P/O) William Francis (R198741/J88434) - **Distinguished Flying Medal** - No.426 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 17 April 1925 in Windsor, Ontario; home in Grande Prairie, Alberta; enlisted Edmonton, 11 November 1942. Granted Leave Without Pay until 1 December 1942 when posted to No.3 Manning Depot. To No.8 Manning Depot, 5 January 1943. To No.17 SFTS (guard duty), 7 March 1943. To No.1 Air Gunner Ground Training School, 30 April 1943. To No.9 BGS, 12 June 1943; graduated and promoted Sergeant, 23 July 1943. To "Y" Depot, 6 August 1943; to United Kingdom, 25 August 1943. Arrived in Scotland, 1 September 1943. Further trained at No.22 OTU, Wellsbourne (Wellingtons), 1 October 1943 to 29 October 1943. Posted to No.405 Squadron. His twin brother, Sergeant Henry Roberts Bessant (also a gunner with No.405 Squadron), was killed in the crash of a Lancaster, 17 December 1943, returning from a raid. Commissioned 9 June 1944. Repatriated 7 June 1945. To No.8 OTU, 4 July 1945. To Release Centre, 9 September 1945. Retired 14 September 1945. Rear gunner (sometimes mid-upper gunner) to F/L B.D.C. Patterson. Incident described was Berlin raid of 20 January 1944. Award presented 18 July 1944.

Flight Sergeant Bessant has participated in many operational flights over enemy territory, including Nuremburg, Augsburg, Stuttgart and Berlin. On one occasion when his aircraft was on fire over Berlin he displayed a high degree of courage and calmness which contributed largely to the safe return of his aircraft and crew. Again when attacking Berlin and Nuremburg his skilful directions to the pilot more than once saved the crew from disaster. He has at all times shown a remarkable amount of zeal and a high degree of efficiency.

DHH file 181.009 D.4431 (Library and Archives Canada RG.24 Volume 20649) has recommendation drafted 17 August 1944 when he had flown 30 sorties (172 hours 35 minutes); sortie list and submission as follows:

24 December 1943 - Berlin (7.25) - only trip with No.405 Squadron
14 January 1944 - Brunswick (6.00)
20 January 1944 - Berlin (7.30)
21 January 1944 - Magdeburg (7.00)
27 January 1944 - Berlin (2.40, duty not carried out)
28 January 1944 - Berlin (8.15)

24 February 1944 - Schweinfurt (8.20)
25 February 1944 - Augsburg (7.30)
15 March 1944 - Stuttgart (8.00)
22 March 1944 - Frankfurt (6.10)
30 March 1944 - Nuremberg (7.50)
10 April 1944 - Laon (5.30)
18 April 1944 - Paris (5.00)
9 May 1944 - Calais (3.55)
10 May 1944 - Ghent (4.00)
19 May 1944 - Franceville (4.45)
24 May 1944 - Trouville (3.35)
5 June 1944 - Houlgate (4.35)
6 June 1944 - Coutances (5.45)
9 June 1944 - Le Mans (6.10)
15 June 1944 - Boulogne (3.35)
23 June 1944 - Bientques (4.40)
28 June 1944 - Metz (6.50)
4 July 1944 - Biennais (3.55)
6 July 1944 - Conquereaux (4.25)
18 July 1944 - Wesseling (5.40)
24 July 1944 - Ferfay (4.00)
30 July 1944 - Aulnay-sur-Seulles (4.10)
3 August 1944 - Foret de Nieppe (3.45)
5 August 1944 - St. Leu d'Esserent (5.05)
11 August 1944 - La Pallice (6.55)

This Non-Commissioned Officer has completed 30 operations over enemy territory as Mid-Upper Gunner. The targets included Magdeburg, Augsburg, Brunswick, Stuttgart, Nuremberg, Frankfurt and three to Berlin.

On one occasion when his aircraft was on fire over Berlin, he displayed a high

degree of courage and calmness which contributed largely to the aircraft's safe return. During other trips to Berlin and Nuremberg, his skilful directions to the pilot more than once saved the crew from disaster. He has at all times displayed a remarkable amount of zeal and a high degree of efficiency, and hence is considered an asset to the squadron. He is recommended for the award of the Non-Immediate DFM.

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BEST, WO2 (now P/O) Clyde Allison (R76417/J35949) - **Mention in Despatches** - No.10 Squadron (Canada) - Award effective 1 January 1944 as per **London Gazette** of that date, **Canada Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 4 July 1920 at Weston, King's County, Nova Scotia (RCAP press release 2659 announcing award). Educated to Grade X at Garland High School, King's County, Nova Scotia. Home in Berwick, Nova Scotia (farmer). Enlisted in Halifax, 30 December 1940 and posted to No.1 Manning Depot, Toronto, 1 January 1941. To No.1A Manning Depot, Picton, 20 February 1941; to Eastern Air Command, 20 March 1941 (guard duty); posted that same date to No.31 General Reconnaissance School as guard. To No.1 WS, Montreal, 22 June 1941; promoted LAC, 24 July 1941; to No.3 BGS, Macdonald, Manitoba, 8 November 1941; graduated and promoted Sergeant, 22 December 1941. To Eastern Air Command, 24 December 1941; to No.5 (BR) Squadron, 27 December 1941. Promoted Flight Sergeant, 15 August 1942; promoted WO2, 15 February 1943; to No.10 (BR) Squadron, 30 April 1943. Commissioned 18 June 1943. To Newfoundland, 10 November 1943 with No.10 (BR) Squadron. Promoted Flying Officer, 12 December 1943. To Station Gander, 11 November 1944. To No.1 Group Headquarters, 13 February 1945. Promoted Flight Lieutenant, 1 April 1945. To No.1 Port Transit Unit, Halifax, 15 June 1945, for duties as Conducting Officer on troopship. He also appears to have volunteered for the Pacific, requesting work on a transport unit. To Release Centre, 10 October 1945; retired 31 October 1945. Died at Berwick, Nova Scotia, 3 July 1981 as per **Legion Magazine** of November 1981, which gives name as "Allison Clyde".

This NCO as Wireless Operator Air Gunner has carried out his patrol duties all over the North Atlantic in an exceptional manner. His keenness and devotion to duty have been an inspiration to those who have worked with him. On numerous occasions Warrant Officer Best has been solely responsible for the location and successful escorting of convoys passing through dangerous waters.

The original recommendation was for an Air Force Cross, submitted 24 August 1943 by S/L J.M. Young of No.10 (BR) Squadron. He had flown 1,377 hours to that date (261 in previous six months) and 1,105 operational hours (114 sorties). Text read:

WO2 Best as a Wireless Operator Air Gunner has carried out his duties on operational patrols in a manner which has been above reproach. His zeal and his devotion to duty have been fine examples to those who have worked with him in the course of the work there are required to do. On numerous occasions WO2 Best has been solely responsible for the location and successful escorting of convoys which were passing through dangerous waters.

On 29 August 1943, G/C C.L. Annis wrote:

This Warrant Officer had most of his operational flying in Catalina long range aircraft - all over the North Atlantic on anti-submarine missions. On transfer to the VLR Squadron his confidential report had the highest praise for his ability and the unflagging zeal he put into his work. Since posted to the Liberator Unit, he has fully justified his previous reports and is a model to his comrades. His many hours flown as a Wireless Operator Air Gunner together with the exemplary manner in which he has performed his duties make him unusually deserving of decoration.

On 10 September 1943 the Air Officer Commanding, Eastern Air Command (A/V/M G.O. Johnson) suggested a DFC. However, on 11 October 1943 an officer on the Honours in War Committee (signature looks like that of G/C D.E. MacKell) wrote, "It is not considered that the DFC is warranted. Recommended for Mention in Despatches." This was agreed upon by Air Marshal L.S. Breadner, Chief of Air Staff, 12 October 1943.

Operational Wings: In applying for Operational Wings (17 June 1944) and Bar to Operational Wing (7 November 1944), he listed the following sorties in the Western Hemisphere of Operations. All with No.5 (BR) were on Canso aircraft; all with No.10 (BR) were on Liberators:

No.5 (BR) Squadron

14 January 1942 - convoy patrol (7.05)

18 January 1942 - convoy patrol (6.30)

22 January 1942 - convoy patrol (6.00)

23 January 1942 - convoy patrol (7.00)

24 January 1942 - sweep (6.30)
24 January 1942 - convoy patrol (6.45)
26 January 1942 - convoy patrol (6.25)
31 January 1942 - convoy patrol (9.00)
2 February 1942 - convoy patrol (2.45)
3 February 1942 - convoy patrol (3.05)
16 February 1942 - convoy patrol (7.40)
18 February 1942 - harbour entry patrol (11.05)
19 February 1942 - sweep (8.20)
21 February 1942 - sweep (10.05)
15 March 1942 - sweep (8.20)
16 March 1942 - sweep (3.00)
17 March 1942 - sweep (5.05)
20 March 1942 - harbour entry patrol (12.15)
21 March 1942 - sweep (13.15)
24 March 1942 - sweep (30 minutes)
25 March 1942 - convoy patrol (14.10)
26 March 1942 - search (8.45)
28 March 1942 - harbour entry patrol (9.05)
29 March 1942 - harbour entry patrol (2,55)
30 March 1942 - convoy patrol (11.25)
4 April 1942 - harbour entry patrol (13.45)
10 April 1942 - sweep (9.40)
13 April 1942 - convoy patrol (16.10)
12 May 1942 - sweep (16.05)
14 May 1942 - harbour entry patrol (16.05)
30 May 1942 - sweep (4.40)
31 May 1942 - sweep (16.40)
1 June 1942 - sweep (12.00)
3 June 1942 - sweep (6.50)

7 June 1942 - sweep (6.20)
8 June 1942 - sweep (16.10)
9 June 1942 - search (8.20)
11 June 1942 - sweep (9.40)
17 June 1942 - sweep (15.30)
21 June 1942 - sweep (11.20)
23 June 1942 - sweep (13.30)
26 June 1942 - sweep (8.20)
27 June 1942 - sweep (2.10)
27 June 1942 - sweep (7.05)
22 July 1942 - harbour entry patrol (6.55)
22 July 1942 - harbour entry patrol (8.15)
24 July 1942 - harbour entry patrol (10.00)
26 July 1942 - sweep (14.35)
28 July 1942 - sweep (17.10)
30 July 1942 - sweep (5.00)
1 August 1942 - sweep (9.40)
3 August 1942 - sweep (7.15)
5 August 1942 - sweep (19.35)
7 August 1942 - sweep (14.35)
9 August 1942 - sweep (10.55)
13 August 1942 - harbour entry patrol (10.45)
19 August 1942 - sweep (16.30)
21 August 1942 - sweep (1.45)
25 August 1942 - sweep (15.30)
27 August 1942 - sweep (15.40)
28 August 1942 - sweep (10.00)
2 September 1942 - sweep (7.25)
4 September 1942 - sweep (10.00)
6 September 1942 - sweep (16.00)

8 September 1942 - sweep (16.30)
13 September 1942 - sweep (12.40)
15 September 1942 - sweep (13.50)
4 October 1942 - sweep (12.00)
7 October 1942 - sweep (15.30)
10 October 1942 - harbour entry patrol (12.15)
12 October 1942 - sweep (12.50)
14 October 1942 - sweep (13.30)
16 October 1942 - sweep (14.30)
21 October 1942 - sweep (2.30)
24 October 1942 - harbour entry patrol (6.15)
28 October 1942 - sweep (12.15)
30 October 1942 - sweep (8.15)
3 November 1942 - search (7.25)
8 November 1942 - harbour entry patrol (10.15)
17 November 1942 -sweep (7.40)
23 November 1942 -sweep (12.15)
26 November 1942 -sweep (3.00)
2 December 1942 - search (5.35)
9 December 1942 - search (6.20)
16 December 1942 - search (4.15)
21 December 1942 - search (3.45)
25 December 1942 - sweep (8.30)
8 January 1943 - search (4.30)
14 January 1943 - search (5.15)
18 January 1943 - sweep (12.35)
23 February 1943 - sweep (9.00)
6 March 1943 - sweep (4.45)
9 March 1943 - sweep (6.45)
14 March 1943 - sweep (10.50)

16 March 1943 - sweep (6.20)
23 March 1943 - convoy patrol (45 minutes)
26 March 1943 - convoy patrol (12.25)

No.10 (BR) Squadron

22 May 1943 - convoy patrol (10.30)
26 May 1943 - convoy patrol (9.05)
3 June 1943 - convoy patrol (10.30)
8 June 1943 - convoy patrol (13.30)
11 June 1943 - sweep (10.30)
14 June 1943 - convoy patrol (6.00)
18 June 1943 - convoy patrol (10.30)
24 June 1943 - convoy patrol (14.30)
29 June 1943 - sweep (13.10)
3 July 1943 - convoy patrol (14.10)
10 July 1943 - sweep (14.30)
13 July 1943 - sweep (9.10)
20 July 1943 - convoy patrol (13.30)
26 July 1943 - sweep (5.30)
28 July 1943 - sweep (10.50)
4 August 1943 - convoy patrol (12.50)
8 August 1943 - convoy patrol (12.20)
15 August 1943 - sweep (12.20)
20 August 1943 - sweep (11.15)
19 September 1943 - convoy patrol (12.20)
26 September 1943 - sweep (16.00)
3 October 1943 - convoy patrol (15.00)
7 October 1943 - convoy patrol (15.40)
13 October 1943 - convoy patrol (13.45)

19 October 1943 - convoy patrol (13.25)
26 October 1943 - sweep (14.50)
31 October 1943 - sweep (16.00)
27 November 1943 - convoy patrol (13.40)
16 January 1944 - sweep (8.45)
23 January 1944 - sweep (10.00)
27 January 1944 - sweep (2.15)
30 January 1944 - sweep (9.30)
3 February 1944 - sweep (10.30)
5 February 1944 - search (6.10)
10 February 1944 - convoy patrol (7.15)
17 February 1944 - sweep (9.05)
22 February 1944 - sweep (3.40)
6 March 1944 - convoy patrol (1.00)
10 March 1944 - sweep (13.00)
6 April 1944 - sweep (10.45)
8 April 1944 - sweep (10.15)
12 April 1944 - convoy patrol (11.30)
20 April 1944 - convoy patrol (12.15)
23 April 1944 - convoy patrol (12.10)
1 May 1944 - convoy patrol (15.00)
4 May 1944 - convoy patrol (11.00)
9 May 1944 - convoy patrol (12.00)
13 May 1944 - sweep (11.30)
5 June 1944 - sweep (12.50)
9 June 1944 - convoy patrol (13.30)
14 June 1944 - convoy patrol (12.15)
24 June 1944 - LL sweep (13.30; ""LL" meaning Leigh Light ?)
14 July 1944 - sweep (13.30)
22 July 1944 - sweep (9.20)

25 July 1944 - convoy patrol (8.20)
31 July 1944 - convoy patrol (13.10)
7 August 1944 - convoy patrol (11.45)
10 August 1944 - LL sweep (10.45)
15 August 1944 - LL sweep (12.10)
21 August 1944 - convoy patrol (11.30)
23 August 1944 - LL sweep (13.10)
30 August 1944 - LL sweep (10.00)
10 September 1944 - convoy patrol (11.30)
13 September 1944 - LL sweep (12.20)
18 September 1944 - sweep (13.35)
21 September 1944 - sweep (11.00)

Total to date: 166 sorties, 1,667 hours 25 minutes (932.30 on Canso, 747hours 25 minutes on Liberators).

Training: Interviewed 24 September 1940 at which time he was described as "Good type for Air Gunner. Confident. Farm raised. Hard worker."

Course at No.1 Wireless School was 23 June to 8 November 1941. Spent one hour in flying classroom as First Operator, three hours in flying classroom as Second Operator and seven hours in two-sear aircraft as sole operator. Ground courses and marks as follows: Theory (36/50), Radio Equipment (155/250), Morse, buzzer and lamp (145/200), Procedure (172/200), Signals rganization (135/150), Armament (52/100), Drill and PT (26/50). Placed 65th in a class of 112, qualifying for Wireless Operator Badge on 8 November 1941.

Course at No.5 BGS was 10 November to 22 December 1941. Flew in Battle aircraft (nine hours in gunnery training plus two hours 45 minutes as passenger). Fired 460 rounds on ground, 600 rounds air-to-ground, 1,905 rounds air-to-air. Placed 22nd in a class of 32. "Very keen and hard working."

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BEST, F/L Raymond Victor (C89536) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born 13 September 1915 on Galiano Island, British Columbia; home in Ganges, British Columbia. Went to England, attended University of London, then joined RAF, Served in RAF, 1936 to 1945 (51965); being commissioned from Sergeant, 5 June 1943. Entitled to Africa Star. Transferred to RCAF in London, England, 8 January 1945. Repatriated to Canada, 14 May 1945. Released 9 August 1945. Award presented 29 January 1947. Graduated from University of British Columbia as a geological engineer and palaeontologist. Doctorate at Princeton. Taught palaeontology at McMaster and at UBC. Described as "one of the two best editors of the written word in the Department [of Geology], and could detect mental sloth in the writing of any geologist, whether palaeontologist or petrologist." Retired 1981. Died at Ganges (Galiano Island), British Columbia, 21 May 2001.

This officer has proved to be a most courageous and skilful pilot and captain of aircraft. In January 1945 he was detailed for an attack against Ludwigshaven. On approaching the target his aircraft was subjected to intense anti-aircraft fire. Although his aircraft was hit, Flight Lieutenant Best pressed home his attack.

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BEST, F/L Stephen (J8432) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 23 March 1921 in Yorkshire; home in Woodstock, Ontario (sales clerk); enlisted in London, Ontario, 20 December 1940. To St. Thomas, Ontario, 6 January 1941. To No.1 ITS, 5 March 1941; graduated 10 April 1941 and promoted to LAC. To No.3 EFTS on 10 April 1941; ceased training and posted to No.1 Manning Depot, 1 May 1941; to No.1 AOS, 26 Mat 1941; to No.1 BGS, 17 August 1941; graduated 27 September 1941 and promoted Sergeant; posted that date to No.2 ANS; graduated and commissioned 27 October 1941. To No.31 OTU, 20 November 1941; to RAF overseas, 9 December 1941; repatriated 9 February 1945. Released 14 April 1945. Award sent by registered mail 28 June 1949. 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.1941 (RG.24 Vol.20612) has recommendation dated 29 January 1945 when he had flown 21 sorties (134 hours), 27 September 1944 to 5 January 1945. Described as having flown a tour with "Coastal Command in the Middle East" on which he flew 522 hours 45 minutes on 110 sorties.

This officer has now completed one tour on Coastal Command in the Middle East totalling 522.45 hours and one tour on Bomber Command of 21 operations. Throughout his stay with the squadron he has shown a high standard of efficiency.

He has always been very keen and conscientious and his results have proved most satisfactory. His captain held a high opinion of him. Flight Lieutenant Best always strengthened and supported him in moments of danger. His bombing was most accurate and his sole aim on all operations was to hit the aiming point if humanly possible. His bombing runs were always given in a cool and calm manner which did much to reassure his fellow crew members.

The sortie list was as follows:

27 September 1944 - Bottrop (5.35, day)
28 September 1944 - Cap Gris Nez (4.00, day)
4 October 1944 - Bergen (6.40, day)
6 October 1944 - Dortmund (6.55)
9 October 1944 - Bochum (6.15)
14 October 1944 - Duisburg (5.30, day)
14 October 1944 - Duisburg (6.20)
19 October 1944 - Stuttgart (7.35)
23 October 1944 - Essen (5.15)
25 October 1944 - Essen (5.55, day)
28 October 1944 - Cologne (6.35)
30 October 1944 - Cologne (6.20)
14 November 1944 - Julich (5.25, day)
21 November 1944 - Castrop Rauxel (7.10)
30 November 1944 - Duisburg (7.25)
2 December 1944 - Hagen (6.35)
4 December 1944 - Karlsruhe (7.05)
6 December 1944 - Osnabruck (5.40)
15 December 1944 - Ludwigshaven (6.35)
2 January 1945 - Nuremburg (9.30)
5 January 1945 - Hanover (5.30)

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BETCHER, F/L Bruce Ervin (J20078) - **Distinguished Flying Cross** - No.419 Squadron - Award

effective 19 June 1944 as per **London Gazette** dated 27 June 1944 and AFRO 1861/44 dated 25 August 1944. American in the RCAF. Born 24 October 1921 in Ada, Minnesota. Home in Crookstown, Minnesota; enlisted Winnipeg, 16 September 1941. To No.4 ITS, 6 December 1941; training apparently halted about 11 February 1942 but he eventually graduated 27 April 1942 and was promoted LAC; to No.12 EFTS on 27 April 1942; to No.5 SFTS, 4 July 1942; graduated 23 October 1942 and promoted Sergeant. To "Y" Depot, 6 November 1942. To RAF overseas, 19 November 1942. Commissioned 23 October 1943. Award presented 11 August 1944. Repatriated 13 June 1945; released 10 August 1945. Postwar attended University of Minnesota (graduated 1948) and then became an Air Traffic Control Specialist at Minneapolis. Moved to Grand Forks, North Dakota in 1962. Retired December 1984. Died in Grand Forks, 1 August 2007. RCAF photo PL-32368 shows him; caption gives home town as "Crookston" and obituary indicates that is proper spelling. RCAF photo PL-28385 (ex UK-9086 dated 23 March 1944) shows No.419 Squadron padre (S/L Norman Crees, Victoria) distributing recent donations to aircrew returning from a raid - left to right, F/L Bruce Betcher (Crookston, Minnesota), P/O Tom Johnson (Maymont, Saskatchewan), Sergeant Ernest Bayliss (RAF) and P/O Jack Barlow (Ottawa).

This captain of aircraft has completed numerous operational sorties including many night attacks on some of the enemy's most heavily defended industrial targets. His aircraft has twice been attacked by enemy night fighters, but although damage was sustained the attacks were successfully evaded. On two other occasions Flight Lieutenant Betcher's aircraft has been hit by anti-aircraft fire. Nevertheless, with determination he has pressed home his attack and successfully completed his mission.

The following excerpt was taken by Peter Robertson from the website [http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=42459893:](http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=42459893)

Bruce was born in Ada, MN on October 24, 1921, the only child of Walter and Della Betcher. He grew up in Ada, Bemidji and Gonvick before the family settled in Crookston, MN. Bruce played in the Crookston Central high school band and was also in musicals and plays.

As a boy he had a dream to fly. Prior to the US entering WWII Bruce hitchhiked to Winnipeg and enlisted in the Royal Canadian Air Force. He received his flight training in Western Canada and earned his pilot's wings. Bruce was stationed in England with the 419 Moose Squadron of the RCAF and piloted Wellington, Halifax and Lancasters to bomb strategic targets in Germany as part of the Allied war effort. He and his fellow crewmembers flew 33 missions over Germany and France. Bruce was pinned with the Distinguished Flying Cross (DFC) for bravery by King George of England. When the war ended he and his crew were the only crew from his group to complete their tour of duty.

While stationed in England Bruce met Elizabeth Anderson, a nurse in Patton's 5th Army, while attending a formal dance in London. They dated in England, were engaged, and after the war Bruce and Betty were married on June 22, 1946 in Attleboro, Massachusetts. They made their home in Minneapolis where Bruce attended the U of M (1948 graduate) and Betty worked as a nurse. While in Minneapolis, Bruce and Betty started a family that included son, John; followed by daughters, Ann and Barbara. Bruce became an Air Traffic Control Specialist for the Federal Aviation Administration at the Wold-Chamberlain airport in Minneapolis. In 1962 he moved his family to Grand Forks, ND and worked for the FAA there. He retired in December 1984.

Bruce was an outgoing, gregarious person who was devoted to the love of his life, his wife, Betty, and his three children and three grandchildren. He was a devoted caregiver to Betty, a polio survivor, and never stopped loving her in his life stating that, "She was my girl". He was honest, compassionate, and sentimental and had a wonderful sense of humor. He enjoyed meeting new people, but was devoted to his lifelong friends and cherished those friendships throughout his life. Bruce maintained his friendships with his Crookston high school friends and recently attended his 60th class reunion. Bruce had a lifelong special bond with his WWII crewmembers and fellow airmen from Canada, England and the US, and loved them like brothers.

Bruce loved history, music, movies, photography, cribbage, bird watching, wildlife, his various pets, fishing, canoeing, the North woods, a flock of geese overhead in the fall, the Northern lights and observing the sky and the changing weather. He had a big garden, just as his father did. He loved watching the Minnesota Twins. He was a voracious reader! Bruce was a tour de force and his energy and enthusiasm for life will be greatly missed.

RCAF Press Release No. 4778 dated 24 April 1944 from P/O Fred Jackson reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- Bruce Betcher was a student at University of Minnesota when he left his Crookston, Minnesota home and made a bid to be a pilot in the Royal Canadian Air Force. That was in September of '41 and they washed him out because of eye trouble. He went back for another try at it, passed all tests successfully, arrived in England in December, 1942, with his pilot's wings and the other day as a Moose squadron Flight Lieutenant, celebrated the finish of a successful first tour.

The 22-year-old American was never attacked by an enemy fighter, never seriously in trouble. For this, he thanks his luck and a fine crew. F/L Betcher

figures he had more trouble over Kassel, in Germany than anywhere else. First time, he was over that spot, the bomb-doors failed to open and he had to do a second bomb run. Next time, it was Kassel again and his aircraft was coned by searchlights. Violent evasive action got him out of that jam and just in time too as F/L Betcher saw the bomber following hit by the ground defences. Closest any fighter got to his aircraft was at Munchen-Gladbach when a Focke Wulf 190 dived at them just as they were making their bombing run. The Jerry missed.

F/L Betcher's father, Major W.W. Betcher, is a member of the Minnesota State Guard.

RCAF Press Release No.5619 dated 1 July 1944 from S/L T.C. McCall, rewrite by F/O A.F. Tinsley and transcribed by Huguette Oates reads:

WITH THE CANADIAN BOMBER GROUP IN GREAT BRITAIN: -- The narrow purple-and-white ribbon he wears on his slate-blue tunic is tribute to more than Bruce Betcher's courage and heroism. When the British Air Ministry recently announced award of the Distinguished Flying Cross to the 22-year-old Minnesotan, it climaxed a career of frustrations overcome and obstacles surmounted. The first time he tried to enlist in the Royal Canadian Air Force, he was turned down; after he did succeed in being selected to train as a pilot, he was "washed out"; and after winning his Wings and going overseas, he piled up a record of 50 operational sorties against some of the most heavily defended targets in German-held Europe.

Now, as Flight Lieutenant Bruce Betcher, DFC., he holds an important post at Group Headquarters with a successful operational tour in his logbook, plus one of the most coveted awards bestowed upon flying men in the air forces of the British Empire. His citation reads: "This captain of aircraft has completed numerous operational sorties, including many night attacks on some of the enemy's most heavily defended industrial targets. His aircraft has twice been attacked by enemy night fighters, but although damage was sustained, the attacks were successfully evaded. On two other occasions, Flight Lieutenant Betcher's aircraft has been hit by anti-aircraft fire, nevertheless, with determination, he has pressed home his attack and successfully completed his mission".

What the citation does not tell is the story of a 19-year-old geology student at the University of Minnesota, who literally talked his way into the RCAF although many doctors who examined him were insistent that his eyesight was defective.

After being accepted for pilot training, he again found his eyesight questioned and had to persuade the doctors all over again that he was fit to handle the controls of a four-engined bomber.

Joining the famed "Moose" squadron of the Canadian Bomber Group, he piloted Halifaxes and Lancasters throughout his operational tour and was promoted from Pilot Officer (2nd Lieutenant) to his present rank, which corresponds in the USAAF with that of captain.

Although many of his countrymen have transferred back to the United States forces, Flight Lieutenant Betcher plans to remain with the Canadians until he has another tour completed, at least. "All my service friends and acquaintances are in the RCAF," he says, "and I'd like to stick with them until my full quota of ops is chalked up".

Civil aviation holds no attraction for him. After the war though, he'd like to keep his hand in by flying privately, he's going to go back to University and finish that geology course.

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BETTY, FS John Webster (R92610) - **Distinguished Flying Medal** - No.103 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2610/43 dated 17 December 1943. Born 28 June 1912 in Scotstown, Ireland; to Canada in 1935; home in Hanna, Alberta (hotel clerk); enlisted Calgary, 19 February 1941 and posted that date to No.2 Manning Depot. To No.3 SFTS (non-flying duties), 29 March 1941. To No.2 WS, 25 May 1941. Promoted LAC, 25 June 1941. Posted elsewhere (unclear where) on 9 December 1941; to No.7 BGS, 2 January 1942; graduated 1 February 1942 and promoted Sergeant. To "Y" Depot, 3 February 1942; to RAF overseas, 27 February 1942. To No.7 AGS, 5 May 1942 (Whitley aircraft). To No.22 OTU, 23 June 1942 or 10 October 1942. Promoted Flight Sergeant, 2 August 1942. To No.142 Squadron (Wellingtons), 21 October 1942. To No.199 Squadron (Wellingtons), 23 October 1942. Promoted WO2, 2 February 1943. To No.1656 Conversion Unit (Lancasters), 3 February 1943. To No.103 Squadron, 5 April 1943. Commissioned 28 July 1943 (J18829). To No.82 OTU, 29 August 1943. To No.15 ITW (whatever that is), 12 December 1943. Promoted Flying Officer, 28 January 1944. Special Leave in Canada, 27 May to 5 September 1944 when returned overseas. To No.61 Base, 2 October 1944. Attached to No.1664 Conversion Unit, 25 October 1944 to 6 January 1945. At Dalton, 6 January to 23 February 1945. To Attached to No.1661 Conversion Unit, 23 February to 29 March 1945. To No.431 Squadron, 29 March 1945. To No.64 Base, 4 June 1945. To No.427 Squadron, 15 June 1945. Repatriated to Canada, 10 July 1946. Released 7 January 1947. RCAF photo PL-28034 (ex UK-8928 dated 20 March 1944) with

his mother after investiture. Photo PL-28037 (ex UK-8931 dated 20 March 1944) is captioned as follows: "Four RCAF officers photographed outside Buckingham Palace after a recent investiture at which all had received the Distinguished Flying Medal. Awarded their decorations as Sergeants, they have all since then been commissioned. Left to right - P/O J.W. Betty, Hannah, Alberta; F/O J. Greenshields, Senneville, Quebec; F/O G.R. Price, Montreal; and P/O J.J.N. Rivard of La Tuque, Quebec." Died 2 November 1993 in Victoria as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March 1994.

Throughout his tour of operational duty Flight Sergeant Betty has consistently shown outstanding skill as an air gunner and unceasing anxiety to take part in operations on every possible occasion. At all times his fine fighting spirit, courage and high sense of duty have been most praiseworthy.

Ian Tavender, **The Distinguished Flying Medal Register: Second World War** (London, Savannah, 2000) has recommendation drafted 24 August 1943 when he had flown 30 sorties (185 hours operational time) as found in Public Record Office, Air 2/8983.

Flight Sergeant Betty, who is a Canadian, has completed 30 operational sorties comprising 185 flying hours since joining No.103 Squadron on 5th April 1943. Throughout his tour, he has consistently shown outstanding skill as an Air Gunner and an unceasing anxiety to take part in operations on every possible occasion. His fine offensive spirit, keenness and enthusiasm have been an inspiration to all and have set a very high standard for all Air Gunners in the squadron. His courage and high sense of duty, together with his splendid operational record, deserve the highest praise and I have no hesitation in recommending him for the non-immediate award of the Distinguished Flying Medal.

Notes: On repatriation form dated 6 May 1944 he stated he had flown 200 operational hours (30 sorties) and a total of 402 hours overseas.

Training: Interviewed 5 February 1941 by F/L G.A. Hodgetts (Calgary). Hobby noted as "pigeon loftsmen). "Good type for aircrew. Very anxious to serve. Recommend enlistment as soon as married men needed for aircrew."

Course at No.2 WS was 23 June to 7 December 1941 but failed to graduate even with eight added weeks of instruction. Unable to assimilate training. Absent without leave, three days 14 hours (7-10 October) and awarded seven days confined to barracks. Awarded a further three days confined to barracks, 24 November 1941 for failure to take advantage of instruction given.

Course at No.7 BGS was 6 January to 2 February 1942. Battle aircraft (nine hours and 45 minutes). Fired 525 rounds on ground, 300 air to ground and 2,300 air to air. Scored four percent on Beam Test, four percent on Beam Relative Speed Test and 10.5 percent on Under Tail Test. Marked at 66 percent on written test, 77 percent on practical and oral examination, 168/250 on "ability as firer." Described as "Reliable and intelligent - a hard worker". Added comments - "A quiet and hardworking airman who showed average ability on all subjects. Showed constant improvement on air firing exercises." Placed 25th in a class of 36.

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BEVAN, Corporal Betty Olive (W310129) - **Mention in Despatches** - No.1 Group Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Home in Carievale, Saskatchewan; enlisted in Deloraine, Manitoba, 25 March 1943. To No.7 Manning Depot, 7 April 1943. To Eastern Air Command, 9 June 1943. To No.1 Group Headquarters, 5 September 1943. Promoted Leading Air Woman 1 April 1944. Promoted Corporal 1 June 1944. Posted from No.1 Group, 12 June 1945. Released 8 November 1945.

This Corporal is a sincere, reliable and keen non-commissioned officer. Her enthusiasm and keen co-operation have set a fine example to her fellow workers with the result that the standard of efficiency in her section has been raised considerably. In her off-duty hours she takes the same keen interest in station activities as she does in her work. She is well deserving of high praise.

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BEVERIDGE, S/L Massey Williamson (J15070) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 26 October 1943 as per **London Gazette** dated 9 November 1943 and AFRO 358/44 dated 18 February 1944. Born 15 April 1916 in Dryden, Ontario; home in Montreal (Westmount); enlisted Montreal, 14 August 1940. To No.2 ITS, 30 September 1940; graduated and promoted LAC, 26 October 1940 when posted to No.13 EFTS; may have graduated 20 December 1940 but not posted to No.8 SFTS until 22 December 1940; graduated and promoted Sergeant, 7 April 1941. To Embarkation Depot, 19 April 1941; to RAF overseas, 24 April 1941. Commissioned 26 November 1941. To No.1459 Flight, 28 December 1941; to No.1422 Flight, 2 January 1942; to No.538 Squadron, 2 October 1942 (promoted Flying Officer, 1 October 1942); to No.51 OTU, 9 February 1943; to No.418 Squadron, 5 April 1943. Promoted Squadron Leader, 28 September 1943. Credited with the following victories: **13 May 1943**, one unidentified enemy aircraft damaged plus one Ju.88 damaged plus one Ju.87 damaged (all shared with two other crews); **21 June 1943**, one Do.217 probably destroyed; **23/24 September 1943**, one Bf.110 and one Do.217 destroyed. Repatriated to Canada, 24 January 1944. To No.36 OTU, 6 February 1944. To "Y" Depot, 18 June 1944; overseas as of 21 June 1944. Killed in flying accident, 20 September 1944 (search for missing aircraft, No.409 Squadron, in foggy weather).

Award presented to next-of-kin, 27 June 1945. Portrait painted by Edwin Holgate, RCAF photo PL-26821 (ex UK-7366 dated 18 January 1944) is captioned as follows: "A former outstanding member of McGill University's football squad, S/L Massey Beveridge, DFC, Westmount, Quebec, shown above has been posted back to Canada to serve as an instructor. As a member of the RCAF Intruder Squadron, S/L Beveridge made 35 trips over enemy territory and the experience gained will be of great benefit to the young men now training in Canada to take their places in the air war." RCAF photo PL-26826 (ex UK-7371 dated 18 January 1944) shows (left to right) F/L Keith Reynolds (London), S/L Massey Beveridge, DFC (Westmount) and F/L H. Hoar (Truro, Nova Scotia) with luggage for return to Canada; caption reads in part, "All have been members of a Canadian Intruder Squadron. F/L Hoar and S/L Beveridge came overseas together as Sergeant pilots two and one half years ago. On their return to Canada they will serve as instructors, passing along to up and coming young pilots the knowledge gained from many an intruder trip over enemy territory." Photo PL-26827 (ex UK-7372) shows F/L H. "Hap" Hoar (left) and S/L Massey Beveridge; caption says they have flown a total of 67 sorties and while glad to be going home, regret not being "in at the finish of the Hun." Cited with Sergeant Barnard Oswald Richard Bays (RAF) who received DFM.

As pilot and observer respectively, Squadron Leader Beveridge and Sergeant Bays have undertaken many successful sorties against the enemy airfields. During a recent operation they shot down two enemy aircraft, one of them after a long pursuit. Their skill and tenacity were highly commendable. Squadron Leader Beveridge is a most efficient flight commander who has set a fine example of devotion to duty, while Sergeant Bays has proved himself to be a most valuable member of aircraft crew.

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BEVERLY, F/L Edwin Paul (J22459) - **Air Force Cross** - No.407 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 25 July 1921. Home in Toronto; enlisted there 3 September 1941. Granted Leave Without Pay until 17 September 1941 when posted to No.1 Manning Depot. To No.1 WS, 8 November 1941; promoted LAC, 9 December 1941; graduated 25 April 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 25 May 1942 but not posted until 13 June 1942 when sent to No.34 OTU. Promoted Flight Sergeant, 25 November 1942. Subsequently commissioned with effect from 26 November 1942. To "Y" Depot, 28 December 1942; to RAF overseas, 8 February 1943. Repatriated 23 October 1945. Retired 15 November 1945. Award sent by registered mail 28 May 1948. No citation in AFRO or biographical file. Public Records Office Air 2/9244 identifies unit and gives citation; had flown 932 hours, 400 on present duties, 102 in six months previous to recommendation.

As radar leader in the squadron, this officer has well demonstrated the good

qualities necessary for such an appointment. His expert and up to date knowledge of the subject and his ability to impart it to others have successfully carried the squadron through two radar conversions. he has completed a tour of operational duty, flying mainly with different crews, in addition to many hours non-operational flying, thus attaining a high degree of efficiency among all crews. The radar successes obtained by the squadron are a tribute to Flight Lieutenant Beverly's untiring efforts.

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BEWS, F/L Andrew Robert Allan (J27814) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 2 May 1921 in Eatonia, Saskatchewan; home there (truck driver); enlisted Saskatoon, 14 April 1941 and posted to No.2 Manning Depot. To No.3 BGS (guard duty), 15 May 1941. To No.4 ITS, 20 June 1941; graduated and promoted LAC, 26 July 1941 when posted to No.16 EFTS; graduated 12 September 1941 when posted to No.3 SFTS; graduated 21 November 1941 when posted to Trenton. To No.10 SFTS to instruct, 13 February 1942, apparently in a civilian capacity as he is not appointed Sergeant until 5 June 1942. To Mountain View, 19 June 1942. Promoted Flight Sergeant, 5 December 1942. To "Y" Depot, 1 September 1943; embarked from New York, 12 October 1943; disembarked in Britain, 19 October 1943; taken on strength of No.3 PRC, Bournemouth, 20 October 1943. Commissioned in 1943 but backdated to 13 November 1942. To Dalton, 16 February 1943. To No.6 (Pilots) AFU, 22 February 1944. Attached to No.1517 Beam Approach Training Flight, 4-11 April 1944. To No.82 OTU, 23 May 1944. To No.61 Base, 4 August 1944. To No.1664 Heavy Conversion Unit, 14 August 1944. To No.432 Squadron, 6 September 1944. Repatriated 8 April 1945. Retired 8 June 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." DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 10 April 1945 when he had flown 36 sorties (219 hours 25 minutes), 12 September 1944 to 27 February 1945.

The above mentioned officer completed thirty-six successful operational sorties over enemy territory. Most of the targets were heavily defended and included Duisburg, Osnabruck, Dusseldorf, Saarbrucken, Wanne Eickel, and others. During his tour he proved himself to be a most valuable member of his squadron. His cheerful confidence inspired a high standard of morale in his crew. His splendid example and outstanding ability warrant a strong recommendation for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

12 September 1944 - Osnabruck (4.25, day, second pilot)
15 September 1944 - Kiel (5.55, second pilot)
17 September 1944 - Boulogne (3.55, day)
25 September 1944 - Calais (4.20, day)
26 September 1944 - Calais (3.20, day)
6 October 1944 - Dortmund (5.15)
9 October 1944 - Bochum (6.25)
12 October 1944 - Wanne Eickel (5.00)
14 October 1944 - Duisburg (5.35, day)
14 October 1944 - Duisburg (6.00)
23 October 1944 - Essen (4.45)
25 October 1944 - Homburg (1.30, day, duty not carried out)
28 October 1944 - Cologne (5.40, day)
30 October 1944 - Cologne (6.50)
1 November 1944 - Oberhausen (6.00, day)
2 November 1944 - Dusseldorf (6.00)
6 November 1944 - Gelsenkirchen (5.15, day)
21 November 1944 - Castrop Rauxel (6.05)
27 November 1944 - Neuss (6.00)
30 November 1944 - Duisburg (6.10)
2 December 1944 - Hagen (7.20)
6 December 1944 - Osnabruck (5.40, day)
18 December 1944 - Duisburg (6.30)
24 December 1944 - Dusseldorf (4.50, day)
28 December 1944 - Opladen (5.50)
29 December 1944 - Trois Dorf (6.15)
13 January 1945 - Saarbrucken (7.10)
14 January 1945 - Grevenbreich (6.15)
28 January 1945 - Stuttgart (7.10)
1 February 1945 - Mainz (6.50)
2 February 1945 - Wanne Eickel (5.35)
4 February 1945 - Osterfeld (1.25, duty not carried out)

8 February 1945 - Wanne Eickel (6.10)
17 February 1945 - Wessel (6.15)
20 February 1945 - Monheim (7.00)
21 February 1945 - Worms (7.05)
23 February 1945 - Essen (5.50, day)
24 February 1945 - Kamen (6.10, day)
27 February 1945 - Mainz (6.30, day)

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BEYNON, LAC James Albert (R220040) - **Mention in Despatches** - No.126 Airfield - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born in Thorrnbury, Ontario, 3 September 1911. Educated in Parry Sound (1918-1930) and Ontario Agricultural College, Guelph (1935). Employed as a butter maker, Georgian Bay Creamery, Parry Sound, 1930 to 1943. Enlisted North Bay, 16 February 1943 as Airframe Mechanic and posted to No.1 Manning Depot. Reclassified as Electrician, 23 February 1943. To Technical Training School, 29 April 1943. To No.1 Technical Training Detachment, Lachine, 16 September 1943. Promoted LAC, 9 December 1943. To "Y" Depot, 5 January 1944; embarked from Halifax, 20 January 1944 (taken on strength of No.3 PRC that date); disembarked in Britain, 31 January 1944. To No.126 Airfield, 19 February 1944. To Topcliffe, 16 January 1946. Repatriated 31 March 1946. Retired 2 May 1946. Died in Parry Sound, Ontario, 18 September 1982. Described on discharge as having "specialized in Airfield lighting" but also involved in Flying Control.

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BEZER, F/O John Moor (J9659) - **Distinguished Flying Cross** - No.612 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 7 December 1943 and AFRO 166/44 dated 28 January 1944. Born Vancouver, 16 March 1919; home in New Westminster (ex-New Westminster Regiment); enlisted Victoria, 21 May 1941 and posted to No.2 Manning Depot. To No.2 ITS, 14 July 1941; graduated 19 August 1941 when promoted LAC and posted to No.6 EFTS; to No.4 SFTS, 9 October 1941; graduated and commissioned, 2 January 1942. To "Y" Depot, 31 January 1943. To RAF overseas, 6 February 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 2 January 1944. Repatriated to Canada, 22 February 1944. To "Y" Depot again, 10 April 1944. Taken on strength of No.3 PRC, 27 April 1944. Repatriated 7 July 1945. To Western Air Command, 2 July 1945. Released at uncertain date. Rejoined as Flying Officer (Pilot), 20 May 1948. Promoted Flight Lieutenant, 2 May 1949. Award presented 27 November 1948. Photo PL-24165 shows him.

In September 1943, Flying Officer Bezer was captain of an aircraft engaged on anti-submarine patrol in the Bay of Biscay. A U-Boat was sighted and attacked. Accurate anti-aircraft fire from the submarine was encountered during the run-up. Due to a technical fault outside the control of the aircraft crew, they were unable to reply to the U-Boat's fire with the front gun. Despite this, however, Flying Officer Bezer delivered a telling attack. The aircraft had been severely damaged, the hydraulic system was unserviceable and shortly afterwards the starboard engine failed, but by excellent airmanship and crew co-operation the aircraft was flown safely to an airfield where a crash landing was made without further incident. Flying Officer Bezer previously delivered a night attack on an enemy submarine in September 1943. Throughout his operational career this officer has proved himself an excellent captain of aircraft.

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BIBLE, Sergeant Eileen Pearl (W300680 - since promoted to FS) - **British Empire Medal** - No.5 Bombing and Gunnery School (since moved to No.2 Air Command Headquarters) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Edmonton, 23 January 1915 (RCAF press release announcing award); attended commercial school; stenographer before the war. Enlisted in Edmonton, 19 March 1942. To No.5 Manning Depot, 31 March 1942. To No.5 BGS, 30 May 1942. Promoted AW1, 1 July 1942. Promoted LAW, 1 October 1942. Promoted Corporal, 1 February 1943. Promoted Sergeant, 1 July 1944. To No.2 Air Command Headquarters, 23 January 1945. To Release Centre, 18 November 1945. Released 20 November 1945. Award presented 8 November 1945.

Sergeant Bible is an outstanding type of airwoman. She has displayed a high degree of initiative and forethought which have contributed greatly to the war effort. Her duties have involved work of a highly trying character with continuous long hours of duty. Her skill and sound judgement have won the confidence of all with whom she has served. By her efficient and loyal service she has proven to be a valuable asset to her unit.

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BICE, FS Edward James (Can 2313A) - **Mention in Despatches** - Station Tofino - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 20 January 1920. Home in Vancouver; enlisted there, 8 March 1938 in Photographer Branch, with No.111 Coastal Artillery Cooperation Squadron. Promoted LAC, 17 October 1939. Promoted Corporal, 1 July 1940. Promoted Sergeant, 1 November 1940. To No.3 Coastal Artillery Cooperation Flight, 8 February 1941. To No.6 (BR) Squadron, 3 July 1941. Promoted Flight Sergeant, 1 February 1943. To Boundary Bay, 13 January 1943. To Station Tofino, 1 February 1944. To No.3 Repair Depot, 6 January 1945. To No.8 Release Centre, 13 September 1945. Released 24 September 1945. No citation in AFRO. DHist file 181.009 D.2531 (RG.24 Volume 20626) has recommendation (no date but about 28 December 1944) when he was Photo Senior Admin Officer.

The efforts of this NCO were of prime importance in improving the morale of this Bush Station. Under trying circumstances,, which often required the sacrifice of his leisure hours, Flight Sergeant Bice has been instrumental in not only building up a splendid organization in the section for which he is responsible, but by his devotion to the furtherance of the interests of the Service and the personnel on this Station, he has proved of tremendous value in establishing and maintaining a high esprit de corps, for which he is to be commended.

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BICKERTON, Sergeant Harvey Ernest (R96097) - **British Empire Medal** - No.72 Wing - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Born at Navan, Ontario, 30 November 1915 (RCAF press release announcing award); enlisted in Ottawa, 7 May 1941 as Radio Mechanic. To No.1 Manning Depot, 10 May 1941. To Quebec University (Laval ?), 13 June 1941. Promoted LAC, 20 September 1941. To Embarkation Depot, 12 October 1941. To RAF overseas, 22 October 1941. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 April 1943. Repatriated 23 October 1945. Released 7 March 1946. Re-engaged with RCAF in Smith Falls, March 1955 as Education Officer, Air Cadet Squadron (301190) with rank of Flying Officer. Promoted Flight Lieutenant, 1 November 1956. Released 30 April 1959. Award presented 9 December 1947. Public Records Office Air 2/9094 has recommended citation.

The unit in which this NCO is serving is one of a chain providing essential Radar assistance to British and American bombers in the Western Front. He is a radar mechanic who displayed exceptional resourcefulness during the difficult period of evacuation from the Laroche area, when the site was overrun by the enemy in the Ardennes battle in December, 1944, until the station was refitted and made operational in the neighbourhood of Flarences a week later. It was mainly due to his efforts that the crew succeeded in building an erecting the 105-foot tower making the station fully serviceable within two days of arrival on the Flarences site in difficult and severe weather. By his enthusiasm and devotion to duty this airman has brought into being an exceptionally keen team spirit amongst the members of his crew.

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BIDDELL, F/O Francis Henry (J28345) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 4 August 1922 in Regina; home there (student); enlisted there 21 August 1941. Trained at No.4 ITS (graduated 12 February 1942), No.18 EFTS (graduated 10 April 1942) and No.7 SFTS (graduated 28 August 1942). Commissioned July 1943. Shot down and taken prisoner, 16 January 1945. Released 17 September 1945. Award presented 1 December 1948. Rejoined RCAF, 10 January 1946. Promoted Flight Lieutenant, 1 January 1951. Retired 24 February 1970 to live in Ottawa. 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.2610 (RG.24 Vol.20627) has recommendation dated 18 December 1944 when he had flown 27 sorties (155 hours ten minutes), 7 August to 5 December 1944.

This officer, as captain of aircraft, has participated in 27 attacks on enemy targets, including many attacks on the heavily defended areas of the Ruhr. He has at all times shown great skill and aptitude as a pilot and as captain of his crew has by his example inspired them continually. He has a fine offensive spirit which has been shown by his determination to press on and come to grips with the enemy in spite of all difficulties. It is considered that this officer's record of operations, combined with his skill as a pilot, fully merit the award of the Distinguished Flying Cross.

The sortie list was as follows:

7 August 1944 - La Hogue (4.20)
12 August 1944 - Brunswick (5.35)
13 August 1944 - Aisy (4.50)
15 August 1944 - Soesterburg (3.45)
18 August 1944 - Connantre (6.35)
31 August 1944 - Cezembre (5.00)
10 September 1944 - Le Havre (3.55)
11 September 1944 - Gardening, Kiel Bay (5.50)
12 September 1944 - Dortmund (5.05)
13 September 1944 - Sea search (4.40, no sortie)
15 September 1944 - Kiel (5.45)
17 September 1944 - Sea search (5.05, no sortie)
20 September 1944 - Calais (2.55)
24 September 1944 - Calais (4.35)
25 September 1944 - Calais (3.50)
11 October 1944 - Wanne Eickel (5.00)
14 October 1944 - Duisburg (5.15)
15 October 1944 - Wilhelmshaven (4.45)
21 October 1944 - Hanover (3.20, recalled)
23 October 1944 - Essen (5.50)
24 October 1944 - Gardening, Oslo (6.40)
28 October 1944 - Cologne (6.00)
30 October 1944 - Cologne (6.15)
1 November 1944 - Oberhausen (5.55)
4 November 1944 - Bochum (4.55)
6 November 1944 - Gelsenkirchen (5.00)
25 November 1944 - Fredrichshaven (6.35)
27 November 1944 - Neuss (5.25)

30 November 1944 - Duisburg (6.05)
5 December 1944 - Soest (6.25)

The website "Lost Bombers" gives the following on his being shot down: Halifax MZ427 (AL-E), target Magdeburg. Airborne at 1859 hours, 16 January 1945 from Leeming. Crew consisted of the following, all of whom survived as prisoners, although wounded: F/O F.H.Biddle, RCAF (engaged on his 32nd operation' all others on their 30th), Sergeant R.H.V.Streetfield, F/O C.E.Chapman, RCAF, Flight Sergeant R.A.Deck, RCAF, P/O R.H.S.Bourne, RCAF, Flight Sergeant F.G.Peters, RCAF, Flight Sergeant J.R.Phillips, RCAF.

DHH document 181.001 D.24 has his "Loss of Aircraft" questionnaire which gives his sorties as 34. Narrative as follows:

Normal trip from takeoff through the target. Attack came while passing a cone of three stationary searchlights. Attacked from below - believed to be a Ju.88 - not seen till after attack. Bullets entered fuselage and length of starboard wing - immediate fire which spread full length of wing and starboard side of fuselage. Feathered starboard inner and used graviner as most fire was behind that engine. No effect from graviner, ordered crew to leave, tried flying and low airspeed and side slipping - starboard aileron burnt and was losing aileron control; abandoned aircraft myself. Weather clear above broken layer of cloud below us. At time of attack, WAG was transmitting a wind to group. Chute worked perfectly - could hear fighter buzzing around on my way down. The aircraft blew up before I reached the ground.

RCAF photo PL-33306 (ex UK-15396, 29 September 1944) has the following caption: "Tired after a daylight attack on Calais, F/O F.H. 'Bud' Biddell, Bison flier from Regina, Saskatchewan, reports in to the Padre, S/L R.D. Binniing of Wetaskiwin, Alberta who keeps the blackboard list of those waiting to be interrogated on this RCAF Bomber Group sortie."

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BIDEN, F/O Douglas Edmund (J24434) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 16 February 1944 as per **London Gazette** dated 29 February 1944 and AFRO 644/44 dated 24 March 1944. Born 1921 in Moncton, New Brunswick; home there; enlisted there 11 September 1940. Trained at No.2 ITS (graduated 31 October 1940), No.6 EFTS (graduated 23 December 1941) and No.4 SFTS (graduated 7 March 1941). Commissioned 1943. To UK early 1945. Served in postwar RCAF (17248) including presence with No.408 Squadron, 1950. Award presented 10 January 1946. See **Air Force**, Volume XII, No.4 (January-February 1989), "Nine lives". Died in Kelowna, British Columbia, 24 December 2009 as per **Legion Magazine** "Last Post" column, September/October 2010. For sortie list, see P/O G.L.W. Launey.

This officer was the pilot of an aircraft which attacked Berlin one night in January 1944. When nearing the enemy coast the aircraft was hit by anti-aircraft fire.

One engine was put out of action, two petrol tanks were pierced and the electrical system failed. Shortly afterward a fighter was encountered. Before the enemy aircraft could be evaded the bomber was repeatedly hit by machine gun fire. The hydraulic system was damaged, causing the bomb doors to open and rendering the gun turrets unserviceable. Other damage was also sustained. Nevertheless, Flying Officer Biden succeeded in reaching an airfield where he effected a masterly crash landing. In harassing circumstances this officer displayed skill, courage and determination of a high order.

Public Record Office Air 50/248 has the Combat Report for his DFC action, 30/31 January 1944. Some names and numbers that follow are indistinct on document and should be checked. Crew consisted of J24434 F/O D.E. Biden (pilot and captain), J14222 F/O H.R. Farb (navigator), J23590 F/O F.S. Carr (bomb aimer), R112893 Warrant Officer L.L. Weaver (WOP), R194854 Sergeant S. Hiskesen (mid-upper gunner, trained at No.2 Air Gunner School, Trenton and No.22 OTU), R194089 Sergeant G. Lansey (rear gunner, trained at No.1 Air Gunner School, Quebec City and No.22 OTU) and 1677287 Flight Sergeant E. Wilkieson (RAF flight engineer).

Whilst on operation the night of 30/31st January 1944 on Berlin, Lancaster "D" JB410 of No.405 (RCAF) Squadron was attacked three times by Me.110 on the way back from the target at a position 52:45 N 06:45 E heading 270 degrees, 150 knots I.A.S at height of 18,500 feet, visibility fair, clear.

The enemy aircraft was first sighted at 400 yards, heading astern below, immediately after direct hit by flak, causing fire in aircraft, thus so evasive action was taken. Enemy aircraft closed in to a range of 150 yards before breaking to port quarter down. The rear gunner fired 100 rounds. The port outer engine was hit causing the rear turret to be unserviceable.

The second attack came from the port quarter up. Evasive action taken was a corkscrew to port. The mid-upper gunner fired at 150 yards approximately 150 rounds. The enemy aircraft fired a three second burst causing the hydraulic system in mid-upper to be unserviceable.

The third attack came from the starboard quarter up. Evasive action taken was a corkscrew to starboard. Enemy aircraft fired a three second burst. Gunners unable to fire due to hydraulic system shot away.

Both air gunners saw tracers enter the enemy aircraft. Extensive damage done to own aircraft. Navigator and Wireless Operator were slightly injured.

Public Record Office Air 50/248 also has a Combat Report for the night of 15/16 February 1944, Lancaster W/405, ND544. Crew were J24434 F/O D.E. Biden (pilot and captain), Aus 402402 F/O N.S. Rose, DFC (navigator), J23590 F/O D.D. Carr (bomb aimer), P/O E. Pilling (number indistinct), R179556 Sergeant L.M. Galloway (rear gunner), R194055 Sergeant G.L.W. Laurey

(rear gunner) and R64157 Sergeant W.E. Vine (flight engineer).

Whilst on operations on the night of 15th/16th February 1944, on Berlin, Lancaster "W", ND544 of 405 (RCAF) Squadron was attacked by a Ju.88 (believed) on the outward journey at a position 54.30 North and 11.05 East, heading 145 Magnetic, 145 knots I.A.S, and a height of 20,000 feet, visibility clear, no moon.

Enemy aircraft was first sighted at a range of about 400 yards port quarter down, and rear gunner warned captain but intercom was unserviceable, so pressed the port indicator light and captain corkscrewed to port and enemy aircraft broke off to starboard down. Enemy aircraft opened fire at about 200 yards to break away. Rear gunner opened fire at 150 yards, very short burst and enemy aircraft broke away under starboard tail. Range 250 yards, 150 rounds fired. Our aircraft sustained damage to port elevator and oxygen lines. Hits were claimed on the enemy aircraft. No casualties to crew.

Biden, as a member of No.408 (Photo Survey) Squadron, was a participant in what was a quasi-humorous postwar incident. On 18 January 1950, AFHQ Public Relations issued the following reported as follows:

Crewmembers of an RCAF Lancaster from 408 Photo Survey Squadron, Rockcliffe, Ontario, flying an ice reconnaissance over Hudson Bay have reported sighting an apparently abandoned steamship. Estimated at approximately 10,000 tons, the ship was fast in the ice off Mansell Island, near the entrance to Hudson Bay.

Air Force Headquarters at Ottawa has no record of any vessel of such size having been abandoned in the area, and a report of the discovery, together with aerial photographs of the ship has been submitted to the Department of Transport.

The vessel appears to be lying less than 100 yards off the north west shore of Mansell Island, its bows pointing in a northeasterly direction. The Lancaster circled over the ship in an endeavour to observe possible signs of life, but could see none. The vessel's deck was sheathed in ice, but the general appearance of the ship gave the impression that it had not been abandoned for a great length of time.

An immediate radio check was made with Transport department personnel at Nottingham Island but failed to produce any clues as to the ship's identity, nor any information concerning a vessel recently in trouble in the area. Having done what it could to establish that assistance was not required, the Lancaster proceeded on its mission, and a full report was made to Air Force Headquarters on its return to Rockcliffe, Ontario.

Skipper of the Lancaster was Flying Officer D.E. Biden of Moncton, New Brunswick, and navigator was Flying Officer D.W. Carr of Hamilton.

The original sighting had been on 15 December 1949. The check with Nottingham Island on returned a negative response. The Department of Transport was informed on the 16th, but stated that it was not interested until a written report and photos were received. These were delivered to Department of Transport on 3 January 1950. By 5 January 1950, the Department of Transport had tentatively identified it as the SS **Avon River**, lost in September 1936, but given that the **Avon River** had been only 3,660 tons, and the naval observer on the Lancaster had estimated 10,000 tons, there were questions in AFHQ as to whether the "mystery ship" was the 1936 derelict or another vessel. Having released its story on 18 January 1950, the RCAF found itself the object of ridicule by the Ottawa **Citizen** of 21 January 1950 (and perhaps by other newspapers), which ran an editorial on 21 January 1950 critical of communications between the Department of National Defence and the Department of Transport ("Could it be that the defence department is not on speaking terms with the transport department?").

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BIDULIAK, LAC Iwan (R113386) - **Mention in Despatches** - No.405 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born in Ispas, Alberta, 28 January 1915. Home in Shalka, Alberta; enlisted Edmonton, 18 July 1941 as Aero Engine Mechanic and posted to No.2A Manning Depot. To No.3 Manning Depot, 20 August 1941. To Technical Training School, 30 September 1941. Promoted AC1, 14 February 1942. To No.1 BGS, 18 February 1942. To "Y" Depot, 9 March 1942. To RAF overseas, 30 May 1942. Promoted LAC, 14 May 1942. Promoted Corporal, 1 October 1942. Reverted to LAC, 1 November 1943. Repatriated, date uncertain. To No.5 OTU, 17 June 1945. To Greenwood, 31 July 1945. Retired 18 October 1945. Name at some point changed to "John Bidulock". Died 14 July 1986.

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BIECH, P/O Alfred Theodore (J17040) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 20 September 1943 as per **London Gazette** dated 1 October 1943 and AFRO 2258/43 dated 5 November 1943. Born 7 February 1916 in Buderheim, Alberta; home in British Columbia or Gunn, Alberta; enlisted Edmonton, 10 July 1941 and posted to No.2 Manning Depot. To No.2 ITS, 20 August 1940; graduated and promoted LAC, 11 October 1941 when posted to No.7 AOS; graduated 16 January 1942 and posted next day to No.3 BGS; graduated and promoted Sergeant, 28 February 1942 when posted to No.1 ANS; graduated 4 April 1942 and posted next day to "Y" Depot. To RAF overseas, 30 April 1942. Commissioned 8 February 1943. Promoted Flying Officer, 8 August 1943. Promoted Flight Lieutenant, date uncertain. Repatriated 18 November 1944. To No.8 Release Centre, 11 January 1945. Retired 9 February 1945. Award presented 11 August 1944.

This officer has participated as navigator in many successful sorties. Several of these have been completed in the face of heavy opposition over German and Italian targets. Throughout these operations he has at all times displayed a high degree of courage, skill and initiative setting a fine example to his crew.

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BIELINSKI, WO2 Bernie Joseph (R102428) - **Mention in Despatches** - No.10 (BR) Squadron (now No.167 Squadron) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 6 December 1922 at Tyllymet, Saskatchewan; educated Ituna public and high school; home in Ituna. Enlisted in Regina, 23 May 1941. Trained at No.5 BGS (graduated 16 March 1942) and No.3 WS (graduated 12 February 1942). Died at Lac du Bonnet, Manitoba, 30 December 2003. As of award had flown 1,007:20 hours, 851:05 operational hours (94 sorties). DHist file 181.009 D.1122 (RG.24 Vol.20595) has application for 1939-1943 Star dated 10 July 1944 indicating he had flown with No.10 (BR) Squadron from 24 April 1942 to 15 February 1944; first operational sorties on 27 April 1942.

This wireless operator/air gunner has completed many hours of operational flying throughout which he has displayed exceptional ability and devotion to duty. During two attacks on enemy submarines his accurate and sustained fire throughout the entire action in the face of strong resistance, contributed largely to the success of the attacks.

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BIGELOW, F/O William John (J28036) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 7 April 1918 in Smith's Falls, Ontario; home in Ottawa (banker, ex-Royal Canadian Artillery); enlisted Montreal, 21 April 1942. To No.5 Manning Depot, 14 May 1942. To No.5 ITS, 26 September 1942; graduated and promoted LAC, 5 December 1942 but not posted to No.10 EFTS until 28 December 1942. Ceased training and posted to Composite Training School, 15 January 1943. To No.9 AOS, 20 February 1943; graduated and commissioned, 9 July 1943. "Y" Depot, 23 July 1943; to United Kingdom, 25 August 1943. Promoted Flying Officer, 6 January 1944. Repatriated 1 February 1945. To No.1 Air Command, 13 February 1945. To No.16 SFTS, 22 April 1945. To Release Centre, 9 May 1945; retired 17 May 1945. Living in Moncton in 1948. Navigator in S/L G.E. Nickerson's crew. Award presented 10 December 1947. 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 dated 15 January 1945 when he had flown 34 sorties (163 hours 40 minutes), 4 June to 27 November 1944.

An outstanding navigator, Flying Officer Bigelow has completed a tour of operations totalling thirty-four sorties. This officer has continuously exhibited

skill and reliability worthy of high praise. He has at all times displayed a high degree of resolution and devotion to duty, his accurate navigation contributing in a large measure to the successful completion of a tour of operations.

The sortie list was as follows:

4 June 1944 - Calais (3.55)
14 June 1944 - Cambrai (4.50)
15 June 1944 - Boulogne (4.05)
21 June 1944 - Neuville (4.45)
24 June 1944 - Bonneville (4.20)
25 June 1944 - Gorenflos (4.15)
27 June 1944 - Wizernes (4.05)
1 July 1944 - Biennais (4.20)
4 July 1944 - Biennais (4.25)
6 July 1944 - Biennais (3.45)
9 July 1944 - Mont Candon (4.25)
12 July 1944 - Bremont (4.55)
18 July 1944 - Vaires (4.50)
28 July 1944 - Hamburg (5.40)
1 August 1944 - Acquet (4.25)
3 August 1944 - Foret de Nieppe (4.10)
5 August 1944 - St. Leu d'Esserent (5.05)
7 August 1944 - Caen (4.40)
9 August 1944 - La Breteque (4.25)
10 August 1944 - La Pallice (6.45)
12 August 1944 - Brunswick (5.40, lots of flak)
14 August 1944 - Falaise (5.00)
15 August 1944 - Soesterburg (3.50)
16 August 1944 - Kiel (5.50)
27 August 1944 - Mimoyecques (3.45)
28 August 1944 - Ferfay (3.40, six flak holes)
31 August 1944 - Ile de Cezembre (5.20)
15 September 1944 - Kiel (6.35, coned, one flak hole, two fighters seen)
20 September 1944 - Calais (3.30)
27 September 1944 - Sterkrade/Duisburg (5.25)
6 October 1944 - Dortmund (7.10)
28 October 1944 - Cologne (4.50, lost one engine, brakes gone)
6 November 1944 - Gelsenkirchen (5.15)
27 November 1944 - Neuss (5.45)

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BIGGS, LAC Eldon Stanley (R217776) - **Commended for Valuable Services** - No.10 Bombing and

Gunnery School - Award effective 4 November 1944 as per **London Gazette** dated 7 November 1944 and AFRO 2479/44 dated 17 November 1944. Born in Moncton, New Brunswick on 7 June 1923. Student and COTC Cadet at Mount Allison University. Home in Moncton; enlisted there 27 April 1943 for wireless training. To No.5 Manning Depot, 24 May 1943. Classified as "Tradesman", 9 August 1943. Classified as "General Duties", 19 August 1943. To No.1 SFTS, 1 September 1943. Promoted AC1, 19 November 1943. To No.10 BGS, 9 December 1943. Promoted LAC, 19 February 1944. To No.1 Air Command, 8 June 1945. To AFHQ, 21 August 1945. To No.3 Release Centre, 7 March 1946. Retired 18 March 1946. Died in Hopedale, Massachusetts, 8 January 1993 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of July/August 1993. Recommendation submitted 21 September 1944, noting that incident occurred on 8 July 1944, Battle 1842. As of that time, Biggs has flown 227 hours as drogue operator.

This airman was the drogue operator in a Fairey Battle aircraft which was carrying out drogue tour [tug ?] operations one day recently. Whilst streaming the drogue the electric winch sheared its holding down pin and shifted to the port side of the fuselage, jamming the controls. The aircraft commenced a shallow dive and the pilot found he was unable to move the controls. He then instructed this airman to cut the drogue cable, but this did not free the controls. With great determination and presence of mind, Leading Aircraftman Biggs finally freed the controls by pounding the winch clear, in doing which he suffered severe lacerations to his hands. The courage and resourcefulness displayed by this airman in preventing the loss of the aircraft and possible injury or loss of life to its crew in most praiseworthy and a fine example to all ranks.

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BIGGS, F/L Herbert Darrell (J36325) - **Distinguished Flying Cross** - No.405 Squadron - Award as per **London Gazette** dated 8 October 1946 and AFRO 1059/46 dated 8 November 1946. Born 24 September 1922. Home in Wingham, Ontario; enlisted Toronto, 7 August 1942. To No.1 Manning Depot, 26 August 1942. To No.9 SFTS (guard), 23 October 1942. To No.1 ITS, 30 February 1943; graduated and promoted LAC, 30 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. Promoted Flying Officer, 1 April 1944. Promoted Flight Lieutenant, date uncertain. Missing, taken prisoner, 22 December 1944 (Lancaster PA977). Reported safe, 10 May 1945. Repatriated 1 June 1945. To Composite Training School, 12 June 1945. To No.4 Release Centre, 30 October 1945. Retired 12 November 1945. Award presented Toronto, 30 November 1949.

Flight Lieutenant Biggs was navigator of an aircraft which was shot down over Germany in December 1944. He remained a prisoner until the end of the war. Prior to this he had completed a large number of operational sorties against major and heavily defended targets in Germany. A number of these attacks were against distant objectives and involved long hours of flying over enemy

territory. Throughout his operational career Flight Lieutenant Biggs displayed great keenness and fine leadership. Both in the air and on the ground his courage and devotion to duty were invariably worthy of the highest praise.

The website "Lost Bombers" has details of his last sortie. Lancaster PA977 (LQ-E), target Bingen, 22/23 December 1944. This aircraft was delivered to No.635 Squadron in May 1944, joining No.405 Squadron on 30 June 1944. It took part in the following major operations - with No.635, no combat operations. With No.405 Squadron as LQ-T, Caen 7 July 1944, dusk; Stuttgart, 24/25 July 1944; Stuttgart, 28/29 July 1944; Normandy Battle Area (Tactical), 7/8 August 1944; Kiel, 26/27 August 1944; Stettin, 29/30 August 1944. As LQ-E, Cologne, 28 October 1944, in daylight; Bingen, 22/23 December 1944 when lost. PA977 was one of two No.405 Squadron Lancasters lost on this operation, the other being PB113. Airborne at 1549 hours on 22 December 1944 from Gransden Lodge. Crew were F/O F.Tite, DFC, RCAF (pilot, killed), Sergeant J.F.Devitt, RCAF (flight engineer, killed), F/O H.D.Biggs, RCAF (navigator, POW), F/O H.D.Davy, RCAF (bomb aimer, killed), Flight Sergeant G.T.Haase, RCAF (WOP, wounded), Flight Sergeant J.C.Mathieu, RCAF (rear gunner, POW), Flight Sergeant J.B.Rynski, RCAF (mid-upper gunner, killed). F/O H.D.Biggs was held in Camp 13D.

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire which stated he had flown 37 sorties.

Beam unserviceable over base on take off, otherwise OK, except retained flares as Y went unserviceable before target, attacked just after target. Shot down by two fighters, exploded almost at once; attempted to help pilot but knocked out, blown out of kite, saw one lad trying to crawl out nose. Escaped for few hours, had to give up as wounded, both legs, unserviceable. Interrogated three times that night by S.S. officer and Luftwaffe officers. Next morning to hospital, then to a clearing station near the front, to Lamburgh Stalag XIIA where confined in hospital one month, no interrogation here. From XIIA to Dulag Luft near Frankfurt where it was 28 or 29 days solitary confinement, particularly harsh treatment; on leaving interrogation to Wetteslan for two days, then to camp at Nuremburg from February 28th to April 4. On road from April 4 to April 18 to Stalag at Moosburg, liberated April 29. At interrogation centre remainder of crew with exception of WOP and Rear Gunner and myself killed in crash. The aircraft was hit in bomb bays from underneath. Believe flare ignited, then terrific blaze. I put my chute on, tried to get out front hatch and was blown out. Sprained both legs, cut in head and burnt. Rear gunner and pilot seat type packs, all others chest type. Intercom unserviceable immediately, no chance to give bale out order.

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BIGORAY, FS William Walter (R93566) - **Distinguished Flying Medal** - No.1474 Flight, RAF - Award effective 29 December 1942 as per **London Gazette** dated 12 January 1943 and AFRO

232/43 dated 12 February 1943. Born 13 September 1918 in Redwater, Alberta; home there (dairy farmer, labourer); enlisted Edmonton, 15 March 1941. To No.2 Manning Depot, 15 March 1941. To No.34 SFTS for non-flying duties, 29 April 1941. To No.2 WS, 22 June 1941. Promoted LAC, 24 July 1941 but not posted away until 8 November 1941 when sent to No.8 BGS. Promoted Sergeant, 8 December 1941. To "Y" Depot, Halifax, 9 December 1941. Struck off strength in Canada, 7 January 1942 on posting to RAF overseas. Taken on strength of No.3 PRC, Bournemouth,, 24 January 1942. To No.1 Signal School, 12 February 1942. To No.16 OTU, 7 April 1942. Promoted Flight Sergeant, 8 June 1942. To No.1474 Flight, 15 August 1942. Promoted WO2, 8 December 1942. His Flight had become No.192 Squadron by early 1943 and he was detached from that unit to Lossiemouth (20-24 March 1943). Promoted WO1, 8 June 1943. To No.90 Squadron, 11 November 1943. To No.7 Squadron, 29 January 1944. Commissioned 26 April 1944 as per Overseas Order 1141/44. Missing, presumed dead, 27 April 1944 (Lancaster JB676, No.7 Squadron). Cited with P/O E.A. Paulton (RCAF), DFC and P/O H.G. Jordan (RAF), DSO. Award presented 13 April 1943. For further details see Paulton entry.

Pilot Officers Jordan and Paulton and Flight Sergeant Bigoray have displayed great gallantry, fortitude and devotion to duty in exceptionally hazardous circumstances.

Notes on Training: Interviewed on 27 January 1941 in Edmonton. At the time he gave his sports as baseball, hunting and horseback riding. He played the violin as a hobby. Described as follows: "Has little experience but is keen for flying duties as Gunner. Rugged type of youth, and is recommended as an Air Gunner. Has the educational qualifications but speaks brokenly in English." His parents were of Austrian origin. He was five feet eight inches tall and weighed 176 pounds.

Course at No.2 WS was 23 June to 9 November 1941. Flew 25 minutes in Flying Classroom as First Operator, three hours 25 minutes in Flying Classroom on listening watch and six hours five minutes in Flying Classroom as sole operator. Placed 64th in a class of 178. Courses and marks as follows: Theory (23/50, failed), Radio Equipment (129/250), Morse, buzzer and lamp (198/200), Procedure (156/200), Signals Organisation (115/150), Armament (80/100, Drill and P.T. (33/50). Following course at No.2 WS he was described as follows: "This airman failed written paper on theory. As he is well up on the practical side of the subject, he has been allowed to go through to Bombing and Gunnery School." While at No.2 WS he served three days Confined to Barracks for "Conduct to the prejudice of good order and Air Force discipline in that he left the Sparts Parade before the Roll had been called."

Armament Course at No.8 Bombing and Gunnery School lasted 10 November to 8 December 1941. It comprised eight hours 40 minutes day flying in Fairey Battles plus two hours 55 minutes as passenger. Placed 12th in a class of 27. Fired 298 rounds on ground, 400 rounds air to ground, and 1,991 rounds air-to-air. On Beam Test he scored seven percent hits, on Beam Relative Speed Test it was 5.25 percent and Under Tail Test 1.75 percent. Described as "A good student with some mechanical experience."

At No.16 OTU his course lasted 7 April to 15 May 1942. In this period he flew 18 hours 35 minutes by day on Ansons plus six hours five minutes by night on Ansons. He also flew 36 hours 50 minutes by day on Wellingtons and 34 hours 55 minutes by night. In addition to this he took part in one operational sorties (eight hours 20 minutes). He fired 200 rounds on the 25-yard range and participated in one drogue exercise (300 rounds fired, 2.8 percent hits). The Chief Signals Instructor (S/L G.F. Loveridge) wrote, "Above average. Has done extremely well throughout the course but could improve from the point of view of discipline." S/L G.D. Lyster, writing for the Chief Instructor, added, "One operational sortie completed. Has done very well indeed during his training and is becoming a first class wireless operator."

Following crash of aircraft in sea he was hospitalized at RAF Station Tempsford (Gransden) on 3 December 1942, transferred same day to No.1 General Hospital at Ramsgate. Injuries described as "Severe sprain right ankle, superficial wounds left and right knee." X-Rays showed no damage to bones. Nevertheless, his flesh wounds healed slowly. Discharged to duty on 27 January 1943. He nevertheless wrote to his family of weakness (he lost much blood in the incident) and in March 1943 they wrote AFHQ requesting his return to Canada for instructional duties.

Operations: The sortie for which he was decorated involved Flight 1474 (later No.192 Squadron) and Wellington Ic, DV819, flying from Gransden Lodge, Huntingdon. The crew were J16114 P/O Edwin Amos Paulton (captain, awarded DFC), R93566 Flight Sergeant William Walter Bigoray (WOP, awarded DFM), 121561 P/O Harold Graham Jordan (Radio Observer, awarded DSO), R10054 Flight Sergeant W.A.R. Parry (Navigator), R95585 Flight Sergeant Frederick Percy Grant (Air Gunner, Mentioned in Despatches) and R79229 Flight Sergeant E.T. Vachon (Air Gunner, awarded DFM). Mission described as a "Ferret" search over Frankfurt.

Subsequently he was "Severely Reprimanded" for "creating a disturbance in Feltwell Village" on 25 July 1943. He must have been a restless NCO, for on 15 September 1943" he was assessed as follows: "This Warrant Officer is very inconsistent in his general bearing and attitude, being at times keen and at others disinterested." The same day the Commanding Officer, Station Feltwell, wrote under recommendations "That he is to take much more interest in his work and that just because he is not crewed up it does not mean that he can sit back and slack and become a generally indifferent Non-Commissioned Officer."

Particulars of Death: The crew of Lancaster JB676 consisted of the following: 1675802 Sergeant F.W. Shields (Rear Gunner), 112728 W/C W.G. Lockhart, DSO, DFC (Pilot), 106968 S/L J/L. Martin, DFC and Bar (Navigator), 130244 F/L L.D. Goldingay, DFC (Air Bomber), R93566 Warrant Officer W.W. Bigoray, DFM (Wireless Operator), 79219 S/L G. Ryle, DFC (Mid-Upper Gunner) and 1591067 Sergeant J.E. Johnson (Flight Engineer). German sources reported it was shot down by a night fighter at 0140 hours on 28 April 1944 at Reichenbach, Germany.

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BILES, Sergeant (now Pilot Officer) Norman John (R113809/C51455) - **Distinguished Flying**

Medal - No.161 (Bomber Reconnaissance) Squadron - Award effective 21 April 1945 as per **Canada Gazette** of that date, **London Gazette** dated 24 April 1945 and AFRO 802/45 dated 11 May 1945. Born 7 May 1916. Home in Naskooksis, New Brunswick; enlisted in Moncton, 28 July 1941 as aero engine mechanic and posted to No.4A Manning Depot. To No.2 ANS, 28 August 1941. To Technical Training School, 1 October 1941. Promoted AC1, 7 February 1942. To No.116 (BR) Squadron, 11 February 1942. Promoted LAC, 7 May 1942. To "NSS" (whatever that is, 15 May 1942. To "K", 25 January 1943. To No.9 BGS, 15 May 1943. Reclassified as Flight Engineer, 25 June 1943. To Halifax, 10 July 1943. To No.117 (BR) Squadron, 15 July 1943. Promoted Sergeant, 1 August 1943. To No.161 (BR) Squadron, 8 March 1944. Promoted Flight Sergeant, 23 March 1944. Promoted WO2, 25 September 1944. Commissioned, 15 November 1944. Promoted Flying Officer, 15 May 1945. To Yarmouth, 28 November 1944. Retired 27 October 1945. When recommended he had flown 1,204 hours, 1,006 on operations (113 sorties). Award sent by registered mail.

This non-commissioned officer has completed more than a thousand hours of operational flying and has taken part in over a hundred operational sorties over the North Atlantic area. A flight engineer of outstanding ability, he has repeatedly shown skill and determination of the highest order. His enthusiasm and devotion to duty are a source of inspiration to all members of his crew and squadron.

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BILL, P/O Edward James Davin (J87292) - **Distinguished Flying Cross** - No.635 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 23 February 1924 in Vancouver; home there (cadet); enlisted there 23 February 1942 And posted to No.3 Manning Depot. To No.7 SFTS (guard), 8 May 1942. To No.2 ITS, 6 June 1942; graduated and promoted LAC, 26 August 1942 when posted to No.2 BGS; may have graduated 12 December 1942 but not posted to No.7 AOS until 27 December 1942; graduated and promoted Sergeant, 5 February 1943. To "Y" Depot, 10 February 1943; to RAF overseas, 8 March 1943. Commissioned 16 May 1944. Repatriated 1 February 1945. To Western Air Command, 13 February 1945. To No.5 OTU, 20 March 1945. To Release Centre, 13 August 1945; retired 23 September 1945. Re-engaged as an Education Officer (301227), 22 February 1957 to 22 September 1959, serving in Air Defence Command Headquarters and No.5 Air Division. Award presented at Sea Island, 22 October 1949. Died in Kingston, Ontario, 6 August 2007. 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 2/8823 has recommendation dated 19 August 1944 when he had flown 34 sorties (169 hours 30 minutes).

2 January 1944 - Berlin (6.50)
5 January 1944 - Stettin (9.05)
30 January 1944 - Berlin (6.45)
15 February 1944 - Berlin (7.10)

19 February 1944 - Leipzig (6.30)
20 February 1944 - Stuttgart (6.10)
24 February 1944 - Schweinfurt (7.00)
18 March 1944 - Frankfurt (5.00)
24 March 1944 - Berlin (6.20)
31 March 1944 - Nuremburg (7.00)
18 April 1944 - Rouen (3.30)
20 April 1944 - Ottignies (2.50)
22 April 1944 - Laon (3.50)
24 April 1944 - Karlsruhe (6.00)
26 April 1944 - Villeneuve St. Georges (4.00)
27 April 1944 - Friedrichshaven (7.00)
1 May 1944 - Malines (2.20)
3 May 1944 - Montdidier (3.10)
8 May 1944 - Haine St.Pierre (2.40)
31 May 1944 - Trappes (4.15)
6 June 1944 - Longues (3.40)
7 June 1944 - Foret de Cerisy (3.40)
8 June 1944 - Fougères (4.10)
27 June 1944 - Oisemont (3.00)
7 July 1944 - Caen (3.05)
8 July 1944 - L'Hey (2.20)
9 July 1944 - Nucourt (3.25)
14 July 1944 - Revigny-sur-Ornain (7.10)
15 July 1944 - Nucourt (3.30)
18 July 1944 - Wesseling (3.40)
23 July 1944 - Kiel (4.35)
24 July 1944 - Stuttgart (7.20)
25 July 1944 - Stuttgart (7.30)
28 July 1944 - Hamburg (4.30)

This officer has completed over 30 sorties as a Bomb Aimer in a heavy bomber squadron; the accuracy and unflinching efforts that he has put into his work have contributed to a very large extent to the successes obtained by his crew.

The work and keenness of this officer has set a very high standard in the squadron, and I consider him worthy of the highest praise.

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BILLINGS, WO1 (now P/O) John (R92420/J35981) - **Distinguished Flying Cross** - No.10 (BR) Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 17 March or 17 April 1922 at Vancouver; educated there. Employed by a cannery; enlisted Vancouver, 3 March 1941 and posted to No.3 Manning Depot. To No.3 BGS, 3 May 1941. To No.4 ITS, 20 June 1941; graduated and promoted LAC, 26 July 1941; posted that date to No.8 EFTS; graduated 11 September 1941 when posted to No.3 SFTS; graduated and promoted Sergeant, 5 December 1941. To No.31 GRS, 25 December 1941. To Eastern Air Command, 1 March 1942. To No.2 AOS, 3 March 1942. Commissioned 12 July 1943. To Eastern Air Command, 5 August 1943. To No.10 (BR) Squadron, date uncertain. To Release Centre, 5 May 1945. Retired 17 May 1945. As of recommendation for award had 1,317:30 hours flying time (599:30 operational, 63 sorties). Award presented 26 February 1945.

This pilot has completed many hours of operational flying in the North Atlantic area. As co-pilot on one occasion he sighted a surfaced enemy submarine and his plane attacked in the face of heavy anti-aircraft fire. Despite the fact that one engine was shot dead by flak, and his Navigator wounded, he carried out a well executed attack. After his depth charges were released, he continued to circle the U-Boat to allow his gunners to engage the enemy and then safely brought the aircraft back to base on three engines. He has set a splendid example as co-captain and pilot. His coolness and ability have been outstanding throughout his operational service.

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BILLINGS, LAC William Edward (R82216) - **British Empire Medal** - No.31 SFTS - Award effective 19 June 1943 as per **Canada Gazette** of that date and AFRO 1459/43 dated 30 July 1943. Born 23 February 1905 in Ottawa; home in Iroquois, Ontario; enlisted Ottawa 10 December 1940 as Tractor Operator. Posted to No.1 Manning Depot on enlistment. To No.31 SFTS, 29 January 1941. Promoted AC1, 22 May 1941. Promoted LAC, 1 October 1941. To No.1 Construction and Maintenance Unit, 18 March 1943. Promoted Corporal, 1 July 1943. To No.9 Construction and Maintenance Unit, 8 April 1945. To Release Centre, 9 July 1945; released 17 July 1945. Award presented 1 April 1944.

Immediately following an aircraft crash at Gananoque, Ontario, despite the fact that the aircraft was in flames, LAC Billings, with total disregard of the imminent danger to himself, dashed to the pilot's aid. With great difficulty, due to the fuselage being upside down and having to crash in the hood panel, and managed to get the pilot out and put out the fire around the pilot's legs, which had been badly burned. He succeeded in undoing the pilot's harness, pulled him out of the cockpit and clear of the furiously burning machine. By his

prompt and courageous action and complete disregard for his own safety this airman undoubtedly saved the pilot's life.

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BILLINGSLEY, F/O Harry George (J22744) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 11 June 1923 in Seattle, Washington; home in Vancouver (stenographer); enlisted there 16 October 1941. Granted Leave Without Pay until 6 November 1941 when posted to No.3 Manning Depot. To No.4 SFTS, 20 December 1941 (guard duty); to No.7 ITS, 15 March 1942; graduated and promoted LAC, 8 May 1942 when posted to No.2 EFTS; to No.5 SFTS, 1 August 1942. Ceased training and posted elsewhere, 18 September 1942; to No.9 AOS, 26 September 1942; graduated and commissioned, 28 January 1943. To "Y" Depot, 3 March 1943; to RAF overseas, 13 March 1943. Repatriated 28 October 1944. To No.2 Air Command, 6 December 1944; to No.18 SFTS, 10 December 1944; to Release Centre, 2 March 1945; retired 6 March 1945. Upon returning to Canada he graduated from UBC, became a CGA and ended his career as Regional Director of Customs and Excise in 1978. Died in Surrey, British Columbia, 7 July 2009. Award presented 29 January 1947. Navigator in crew of F/L W.G. Wright. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy...numerous operations against the enemy in the course of which [he] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3080 (RG.24 Vol.20636) has undated recommendation; as of this he had flown 40 sorties (199 hours 50 minutes), 15 March to 27 August 1944. Notable sorties had been 27 April 1944 (Montsen, five hours 15 minutes, Ju.88 destroyed), 11 May 1944 (Boulogne, one hour 30 minutes, incomplete when starboard outer went unserviceable and port inner caught fire) and 27 June 1944 (Wisernes, three hours 25 minutes, attacked by FW.190).

This officer, a navigator, has completed 40 sorties against the enemy and by his skilful direction, has navigated his aircraft on many distant minelaying operations and such other targets as Amiens, Montzen, St.Nazaire and Brest. An outstanding member of air crew, he has contributed to the high morale of his fellow navigators. Inspiring confidence in his crew, he was largely responsible for vicious and telling blows against the enemy. In recognition of Flying Officer Billingsley's cool, calm devotion to duty and his undaunted bravery, I strongly recommend that he be awarded the Distinguished Flying Cross.

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BILLYARD, Corporal George William (R85274) - **Mention in Despatches** - No.64 Base - Award

effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946.

Born in Bredinbury, Saskatchewan, 12 March 1915. Tinsmith (1926-1929), Store clerk (1929-1931), and truck driver (1931-1935). Home in Yorkton, Saskatchewan. Enlisted in Regina, 22 January 1941 as Airframe Mechanic. Posted to School of Technical Training, St. Thomas, 14 February 1941. Promoted AC1, 5 July 1941. To No.1 Manning Depot, Toronto, 25 January 1941. To Technical Training School, St. Thomas, 13 February 1941. To No.7 BGS, 9 July 1941. Promoted LAC, 1 January 1942. To "Y" Depot, Halifax, 21 January 1942. To RAF overseas, 1 February 1942. To No.419 Squadron, 3 March 1942. Promoted Corporal, 1 April 1943. To Station Middleton St. George, 1 January 1944. Repatriated to Canada, 7 June 1945. Retired 4 September 1945. Re-engaged as Corporal, 30 January 1946 (22170); to No.6 Communication Flight, Edmonton, 6 March 1946. To No.9406 Unit, Saskatoon, 19 March 1947. To No.435 (Transport) Squadron, Edmonton, 11 June 1950. Promoted Sergeant, 1 August 1951. To No.2 (Fighter) Wing, Grostenquin, 31 January 1953. To No.3 (Fighter) Wing, Zweibrucken, 16 February 1953. To Station Claresholm, 13 February 1954. To AFHQ Practice Flight, Rockcliffe, 10 April 1958. Retired 31 May 1959. Died 8 May 1988 in Claresholm, Alberta as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November 1988. Identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations with MiD recommendations for 1 February to 31 July 1945 identifies unit. RCAF photo PL-40562 (ex UK-17224 dated 8 December 1944) shows Corporal G.W. Billyard (Yorkton, right) and LAC J.A. Compton (Gibbs, Saskatchewan) testing a hydraulic jack. 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, noting he had spent 12 months in Canada, 39 months overseas.

Corporal Billyard is to be highly commended for his work in connection with the investigation of crashed aircraft Lancaster X KB762 of 419 Squadron. This aircraft was being flown on a training flight on April 23rd. The pilot had some difficulty in lowering the undercarriage and used the emergency air lowering system. After landing and while the aircraft was being taxied to the hangar the undercarriage suddenly collapsed without warning, damaging the aircraft beyond repair (Cat. E.1) and causing injury to the Flight Engineer.

Corporal Billyard established the fact that aircraft undercarriage is still operative with the use of the hydraulic system in spite of the use of the emergency air system on Lancaster X aircraft, thereby bringing to light an amendment to existing Pilots' Instruction that will be the saving of lives and aircraft on "loaded" forced landings.

On the basis of Corporal Billyard's findings, recommendations have been made to higher authority that the instructions to Lancaster pilots be amended to

prevent recurrence of this accident.

Notes: Overseas he was clearly a hydraulics specialist. From 9 January to 2 February 1943 he took a course at Rootes Securities on Halifax airframes. He took another course in Messier Hydraulics, November-December 1943, and yet another at Dowty Equipment (Cheltenham) on their systems.

Selected Assessments: "Sergeant Billyard shows a definite interest in the welfare of personnel under his control, Highly satisfactory in aircraft refinishing. Considered to be a satisfactory instructor. Has only had a limited amount of administrative experience." (F/L G. Kreklewitz, No.435 Squadron, 28 January 1953)

"This NCO has done a most capable job as chief of aircraft repair. His example has on many occasions heartened his men for long overtime tasks. His knowledge of stores and supply procedure has been invaluable on many occasions. His previously noted weakness for strong drink appeared to be well under control, has caused no injury to his work in this section, and may be expected to cease with his return to normal family life." (F/L A.E. Sutherland, No.3 Wing, 12 February 1954).

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BILTON, Matron Doris Annetta (C5408) - **Associate, Royal Red Cross** - Station Trenton - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Home in Guelph, Ontario; enlisted in Toronto, 26 May 1941. Posted to No.33 ANS, 29 October 1941. To "Y" Depot, Halifax, 5 July 1942. To RAF overseas, 19 July 1942. Completed overseas tour, 26 June 1944. Repatriated to Canada, 11 July 1944. To No.1 Training Command, 19 August 1944. To No.2 Air Command, 8 August 1945. Re-engaged in postwar RCAF, serving until 1 August 1950. Retired to Guelph, Ontario. Married James A. Arnott. Longtime volunteer and entertainer at seniors' residences. Died in Sunnybrook Veterans Residence, Toronto, 31 October 2012. Award presented 19 November 1948.

Matron Bilton has given long service both in Canada and overseas where she worked in areas of danger under air attack. At all times her services have been rendered with devotion beyond the normal call of duty. The sympathetic and expert care she has given to patients has always been a comfort and inspiration to both patients and her associates.

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BING, F/O Leslie Patrick Stanford (J15465) - **Distinguished Flying Cross** - No. 89 Squadron -

Award effective 20 July 1942 as per **London Gazette** dated 28 July 1942 and AFRO 1413/42 dated 4 September 1942. Born 28 July 1920 in Regina; home there or Winnipeg; enlisted Regina, 18 September 1939. Posted to No.1 WS, 24 May 1940. To No.2 BGS, 27 October 1940. Graduated 13 December 1940 and promoted Sergeant. To Eastern Air Command, 5 February 1941. To overseas, 24 January 1941 (this is how DHH card reads, although dates would make more sense if reversed). Commissioned 20 April 1942. Radar observer for Fumerton. Involved in the following successful actions: **1/2 September 1941**, one Ju.88 destroyed; **7/8 September 1941**, one He.111 damaged; **7 April 1942**, two He.111s destroyed; **1/2 July 1942**, one Ju.88 destroyed; **2/3 July 1942**, one Ju.88 destroyed. Repatriated to Canada, 21 December 1942. To No.15 EFTS for pilot training, 23 February 1943. To No.4 SFTS, 1 May 1943. Qualified as pilot, 20 August 1943. Remained in postwar RCAF; promoted Squadron Leader, 1 January 1951. Commanded No.423 (All Weather) Squadron, 1 November 1954 to 14 August 1955. For additional combat details see H.A. Halliday, **The Tumbling Sky**. Award presented with Bar, 10 April 1944. RCAF photo PL-4658 (ex UK-400) is captioned as follows: "Victory in the night skies over Britain. Flying Officer R.C. (Moose) Fumerton of Fort Coulonge, Quebec and Sergeant L.P.S. Bing of Regina use a piece of the wing section of a Ju.88 which they shot down over Britain on the night of September 1 as a background to their own 'V' for Victory sign." RCAF photo PL-4808 (ex UK-582) shows Sergeant L.P.S. Bing and F/O R.C. Fumerton.

Flying Officer Bing has displayed courage and outstanding skill. He has taken part in the destruction of ten enemy aircraft at night. Flying Officer Bing has set a magnificent example to other observers.

BING, F/O Leslie Patrick, DFC (J15465) - **Bar to Distinguished Flying Cross** - No.89 Squadron - Award effective 4 February 1943 as per **London Gazette** dated 16 February 19423 and AFRO 410/43 dated 12 March 1943.

Since being awarded the Distinguished Flying Cross this officer has continued to display great courage and skill. He has now taken part in the destruction of eleven enemy aircraft at night. On a recent occasion the aircraft in which he was flying was forced to descend on to the sea and it was two and a half hours before Flying Officer Bing and his pilot were rescued.

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BION, Sergeant Pierre Cecil (R58350) - **British Empire Medal** - No.7 Squadron (AFRO days only "Attached to RAF Overseas") - Award effective 13 August 1942 as per **London Gazette** dated 14 August 1942 and AFRO 1497/42 dated 18 September 1942. Born 22 November 1913 in Ganges, British Columbia; home there. Employed in general survey work, 1930-1935; member of the PPCLI, 1938-1939 and Canadian Scottish, August 1938 to July 1940. Enlisted Vancouver, 17 July

1940. To No.1 Manning Depot, Toronto, 21 July 1940. To No.2 ITS, Regina, 31 August 1940; graduated 13 October 1940, promoted LAC and posted that date to No.2 WS, Calgary; to No.2 BGS, Mossbank, 17 February 1941; graduated and promoted Sergeant, 17 March 1941. To Embarkation Depot, 28 March 1941. Struck off strength to RAF overseas, 4 June 1941. To No.1 Wireless and Signal School, 15 July 1941. To No.1 Air Armament School, 10 October 1941. To No.22 OTU, 11 November 1941. To No.27 OTU, 9 December 1941. To No.20 OTU, 4 May 1942, where his BEM deed was performed. Promoted Flight Sergeant, 1 June 1942. To No.7 Squadron, 13 July 1942. To No.101 Conversion Flight, 15 August 1942. To Oakington, 30 September 1942. To Repatriation Depot, Warrington, 10 February 1943. Repatriated to Canada, 28 March 1943. To Station Mountain View, 13 May 1943. Commissioned 19 November 1943 (J44113). Promoted Flying Officer, 19 May 1944. To No.4 Release Centre, Toronto, 3 March 1945. To Station Rockcliffe, 7 March 1945. To Mountain View, 14 March 1945. To Station Trenton, 9 August 1945. Subsequently served in postwar RCAF (service number 26425), retaining rank of Flying Officer; promoted Flight Lieutenant, 1 January 1952. Served at Clinton (21 May 1949 to 29 January 1950), Air Armament School, Trenton (30 January 1950 to 20 April 1950), No.412 Squadron (21 April 1950 to 2 December 1951), Air Transport Headquarters, Lachine (3 December 1951 to 13 August 1953) and Recruiting Centre, Victoria until he retired 16 April 1959. Died in Victoria, 20 July 1987 as per **Airforce Magazine** of January-February-March 1988. Photo PL-39593 is a portrait.

One night in May 1942, Sergeant Bion was the air gunner of an aircraft which was recalled through bad weather. The pilot attempted to land but collided with some high trees on the hillside. The aircraft immediately caught fire. Sergeant Bion managed to extricate himself from the aircraft and assisted the wireless operator, who, whilst in a very dazed condition, was endeavouring to get free. Having taken him to safety, Sergeant Bion returned to the burning aircraft and with the assistance of the navigator extricated another member of the crew, who had been trapped in the second pilot's seat. Leaving the navigator to attend to this member, Sergeant Bion returned to the aircraft and, unaided, extricated the pilot, who was suffering from a compound fracture of the left leg and was unable to move, and carried him to a place of safety. Unfortunately the pilot died a few hours later. Sergeant Bion, who has sustained lacerations, abrasions and an injury to his left knee, displayed presence of mind and complete disregard for his own safety whilst performing his gallant rescue work.

Note: The BEM incident was at No.20 OTU, 28 May 1942 involving the crash of Wellington Z8852 following a training flight; Flight Sergeant B.W. McClellan, RCAF (pilot) killed.

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BIRCH, W/C Douglas Clarkson (C2421) - **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. Home in Vancouver; enlisted there 15 August 1940 as Administrative Officer. Posted to AFHQ, 8 October 1940. To "Y" Depot, Halifax, 20 February 1942. Taken on strength overseas, 26 February 1942. To RCAF Overseas Headquarters, 27 February 1942. Promoted to Squadron Leader, 11 May 1942. Promoted Wing Commander, 1 July 1944. Repatriated to Canada, 11 September 1945. Released 26 October 1945. Award presented 21 February 1948.

This officer has shown outstanding ability and devotion to duty in the organization and administration of staffs of the Royal Canadian Air Force Overseas over a long period of time. His excellent work has done much to ensure the efficiency and well being of Royal Canadian Air Force personnel serving in Overseas was theatres.

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BIRCH, S/L Fred (C2698) - **Mention in Despatches** - Eastern Air Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 9 February 1913. Home in Winnipeg. Enlisted as an armourer, 13 February 1936 with No.112 (Army Co-Operation) Squadron. Appears to have remained in Canada when that unit posted overseas. Commissioned 9 September 1940. To No.5 BGS, 26 May 1941. Promoted Flight Lieutenant, 15 August 1941. To Eastern Air Command Headquarters, 31 July 1942. Promoted Squadron Leader, 1 February 1943. To "Y" Depot, 1 October 1945. Retired 4 October 1945.

This officer's service is exemplary of a long tour of duty efficiently rendered. Throughout he has taken a keen interest in his work, particularly coastal operations in the Atlantic. Through his untiring efforts and personality, a high degree of efficiency has been attained and maintained throughout Eastern Air Command. In addition, his liaison with the Training Staffs has been of the highest order and resulted in many improvements of training due to his never-failing co-operation.

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BIRCH, F/O John Oswald (J23888) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 26 September 1944 as per **London Gazette** of that date and AFRO 2373/44 dated 3 November 1944. Born 31 July 1920 in Winnipeg; home in Toronto; enlisted there 21 January 1942. To No.1 Manning Depot, 8 February 1942. To Technical Training School, 27 March 1942.

To No.6 ITS, 6 June 1942; graduated and promoted LAC, 31 July 1942 but not posted to No.12 EFTS until 15 August 1942; to No.2 SFTS, 24 October 1942; graduated and commissioned 19 February 1943. To No.31 GRS, 5 March 1943. To "Y" Depot, Halifax, 22 May 1943. To RAF overseas, 15 June 1943. Promoted Flying Officer, 14 August 1943. Promoted Flight Lieutenant, 24 August 1944. Repatriated to Canada, 27 November 1944. Released 2 March 1945. Award sent by registered mail 19 December 1945.

One night in July 1944 this officer was pilot and captain of an aircraft detailed to attack Stuttgart. At the commencement of the bombing run the aircraft was hit by anti-aircraft fire. The starboard fin and rudder and a portion of the tailplane and elevator were shot away. The mid-upper and rear turrets were rendered unserviceable. A fuel tank was pierced whilst much damage was sustained to the control surfaces. In spite of this, Flying Officer Birch executed his attack. On the long flight home it was very difficult to maintain control and it was necessary for another member of the crew to assist by maintaining pressure on the rudder controls but an airfield was eventually reached and a safe landing effected. In most difficult circumstances, Flying Officer Birch displayed notable skill, courage and tenacity.

NOTE: Public Record Office Air 2/9159 has recommendation drafted by W/C J.R. St.John (Commanding Officer, No.103 Squadron), 1 August 1944 when he had flown four sorties (27 hours 30 minutes).

Flying Officer Birch, a Canadian, was captain and pilot of a Lancaster aircraft detailed to attack Stuttgart on the night of 28/29 July 1944. When about to commence his bombing run, this officer's aircraft was subjected to intense and accurate anti-aircraft fire, which carried away the starboard fin and rudder, and a portion of the tailplane and elevator. Both mid-upper and rear turrets were put out of action, and a fuel tank in the port mainplane was holed. Despite the extensive damage to the control surfaces, Flying Officer Birch succeeded in maintaining control of the aircraft and carried on to bomb the target.

During the long flight back to England, Flying Officer Birch found it almost impossible to control the aircraft unaided, and in order to keep the aircraft on course it was necessary for the Flight Engineer to assist him in maintaining pressure on the rudder control. Displaying skill and determination of the highest order, Flying Officer Birch succeeded in bringing his aircraft back to this country. Shortly afterwards he ascertained that he had only 20 minutes petrol left, and ordered the Wireless Operator, Air Bomber and Mid-Upper Gunner to abandon the aircraft, and decided to attempt a landing at the nearest airfield. He carried out a safe landing in most difficult circumstances without injury to

the remaining members of the crew.

The courage, skill and determination shown by Flying Officer Birch in pressing home his attack after his aircraft had been so seriously damaged, and in bringing the aircraft and crew safely back to England, are worthy of the highest praise. This officer has set a fine example for all captains, and I strongly recommend him for the immediate award of the Distinguished Flying Cross.

On 7 August 1944, G/C W.C. Sheen (Officer Commanding, Station Elsham Wolds) added his remarks:

The dogged courage shown by Flying Officer Birch in pressing home his bombing attack in the face of severe anti-aircraft fire which seriously damaged his aircraft and rendered control difficult is worthy of the highest praise.

His pilotage in bringing his crippled aircraft home and successfully crash landing it without injury to his crew was superb. The loss of a fin and rudder and part of his tailplane made such a flight extremely hazardous as there was every possibility of the tailplane failing at any moment with disastrous results.

His captaincy in keeping only the bare minimum of his crew with him to execute the landing and baling out the remainder shows good judgement and a fine sense of responsibility towards the men under his command. For his excellent performance I strongly support the recommendation that he be awarded the Distinguished Flying Cross.

This was subsequently endorsed by the Air Commodore commanding No.13 Base (8 August 1944), and the Air Officer Commanding, No.1 Group (10 August 1944). Air Chief Marshal Harris gave final approval on 16 August 1944.

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BIRCHALL, W/C Kenneth (C1592) - **Air Force Cross** - No.2 Bombing and Gunnery School - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Ottawa, 17 March 1916 (RCAF press release announcing award); educated in Vancouver (Kitsilano High) and at Ottawa Technical School. Trained as a Sergeant Pilot, May 1938. Commissioned 15 November 1939 in Dartmouth, N.S. Retired in Ottawa, 27 March 1967. Had completed 1,502 hours flying as of date of award. Award presented 1 April 1949.

Wing Commander Birchall, during the period of his employment as chief

instructor at No.2 Bombing and Gunnery School, has produced outstanding results in training efficiency. Through devotion to duty and untiring effort he contributed in great measure to raising and maintaining the efficiency and morale of this station at a very high level. His service has been outstanding for the past five years and during that period he has made a valuable contribution to the prosecution of the war.

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BIRCHALL, S/L Leonard Joseph (C775) - **Distinguished Flying Cross** - No.413 Squadron - Award effective 13 May 1943 as per **London Gazette** dated 18 May 1943 and AFRO 1078/43 dated 11 June 1943. Born 6 July 1915 in St.Catharines, Ontario (birth date in obituary notice); home in St.Johns, Ontario. Served in Lincoln Regiment (1932-1933); enrolled in Royal Military College, 1933; to Royal Canadian Corps of Signals in 1934 and RCAF (P/P/O, 5 July 1937). Received wings, 20 May 1938 and posted to No.5 (BR) Squadron, Dartmouth, Nova Scotia. Signal specialist with Eastern Air Command Headquarters, 1940; Chief Navigation Officer at No.2 Training Command, Winnipeg, 1941. Posted to No.413 Squadron, Shetland Islands, 1941; shot down and taken prisoner, 5 April 1942; became Senior Allied Officer, POW work camp, Yokohama. Repatriated to Canada in October 1945. Director of Personnel Administration, AFHQ, 1946; Member of U.S. Prosecuting Team at War Crimes Trials, Japan, 1947. As a Group Captain he became Assistant Attache to Canadian Joint Staff in Washington, 1948; appointed CO of Station Goose Bay, 1950; to Air Material Command Headquarters, 1952; to Canadian NATO Delegation in Paris, 1954; to be CO of Station North Bay, 1958; promoted to Air Commodore in 1960 and made Chief of Operations at AFHQ; to be Commandant of Royal Military College, 1963; released 1967. DFC and OBE presented 29 April 1949. Awarded Queen's Coronation Medal, 23 October 1953 while Group Captain at Air Material Command Headquarters. Appointed Honourary Colonel, No.413 Squadron, June 1989. Toronto **Star**, 13 August 1994 reported his being assigned to Ceylon that month to monitor elections there. Appointed Member, Order of Canada, February 2000; admitted to Canadian Aviation Hall of Fame, 2001. Died in Kingston, Ontario, 10 September 2004. Photo PL-117420 is a portrait as Wing Commander. See also **RMC Club Newsletter** (November 1982), **Air Force** (issues for March, June and September 1983); "Trenton to Dartmouth; An Anecdotal Account of Flying in the RCAF, 1937-1940" in **Journal of the Canadian Aviation Historical Society**, Volume XXIII No.2 (June 1985).

This officer was the first to sight and report the approach of the Japanese naval forces which attacked Ceylon. His timely warning enabled preparations to be made which resulted in considerable losses to the enemy. Squadron Leader Birchall had recently arrived from England where he has had many operational successes.

NOTE: The original recommendation is found in Public Record Office Air 2/8951. There is no date for when W/C Plant drafted it, but the Air Officer Commanding, No.222 Group, endorsed it on 8 August 1942. The text (differing little from that which was gazetted) read:.

This officer was the first to sight and report the approach of the Japanese naval forces which attacked Ceylon. He did not return from his mission, but his timely warning enabled preparations to be made which resulted in considerable losses to the enemy forces. Only two days before this flight he had arrived from England where he had achieved a long record of operational successes.

BIRCHALL, W/C Leonard Joseph, DFC (C775) - **Officer, Order of the British Empire** - No.413 Squadron - Award effective 2 February 1946 as per **London Gazette** dated 5 February 1946 and AFRO 280/46 dated 15 March 1946.

In April 1942, this officer was shot down and captured after sending out the warning from his patrolling seaplane that a large force of Japanese warships was approaching Ceylon. Throughout his three and a half years as a prisoner of war, Wing Commander Birchall, as Senior Allied Officer in the prisoner of war camps in which he was located, continually displayed the utmost concern for the welfare of his fellow prisoners. On many occasions, with complete disregard for his own safety, he prevented, as far as possible, Japanese officials of various camps from sadistically beating his men and denying prisoners the medical attention which they so urgently needed. Typical of his splendid gallantry was when in the Niigato Camp, he called a sit-down strike in protest against ill-treatment of his men. On another occasion when the Japanese wanted to send some sick prisoners of war to work, Wing Commander Birchall found it necessary, at great personal risk, to forcibly prevent the Japanese non-commissioned officer in charge from making these prisoners work. As a result, Wing Commander Birchall spent several days in solitary confinement. Nevertheless, the sick prisoners of war did not have to work. Knowing that each time he forcibly intervened on behalf of his men he would receive brutal punishment, Wing Commander Birchall continually endeavoured to improve the lot of his fellow prisoners. He also maintained detailed records of personnel in his camps along with death certificates of deceased personnel. The consistent gallantry and glowing devotion to his fellow prisoners of war that this officer displayed throughout his lengthy period of imprisonment are in keeping with the finest traditions of the Royal Canadian Air Force.

BIRCHALL, G/C Leonard Joseph (C775) - **Officer, Legion of Merit (United States)** - awarded as per AFRO 443/50 dated 8 September 1950.

Group Captain Leonard J. Birchall, Royal Canadian Air Force, distinguished himself by exceptionally meritorious conduct in the performance of outstanding services from 4 April 1942 to 20 June 1950. As Senior Officer in the Japanese Prisoner of War Camp at Yokohama, Group Captain (then Wing Commander) Birchall worked tirelessly and fearlessly to improve the physical and mental welfare of British, American and Canadian prisoners under his command. His exploits became legendary throughout Japan and brought renewed faith and strength to many hundreds of ill and disheartened prisoners. Subsequent to his liberation he contributed information and material of inestimable value in connection with war crimes investigations. More recently, as Deputy to the Air Member, Canadian Joint Staff, Washington, D.C., Group Captain Birchall has constantly demonstrated a superior understanding of the relationship between the United States Air Force and the Royal Canadian Air Force and his sound judgement, tact and unfailing spirit of cooperation have materially assisted the Permanent Joint Board on Defence, Canada-United States in the accomplishment of its mission.

The following story by Joanne Laucius, "Hero was 'the saviour of Ceylon' |", appeared in the Ottawa **Citizen**, Tuesday, 14 September 2004:

Air Commodore Leonard Birchall was hailed as "the saviour of \Ceylon" by Winston Churchill for alerting the British that a Japanese fleet was en route to attack.

But the Canadian war hero's courage in the prison camps of Japan also formed a part of his legacy. The diminutive officer with the tough attitude stood up to the captors who had tortured and beaten him and demanded better treatment under the Geneva conventions.

"He was responsible for the few medicines and the little fairness that they got," said Cliff Chadderton, chairman of the National Council of Veterans Associations in Canada and a friend of Air Commodore Birchall's.

Air Commodore Birchall, 89, died Friday after a battle with lung cancer.

He was a squadron leader of a crew that consisted of one other Canadian and several British airmen in a Catalina flying boat patrolling an area south of

Ceylon on April 4, 1942. The crew was about to turn back when a crew member spotted ships on the horizon.

“As we got close enough to identify the lead ships, we knew at once what we were into, but the closer we got the more ships appeared and so it was necessary to keep going until we could count and identify them all,” Air Commodore Birchall would later recount. “By the time we did this, there was little chance left.”

The wireless operator with Air Commodore Birchall’s crew was sending out a message to confirm the formidable Japanese presence in the area when a shell destroyed the radio. The burning Catalina landed in the water. One crew member could not get out, and another two did not survive the strafing that followed. Six members of the crew including Air Commodore Birchall were taken prisoner and remained captives for the remainder of the war.

Had he failed to get the first message through, “it would have been another Pearl Harbour”, said Mr. Chadderton.

“In Churchill’s books, he is very strong in saying that, had the British fleet been defeated at Ceylon, it would have ‘closed the circle’ and North Africa would have gone to the Germans.”

As a prisoner, Air Commodore Birchall did much to maintain the dignity and morale of fellow prisoners, said Steven Harris, chief historian of the Directorate of History and Heritage at the Department of National Defence. “It takes real strength of character to carry that off.”

After the war ended, he returned to Japan to testify at a war crimes tribunal. At home, he continued to fight for restitution for prison camp survivors. Appearing in front of Parliamentary committees, he was a formidable personality, describing how starving prisoners would survive on a “cocktail” of cricket juice.

He allowed writer Dave McIntosh to use material from the 22 notebooks he buried and later retrieved after the war for the 1997 book **Hell on Earth**,

“Death is always with us. All of us are in very poor shape physically and it does not take much in the way of sickness to push us over the edge,” he wrote.

More than 50 years after they were released, the surviving Canadian prisoners of war were awarded \$ 24,000 each by the Canadian government. Under a 1952 treaty, Japan was not responsible for the claims.

Air Commodore Birchall was awarded the Order of the British Empire for Gallantry and the Distinguished Flying Cross. He was the only member of the Canadian military to earn five clasps to his Canadian Forces Decoration, representing 62 years of service with the air force.

In 2000, he was named a Member of the Order of Canada and in 2001 he was given the Vimy Award. In May 2003 a training search and rescue boat was named **Saviour of Ceylon** in his honour.

Funeral services for Air Commodore Birchall were held yesterday in Kingston. He was predeceased by two wives and is survived by his third wife, Kathleen, two daughters and a son, a stepdaughter and stepson, as well as four grandchildren and four great grandchildren.

RCAF Pres Release No. 7272 dated 31 October 1947 read as follows:

The testimony of an RCAF officer, Wing commander L.J. Birchall, OBE, DFC, is to be heard in the war crime trials of Japanese army officials now being tried by the Americans for mistreatment of Allied prisoners-of-war, it was announced today by Air Force Headquarters, Ottawa.

W/C Birchall, whose home is at (152 Belmont Ave.,) Ottawa, and whose parents, Mr. and Mrs. J. Birchall, live at (114 Queenston Street) St. Catharines, Ontario, is to leave shortly for Japan where he will testify against officials who were in charge of camps in which he was held by the Japanese during the three and one-half years he was a prisoner of war. Among those against whom he will be giving testimony will be Lieutenant Hayashi, commandant of the Yokohama Stadium Camp where F/C Birchall spent all but one year of his imprisonment in Japan, and Sgt. Ushioda, a medical sergeant at the same camp. Testimony by affidavit has already been given against these two by F/C Birchall, the material having been taken from the diary he secretly kept while a Japanese prisoner.

Known as the "Saviour of Ceylon" for the wireless warning he sent upon sighting a Japanese fleet approaching the strategic island, W/C Birchall is to leave Sunday, November 2, for Washington, D.C., and will proceed from there

to Japan by American service aircraft.

A squadron leader at the time, W/C Birchall was taken prisoner in April, 1942. His capture came shortly after he had flown his Catalina flying boat from Scotland to Ceylon, to join 413 Squadron there. Only a day or two after his arrival at Ceylon, W/C Birchall was ordered out on reconnaissance against enemy shipping. While on this flight, W/C Birchall sighted the approaching Japanese fleet, and had only time to send a hasty wireless report back before being shot down. His aircraft was not heard from again and for some time it was believed he was dead.

His report, however, was enough to allow preparations to be made, and when Japanese carrier aircraft struck at Ceylon, they were repulsed with heavy losses. W/C Birchall's report, giving the position of the enemy fleet, had made this possible, and it won him an immediate DFC.

Picked up by the Japanese, he was sent to a prisoner of war camp in Japan, and his conduct there resulted in the OBE awarded upon his release. The citation covering this reads in part: "As Senior Allied Officer in the camps in which he was located, he continually displayed the utmost concern for the welfare of his fellow prisoners. On many occasions, with complete disregard for his own safety, he prevented, as far as possible, Japanese officials from sadistically beating his men and denying prisoners the medical attention which they so urgently needed. Typical of his splendid gallantry was when, in the Yokohama Camp, he called a sit-down strike in protest against ill-treatment of his men. On another occasion, when the Japanese wanted to send some sick prisoners of war to work, W/C Birchall found it necessary, at great personal risk, to forcibly prevent the Japanese non-commissioned officer in charge from making these prisoners work. As a result, W/C Birchall spent several days in solitary confinement.

Nevertheless, the sick prisoners of war did not have to work. Knowing that each time he forcibly intervened on behalf of his men he would receive brutal treatment, W/C Birchall continually endeavoured to improve the lot of his fellow prisoners. He also maintained detailed records of personnel. The consistent gallantry and glowing devotion to his fellow prisoners of war that this officer displayed through his lengthy period of imprisonment are in keeping with the finest traditions of the Royal Canadian Air Force".

With W/C Birchall during his first two and one-half years as a Japanese prisoner

was Flying Officer G.C. Onyette of Huntsville, Ontario, who was observer of the Catalina. F/O Onyette,, now a member of the Regular RCAF, is stationed at Edmonton.

Born and raised in St. Catharines, Ontario, W/C Birchall entered the RCAF in 1937, after being graduated from St. Catharines Collegiate and the Royal Military College, Kingston.

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BIRCHNALL, FS (now WO2) Robert (R66267) - **British Empire Medal** - RCAF Overseas Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 18 December 1920. Home in Stamford Centre. Enlisted at Niagara Falls, Ontario, 12 October 1940 as Clerk. Promoted AC1, 12 January 1941. To Trenton, 4 April 1941. Promoted LAC, 12 April 1941. Promoted Corporal, 1 June 1941. To AFHQ, 12 August 1941. To "Y" Depot, Halifax, 17 January 1942. To RAF overseas, 8 February 1942. Promoted Sergeant, 1 August 1942. Promoted WO2, 1 August 1945. Repatriated to Canada, 5 September 1945. Retired 22 November 1945. Died 19 November 2008 in Niagara Falls, Ontario. Award sent by registered mail 8 June 1948.

This non-commissioned officer has served overseas in the Casualty Records Branch for over three years. His diligence and aptitude in this trying work has resulted in his employment in every section of the Branch, with the result that he has been appointed Senior non-commissioned officer in charge of the General Office. He has willingly and cheerfully worked many long hours and never failed in his sympathetic understanding of the necessity for transmitting casualty information with despatch and accuracy. His unflagging attention to detail and his courteous manner have proved an excellent example to all airmen with whom he has been associated.

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BIRK, Corporal John Rudolph (R114455) - **Mention in Despatches** - No.437 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 26 March 1920. Home in Hamilton; enlisted there 24 July 1941 for General Duties; later reclassified as Clerk/Administration. Posted to No.4 BGS, date uncertain. To "Y" Depot, Halifax, 11 January 1943. To RAF overseas, 25 January 1943. Promoted Corporal, 1 February 1943. Repatriated to Canada, 31 December 1945. Retired 4 February 1946. DHist file 181.009 D.4855 (RG.24 Vol.20657) has recommendation dated 9 June 1945. Second in charge of Orderly Room.

This airman joined the squadron on its formation and for a considerable length of time was required to work at extremely high pressure. Despite his arduous task, never once did he fail to carry out his duties in a manner comparable with the highest standards of the service. Corporal Birk's loyalty, efficiency and devotion to duty has been at all times an example of the highest order.

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BIRKENES, WO Ronald Herbert (R60572, later J86535) - **Distinguished Flying Cross** - No.462 Squadron - Award effective 10 January 1944 as per **London Gazette** dated 18 January 1944 and AFRO 410/44 dated 25 February 1944. Born 13 May 1921 in Carmangay, Alberta; educated at Brunette Public School (Brunetta, Alberta), Ballyhamage Public School (Ballyhamage, Alberta) and Champion High School (Champton, Alberta). Home in Armada, Alberta (draughtsman, rodman for Valley Pipe Line Company, Turner Valley, Alberta). Enlisted Calgary 12 October 1940. To No.1 Manning Depot, 15 October 1940. To No.1 Equipment Depot, 30 November 1940. To No.2 WS, Calgary, 2 January 1941; promoted LAC, 5 February 1941; to No.5 BGS, Dafoe, 25 May 1941; graduated and promoted Sergeant, 24 June 1941. To Embarkation Depot, 24 June 1941; to RAF overseas, 8 August 1941. To No.1 Signal School, 16 September 1941 (seven hours flying in Proctor aircraft). To No.22 OTU, 25 November 1941 (80 hours in Wellingtons). Promoted Flight Sergeant, 23 December 1941. Hospitalized, 1 May 1942 to November 1942. Attained rank of WO2, 1 November 1942. To No.1659 Conversion Unit, 10 April 1943 (30 hours on Halifax aircraft). To No.408 Squadron, 22 April 1943 (flew seven hours with them). Promoted WO1, 1 May 1943. To Station Leeming, 11 May 1943. To Middle East Pool, 30 May 1943. To No.22 Personnel Transit Centre, 9 June 1943. To No.462 Squadron, 15 July 1943 (flew 254 hours with them). To No.203 Group, 12 February 1944 (five hours bombing instruction on Wellingtons). To No.1675 Heavy Conversion Unit, 26 February 1944 (30 hours on Liberators and ten hours on Baltimores). Commissioned 25 April 1944. Promoted Flying Officer, 25 October 1944. Embarked for United Kingdom, 1 September 1944; disembarked United Kingdom, 27 September 1944. Repatriated 22 October 1944. To No.5 OTU, Boundary Bay, 11 December 1944. To No.7 Release Centre, 16 March 1945. Retired 21 March 1945. Award sent by registered mail 11 March 1949 to Turner Valley. Photo PL-34099 shows him with F/L G.W. MacDonald, DFC. Died in Turner Valley, 30 September 1991 as per **Legion Magazine** of December 1991.

This Warrant Officer has taken part in a number of operational missions as bomb aimer. On every occasion, by excellent map reading and accurate bombing, he has obtained consistently good results, which have been proved by the photographs obtained. Warrant Officer Birkenes has at all times shown the utmost determination and keenness on operations and has set a fine

example to other members of aircrew.

Training: Interviewed 18 July 1940 by F/O E.J. Christie. "Fair type of individual. Should improve considerably while training. Will no doubt make fair gunner."

Course at No.2 Wireless School was 6 January to 26 May 1941. Spent 20 minutes in Flying Classroom as First Operator, two hours 45 minutes in Flying Classroom as Second Operator, six hours five minutes in two-seat aircraft as sole operator. Courses in Theory (47/50), Radio Equipment (130/250), Morse, buzzer and lamp (189/200), Procedure (193/200), Signals Organization (115/150), Armament (87/100), Drill and Physical Training (39/50). Was 42nd in a class of 184.

Course at No.5 BGS was 26 May to 23 June 1941. Flew seven hours 45 minutes in Battle aircraft on gunnery training. Scored 8.5 percent in Beam Test, three percent in Beam Relative Speed Test, seven percent in Under Tail Test. Fired 600 rounds on ground, 400 rounds air-to-ground, 2,000 rounds air-to-air. Assessed on written exam (89/100), practical and oral exam (77/100), Ability as Firer (166/250) and Qualities as an NCO (110/150). Was 21st in a class of 67.

Notes: Application for operational wing dated 21 April 1944 stated he had flown 31 sorties (213 hours 15 minutes) on Halifax aircraft, No.462 Squadron, 28 April 1943 to 11 December 1943. This makes sense only if he flew a few early sorties with No.408 Squadron.

On repatriation form dated 16 October 1944 he stated he had flown 220 operational hours (30 sorties) and 327 non-operational hours. Last sortie was 5 December 1943.

Selected Assessments: "He has served operationally with 408 and 462 Squadrons. Total flying time overseas, 547 hours of which 220 are operational comprising 30 sorties and one operational tour and one non-operational tour." (F/L G. Hislop, RCAF Repatriation Depot, 16 October 1944).

"This officer has adapted himself to staff duties as a Bombing Instructor in a very satisfactory and enthusiastic manner. Recommended for retention in the service and promotion to Temporary Flying Officer." (W/C H. Malkin, No.5 OTU, 21 January 1945)

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BIRKLAND, F/L Henry (J5233) - **Mention in Despatches** - No.72 Squadron (deceased) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Caldwell, Manitoba, 16 August 1917. Educated in Calgary. Prewar he was a packer for Burns Company (September 1937 to February 1938), truck driver for a natural gas company (March to August 1938), dishwasher (November 1938 to April 1939); finally a mucker,

miner's helper and miner at Gold Belt Mining Company, Sheep Creek, British Columbia for one year (May 1939 to April 1940. Parents living in Calgary; enlisted Vancouver, 16 July 1940. To No.1 Manning Depot, Toronto, 20 July 1940; to Station Dartmouth, 16 August 1940; to No.1 ITS, Toronto, 12 October 1940; graduated and promoted LAC, 16 November 1940; taken on strength that day at No.11 EFTS, graduated 5 January 1941 posted that date to No.9 SFTS, Summerside; graduated and promoted Sergeant, 26 April 1941; commissioned with effect from 27 April 1941. To Debert, 15 May 1941, Disembarked in Britain, 20 June 1941. To No.57 OTU, 30 June 1941. To No.122 Squadron, 11 August 1941. To No.72 Squadron, 19 September 1941. As of 23 October 1941 he damaged Spitfire W3170 while doing circuits. Having overshot once, he went round again but landed even further down the strip; ran into Spitfire W3441 which was parked and stationary. Accident deemed due to carelessness, mitigated by inexperience, wet grass, landing downhill and with almost no wind. At the time he had flown 73 hours 40 minutes on Spitfires (174.30 solo on all types) although his BCATP record shows he accumulated 63.45 (day dual), 89.00 (day solo), 3.25 (night dual) and 3.35 (night solo). Missing, POW, 7 November 1941 (Spitfire W3367). Died as a POW, 25 March 1944 (shot following the Great Escape) although reports state he was last seen alive at Gorlitz (with Langford and McGill) on 31 March 1944. No citation in AFRO.

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BISHOP, F/O Albert Alton (J7747) - **Distinguished Flying Cross** - No.423 Squadron - Award effective 4 August 1943 as per **London Gazette** dated 14 September 1943 and AFRO 240/44 dated 4 February 1944. Born in Blackfalls, Alberta, 11 August 1917 (obituary notice); home in Erskins, Alberta; enlisted Edmonton, 17 December 1940 and posted to No.2 Manning Depot. To No.2 BGS, 16 January 1941 (guard). To No.2 ITS, 29 March 1941; graduated and promoted LAC, 2 May 1941 when posted to No.18 EFTS; may have graduated 3 July 1941 but not posted to No.12 SFTS until 15 July 1941; graduated and commissioned, 25 September 1941. To No.31 GRS, 17 October 1941. To "Y" Depot, 20 December 1941; to RAF overseas, 8 February 1942. Promoted Flying Officer, 25 September 1942. Promoted Flight Lieutenant, 25 September 1943. Repatriated 17 March 1944. To No.3 OTU, 24 May 1944. Promoted Squadron Leader, 1 May 1945. To Patricia Bay, 4 August 1945. Remained in RCAF, reverting to Flight Lieutenant, 1 October 1946 (19849). Promoted Squadron Leader, 14 June 1951. Retired 1964. Senior Personnel Officer for British Columbia Ministry of Health, retiring 1982. Died in Victoria, 20 May 2005. Photo PL-21344 shows him. The incident mentioned was sinking of **U-489** on 4 August 1943. DHist file 181.009 D.2279 (RG.24 Vol.20623) has his application for Operational Wings, dated 9 March 1945 when he was at Station Patricia Bay. He had joined No.423 Squadron on 12 July 1942 and left on 8 March 1944; first sortie on 27 October 1942 (nine hours 40 minutes) and flew a total of 42 sorties (530 hours 15 minutes) with last sortie on 9 October 1943 (retained on squadron as Assistant Flight Commander although medical officer forbade further operations). Longest sorties were October 4th, 1943 (16 hours 35 minutes), June 30th,

1943 (16 hours five minutes), July 9th 1943 (16 hours) and July 16th (15 hours 40 minutes). Incredibly, the application was turned down by RCAF Records, Ottawa (16 April 1945 for "insufficient number of operational hours" ! Photo PL-24978 shows him on repatriation to Canada.

This officer captained an aircraft which attacked a U-Boat and caused its destruction. During the action the aircraft was extensively damaged and later it came down on to the sea. Whilst in the water Flying Officer Bishop swam to the aid of one of his comrades who had been wounded and was without a life-saving jacket and unable to swim. Flying Officer Bishop supported his comrade until they were taken from the water by a naval vessel. This officer displayed gallantry and determination of a high order.

NOTE: Public Record Office Air 2/4995 has recommendation drafted 6 August 1943 by the Air Commodore in command of RAF Iceland. "Sergeant Finn" was H.E. Finn (RCAF, Mentioned in Despatches, 8 June 1944).

As captain of a Sunderland on the 4th August 1943, Flying Officer Albert Alton Bishop carried out a successful attack on a U-Boat which caused its destruction.

With most of the aircraft controls shot away by fire from the submarine and the port engine on fire an attempt was made to land the aircraft which finally crashed.

Whilst swimming in the sea Flying Officer Bishop rescued Sergeant Finn, one of the crew, who was badly wounded and without life jacket and unable to swim; he was supported by Flying Officer Bishop in the water until picked up by HMS **Castleton**.

The immediate award of the Distinguished Flying Cross is very strongly recommended both for the destruction of the U-Boat and the gallant conduct of this officer throughout the incident.

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BISHOP, F/L (now S/L) Archibald Ward (J5121) - **Commended for Valuable Services** - No.12 Communications Squadron - Award effective 23 February 1946 as per **London Gazette** date 26 February 1946 and AFRO 280/46 dated 15 March 1946. Born 30 April 1915. Enlisted in Niagara Falls, Ontario, 22 July 1940. To No.3 Training Command, 3 September 1940. To No.1 ITS, 9 November 1940; graduated and promoted LAC, 10 December 1940 when posted to No.12 EFTS;

may have graduated 28 January 1941 but not posted to No.6 SFTS until 7 February 1941; graduated and commissioned, 22 April 1941. To No.2 SFTS, 9 August 1941. Promoted Flying Officer, 1 March 1942. Promoted Flight Lieutenant, 1 February 1943. To No.12 Squadron, 20 December 1943. To No.164 (Transport) Squadron, 7 April 1944. To No.12 Squadron again, 28 May 1944. Promoted Squadron Leader, 27 November 1945. Remained in postwar RCAF, reverting to Flight Lieutenant, 1 October 1946 (19695). Promoted Squadron Leader, 1 June 1949. Photo PL-121407 shows him in December 1958.

This officer has been given many difficult tasks, all of which he has performed in an admirable manner. Some of these consisted of trips of several thousand miles with immediate returns and no opportunity for sleep on his part, but these were nevertheless carried out safely and efficiently. He has consistently set a high example to those serving under him in his ready and willing acceptance of any task placed before him.

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BISHOP, FS (now P/O) Arthur Adelbert (R76038/J15819) - **Distinguished Flying Medal** - No.7 Squadron - Award effective 2 November 1942 as per **London Gazette** dated 6 November 1942 and AFRO 272/43 dated 19 February 1943. Born 18 June 1922 in New Mines, Nova Scotia, 1922; home there (student); enlisted Halifax, 9 October 1940. To No.1 Training Command, 29 October 1940. To No.5 SFTS (guard), 5 November 1940. To No.1 ITS, 10 December 1940; graduated and promoted LAC, 15 January 1941 when posted to No.3 EFTS; graduated 5 March 1941 when posted to No.1A Manning Depot; to No.6 SFTS, 18 March 1941; graduated and promoted Sergeant, 3 July 1941. To Embarkation Depot, 4 July 1941. To RAF overseas, 3 August 1941. Commissioned, 16 August 1942. Promoted Flying Officer, 15 February 1943. Promoted Flight Lieutenant, 17 January 1944. Repatriated 9 March 1945. To Moncton, 10 March 1945. To Yarmouth, 3 May 1945. Retired 17 September 1945. Pilot to Joe Emery. Award presented 16 March 1943. RCAF photo PL-33714 (ex UK-15730, 11 October 1944) shows him on his second tour and links him to Kentville, Nova Scotia. RCAF photo PL-33715 (ex UK-15731, 11 October 1944) shows F/L Art Bishop, AFC, DFM with navigator, P/O Don [sic, Dan] MacNeil, St. Margaret's, Nova Scotia. Graduated in 1948 from Acadia University; later attended Dalhousie Law School (1951). Practiced law in Alberta for 25 years, specializing in petroleum and natural gas subjects. Moved in 1970 to Turks and Caicos Islands. Author of **The Bishop Brothers of New Minas in World War Two**.

Flight Sergeant Bishop, captain of an aircraft, has attacked the majority of the heavily defended industrial areas in Germany. He has consistently displayed skill and courage of the highest degree.

Public Records Office Air 2/9604 has recommendation dated 17 September 1942 when he had flown 31 sorties (157 hours) in much greater detail:

* described on sortie sheet as "fire raising"

8 April 1942 - GARDENING
10 April 1942 - Le Havre
12 April 1942 - Le Havre
13 April 1942 - Dortmund
23 April 1942 - Rostock*
25 April 1942 - Rostock*
27 April 1942 - Cologne*
5 May 1942 - Stuttgart*
8 May 1942 - GARDENING, Baltic
9 May 1942 - Rostock
19 May 1942 - Mannheim
21 May 1942 - GARDENING, Bay of Biscay
31 May 1942 - Cologne*
1 June 1942 - Essen*
22 June 1942 - St.Nazaire
23 June 1942 - St.Nazaire
25 June 1942 - Bremen
30 June 1942 - Bremen*
16 July 1942 - Lubeck (daylight)
19 July 1942 - Vegesack*
25 July 1942 - Duisburg*
28 July 1942 - Hamburg, returned early, rear turret unserviceable
31 July 1942 - Dusseldorf
6 August 1942 - Duisburg, early return
17 August 1942 - Osnabruck*
18 August 1942 - Flensburg
24 August 1942 - Frankfurt*
28 August 1942 - Kassel*
2 September 1942 - Karlsruhe*
5 September 1942 - Bremen*
9 September 1942 - Frankfurt*

During the time Flight Sergeant Bishop has been captain of an aircraft he has carried out 17 operational sorties against Bremen, Hamburg, Duisburg, Dusseldorf and other heavily defended industrial targets in Germany. Six of these sorties were as a marker in the Pathfinder Force and although he had not

volunteered to continue with these duties, on these occasions he made every effort to mark the target as he has previously done to bomb it.

Flight Sergeant Bishop has in all done 31 sorties, comprising 157 hours, thus completing an exceptionally successful operational tour.

BISHOP, F/L Arthur Adelbert, DFM (J15819) - **Air Force Cross** - No.1651 Conversion Unit (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. Award presented 28 September 1946. No citation in Canadian sources. Public Records Office Air 2/9004 has recommended citation and gives unit; drafted when he had 985 non-operational flying hours, 139 in last six months.

This officer has been employed as a flying instructor on heavy bomber aircraft since September 1942 [sic]. During this period, he has given 535 hours dual instruction, proving himself an outstanding pilot and instructor. On 13th October, 1943, Flying Officer Bishop was detailed to give dual instruction to a pupil. Shortly after the take off, the starboard wing suddenly dropped. Flying Officer Bishop, taking over the controls, was able by great skill to keep the aircraft on a level keel by using full left aileron and full power on his starboard engine. He was able to complete a circuit and put his undercarriage down but was unable to put his flaps down. Despite this he made a good flapless landing. The main spar was found to be fractured inboard of the starboard inner engine and the whole wing out of alignment. had it not been for Flying Officer Bishop's outstanding skill, in the face of extreme danger, a crash would have been unavoidable.

Note: Public Record Office Air 50/178 has the Combat Reports involving him:

31 July/1 August 1942 (Stirling landed at Wyton)

On the night of 31st July/1st August 1942, a Stirling I (ER), a 101 Conversion aircraft flown by a 7 Squadron crew (Captain, Flight Sergeant Bishop), Number W6593, was approaching Dusseldorf at 0235, 13,500, TAS 170, course 112. Bombs not dropped. IFF was not on then or subsequently. The moon was on the starboard quarter. Visibility was good and there was no cloud.

Approaching the Rhine, Wellington was observed on port quarter held by searchlight and engaged in a combat with two enemy aircraft. One blue searchlight on the northeast outskirts of Dusseldorf detached itself from the Wellington and started to indicate the track of the Stirling. This was followed

by inaccurate heavy flak and then one of the two enemy aircraft, a FW.190 carrying an orange light under its nose, detached itself from the combat with the Wellington and came over to attack the Stirling, diving so as to get into its shadow. Stirling rear gunner, Sergeant Bernard, opened fire at about 300 yards and gave enemy aircraft one long burst of about 300 rounds. Enemy aircraft returned fire at about 250 yards. At 100 yards, Mid-Upper Gunner, Sergeant Hart, joined in and both he and the Rear Gunner were firing when the enemy aircraft was seen to be on fire in the lower part of the fuselage and immediately it fell in flames in open country west of the river, probably near Ruderion [unclear copy]. The indicating search light and flak had both ceased by this time and the Stirling continued on its course and bombed Dusseldorf. The second aircraft was not identified, nor is it known how the combat between it and the Wellington ended.

One FW.190 claimed as destroyed. No damage to Stirling or its crew.

27/28 August 1942

On the night of 27/28 August 1942, Stirling "A" of No.7 Squadron (Captain FS Bishop) at 52.22 N 02.09 E, at 2123 hours, 9,000 feet, TAS 188, course 099, one minute after jettisoning 24 x 30 lb incendiaries owing to fact that aircraft would not climb, IFF was not on then or subsequently. The full moon was on the starboard quarter, visibility was good and there was no cloud. Me.110 approached from port beam from 1,000 feet below and had a good look at Stirling, then shadowed for about 20 minutes up to 52.30 N 03.35 E. Stirling took evasive action, turning in and out and Messerschmitt seemed reluctant to approach. Me.110 finally made three approaches from below port beam and Stirling rear gunner (Sergeant Hart) opened fire at 300 yards with three short bursts, about 300 rounds. Stirling Mid-Upper Gunner (Sergeant Bernard) joined in and gave one long burst. Tracer was seen to hit tail of Me.110 which was claimed as damaged. Me.110 did not open fire and was last seen 150 yards below starboard quarter.

Same Stirling at 52.32 N 04.00 E, 2151 hours, 9,500 feet, TAS 185, course 263. Moon on port beam. FW.190 with lights in cockpit approached from starboard to port at same height as Stirling. Rear Gunner (Sergeant Hart) opened fire from 400 yards and gave one long burst. Mid-Upper Gunner (Sergeant Bernard) opened fire at same time and fired 150 rounds. FW.190 was lost sight of below.

Same Stirling at 52.20 N 03.20 E - 2210 hours - 7,000 feet - TAS 185 - course 263, moon on port beam. FW.,190 with wing lights and lights in cockpit approached from 1,000 yards from starboard below and flew in for belly attack, opening fire from 300 yards, firing one short burst. Rear Gunner (Sergeant Hart) opened fire from 300 yards and fired three short bursts. FW.190 broke off combat just below and climbing up and was not seen again.

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BISHOP, S/L Charles Edward (C3828) - **Mention in Despatches** - Croft (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. Home in St.James, Manitoba; enlisted Winnipeg, 15 February 1941 as Administration Officer. Flight Lieutenant as of 12 December 1941. Posted from AFHQ to No.2 Training Command, 19 August 1943. Promoted Squadron Leader, 15 October 1943. To "Y" Depot, 16 July 1944. Taken on strength of No.3 PRC, Bournemouth, 3 August 1944. Repatriated 15 April 1945. To No.8 Repair Depot, 2 May 1945. To No.5 Release Centre, 22 July 1945. Retired 24 July 1945.. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation for an OBE dated 1 February 1945.

This officer has served as Senior Administrative Officer on this unit since 10 September 1944. He has been confronted by most trying and difficult tasks in reorganizing the station services and administrative functions of the unit, and the growing efficiency of the station are due to his outstanding and dogged determination under long hours of work outside his normal duties. He has overcome administrative difficulties of the most trying nature, displaying initiative and ability of the highest degree. His efforts in the personal welfare of the airmen are most meritorious and worthy of the highest commendation. His deportment, loyalty and cheerfulness throughout are exemplary.

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BISHOP, F/L Edward McDonald (J15156) - **Croix de Guerre (France)** - No.65 Squadron (AFRO gives unit only as "Overseas") - Awarded as per AFRO 1619/45 dated 19 October 1945. Born 6 September 1916. Home in Ottawa; enlisted there 4 October 1940. To No.1 WS, 11 October 1940. To No.1 ITS, 15 November 1940; graduated and promoted LAC, 22 December 1940 when posted to No.13 EFTS; graduated 9 February 1941 when posted to No.9 SFTS; graduated and promoted Sergeant, 4 May 1941. Posted that date to Embarkation Depot. To RAF overseas, 29 May 1941. Commissioned 20 January 1942. Promoted Flying Officer, 1 October 1942. Repatriated 9 July 1943. To No.1 OTU, Bagotville, 12 August 1943. To No.36 OTU, 8 April 1944. Promoted Flight Lieutenant, 22 May 1944. To "Y" Depot, 4 June 1944. Taken on strength of

No.3 PRC, Bournemouth, 16 June 1944. Repatriated 6 February 1945. Retired 13 April 1945. Recalled to Interim Force, 22 April 1946.; released 7 August 1946. Veterans Hall of Valour records state he died in 1970. Reported that he flew two tours (first in West Africa). Public Records Office Air 2/9645 has citation.

Flight Lieutenant Bishop, who is serving on his second tour of operations, participated in much operational flying during the liberation of France and rendered valuable service. During these operations he proved himself to be an extremely dashing and forceful leader. Flight Lieutenant Bishop personally destroyed many enemy motor transport vehicles, barges and trains and was a source of inspiration to his fellow pilots.

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BISHOP, F/O George Russel (J29887) - **Distinguished Flying Cross** - No.153 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 21 March 1920 in Nanton, Alberta; home in Port Arthur, Ontario (farmer); enlisted Calgary, 13 February 1941 and posted to No.2 Manning Depot. To No.37 SFTS, 15 March 1941 (guard). To No.2 ITS, 9 April 1941; graduated and promoted LAC, 15 May 1941 when posted to No.16 EFTS; (graduated 2 July 1941 when posted to No.4 SFTS; graduated and promoted Sergeant, 13 September 1941. To Trenton, 14 September 1941. To Rockcliffe, 15 December 1941. To No.3 BGS, 13 January 1942. Promoted Flight Sergeant, 13 March 1942. Promoted WO2, 18 September 1942. Commissioned 24 August 1943. To "Y" Depot, date uncertain. To RAF overseas, 13 October 1943. Promoted Flying Officer, 24 February 1944. Promoted Flight Lieutenant, 8 March 1945. Repatriated 23 April 1945. To Debert, 5 August 1945. To Halifax, 13 October 1945. To Air Navigation School, 20 November 1945. To Torbay, 15 January 1946. To Release Centre, 18 February 1946. Retired 26 February 1946. Award presented 14 June 1949. Died in Carman, Manitoba, 26 July 2002 as per **Legion Magazine** of March 2003. 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 11 March 1945 when he had flown 37 sorties (230 hours), 5 October 1944 to 7 March 1945.

5 October 1944 - Saarbrücken
7 October 1944 - Emmerich
14 October 1944 - Duisburg
19 October 1944 - Stuttgart
23 October 1944 - Essen
25 October 1944 - Essen
28 October 1944 - Cologne

30 October 1944 - Cologne
9 November 1944 - Wanne Eickel
16 November 1944 - Duren
18 November 1944 - Wanne Eickel
21 November 1944 - Aschaffenburg
4 December 1944 - Karlsruhe
12 December 1944 - Essen
15 December 1944 - Ludwigshaven
17 December 1944 - Ulm
22 December 1944 - Coblenz
27 December 1944 - Rheydt
3 December 1944 - Urft Dam
29 December 1944 - Gelsenkirchen
31 December 1944 - Osterfeld
2 January 1945 - Nuremburg
5 January 1945 - Royan
7 January 1945 - Munich
22 January 1945 - Duisburg
1 February 1945 - Ludwigshaven
3 February 1945 - Bottrop
7 February 1945 - Cleve
13 February 1945 - Dresden
14 February 1945 - GARDENING
20 February 1945 - Dortmund
23 February 1945 - Pforzheim
24 February 1945 - GARDENING
1 March 1945 - Mannheim
2 March 1945 - Cologne
3 March 1945 - GARDENING
7 March 1945 - Dessau

This Canadian captain of aircraft has now completed a successful tour of operations against the enemy. His targets include such heavily defended areas as Essen, Nuremburg, Munich and Dresden.

Throughout his tour, Flight Lieutenant Bishop has pressed home his attacks with the utmost vigour and has displayed a total disregard of personal safety in the face of heavy and accurate anti-aircraft fire.

The successful completion of his crew's tour was in a large measure due to this officer's resourcefulness, initiative and skilful airmanship.

His commendable courage and devotion to duty make him well worthy of the award of the Distinguished Flying Cross.

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BISHOP, P/O Hubert George (J92591) - **Distinguished Flying Cross** - No.431 Squadron (deceased) - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 6 March 1915 in Catalina, Newfoundland; home and wife in Glace Bay, Nova Scotia. His work was described as "Farming, St. Esprit, 1932-34" followed by ""Receiving Clerk, Eaton's Groceteria, 1934-39", "Meater Cutter, Shores Marketers, 1939-41" and "Tool investigator, Small Arms Limited, 1942-43"); enlisted 17 September 1943 in Toronto and posted to No.1 Manning Depot. To No.9 BGS, Mont Joli, 2 January 1944; promoted LAC, 26 February 1944; graded as Air Gunner, 7 April 1944 and promoted Sergeant that date. To No.3 Advanced Gunnery Training School, Trois Rivieres, 22 April 1944; to "Y" Depot, Lachine, 21 May 1944. Embarked from Halifax, 2 June 1944; arrived in Britain, 10 June 1944. Taken on strength of No.3 PRC, 11 June 1944. To No.61 Base, 29 June 1944. Detached to Battle School, 29 June to 21 July 1944. To No.1661 Conversion Unit, 21 July 1944. To No.431 Squadron, 5 August 1944. Commissioned 7 November 1944. Killed in action 11 March 1945 (Lancaster KB853). Award sent by registered mail to next of kin by Governor General, 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.3260 (RG.24 Vol.20637) has recommendation for DFM dated 12 December 1944 when he had flown 22 sorties (104 hours five minutes), 9 August to 2 December 1944.

As rear gunner this NCO has a quiet, efficient manner, which has been a source of great confidence to his crew. Sergeant Bishop has completed twenty-two successful sorties over France and Germany, and possesses the ability to make instant decisions in an emergency combined with a strong sense of duty and personal courage. He has completely justified the faith which his comrades placed in his vigilance during their long, hazardous flights.

DHist file 181.009 D.5526 (RG.24 Vol.20667) has another recommendation, this one dated 24 February 1945 for a DFC. By then he had completed 32 sorties (180 hours 29 minutes), 9 August 1944 to 21 February 1945.

As a rear gunner this officer has a quiet, efficient manner, which has been a source of great confidence to his crew. Pilot Officer Bishop has completed thirty-two successful sorties over France and Germany, and possesses the ability to make instant decisions in an emergency combined with a strong

sense of duty and personal courage. He has completely justified the faith which his comrades placed in his vigilance during their long, hazardous flights.

The sortie list was as follows:

9 August 1944 - La Breteque (4.15, mid-under gunner)
10 August 1944 - La Pallice (6.30, mid-under gunner)
12 August 1944 - La Neuville (4.00, mid-under gunner)
14 August 1944 - Falaise (4.20, mid-under gunner)
15 August 1944 - Soesterburg (3.15, mid-under gunner)
25 August 1944 - Brest (5.05, mid-under gunner)
9 September 1944 - Le Havre (3.50, mid-under gunner)
10 September 1944 - Le Havre (4.40, mid-under gunner)
12 September 1944 - Wanne Eickel (4.45, mid-under gunner)
13 September 1944 - Osnabruck (4.50, mid-under gunner)
15 September 1944 - Kiel (6.25, mid-under gunner)
18 September 1944 - Domburg (3.35, mid-under gunner)
20 September 1944 - Pas de Calais (3.20, mid-under gunner)
25 September 1944 - Calais (4.10, mid-under gunner)
26 September 1944 - Calais (4.00, mid-under gunner)
27 September 1944 - Sterkrade (5.45, mid-under gunner)
28 September 1944 - Cap Gris Nez (4.05, mid-under gunner)
6 October 1944 - Dortmund (5.55, mid-upper gunner)
9 October 1944 - Bochum (6.10, rear gunner)
6 November 1944 - Gelsenkirchen (5.25, rear gunner)
16 November 1944 - Julich (5.30, rear gunner)
18 November 1944 - Munster (5.40, rear gunner)
2 December 1944 - Hagen (8.05, rear gunner)
15 December 1944 - Ludwigshaven (6.40, rear gunner)
30 December 1944 - Cologne (6.19, rear gunner)
6 January 1945 - Hanau (7.57, rear gunner)
14 January 1945 - Merseberg (9.05)
16 January 1945 - Zeitz (8.45, rear gunner)
28 January 1945 - Stuttgart (7.40)
13 February 1945 - Dresden (10.08, rear gunner)
20 February 1945 - Dortmund (6.54, rear gunner)
21 February 1945 - Duisburg (6.46, rear gunner)

The website "Lost Bombers" provides the following on his last sortie. Lancaster KB853, No.431 Squadron (SE-A), target Essen, 1 March 1945. KB853 was delivered to No.434 Squadron on 16

November 1944, joining No.431 Squadron in February 1945. Undertook no operations with No.434 Squadron; with No.431 Squadron as SE-A it raided Dortmund, 20/21 February 1945; Essen, 11 March 1945; Essen, 11 March 1945 when lost. Airborne at 1142 hours from Croft, flown by the squadron commander. Crashed in the target area. Crew (all killed) were W/C R.F.Davenport, RCAF; Sergeant A.C.Pettifor, RCAF; F/O D.K.J.Hector, RCAF; WO2 C.W.Fraser, RCAF; P/O H.G.Bishop, DFC, RCAF; Flight Sergeant C.R.Lecky, RCAF.

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BISHOP, A/M William Avery, VC, DSO, MC, DFC (C235) - **Companion, Order of the Bath** - AFHQ (Director of Air Force Recruiting) - Award effective 26 May 1944 as per **London Gazette** dated of that date and AFRO 1380/44 dated 30 June 1944. Born in Owen Sound, Ontario, 8 February 1894. Attended RMC; served in 4th Battalion, 7th Canadian Mounted Rifles; went overseas, transferred to RFC.

Air Marshal Bishop's record prior to this war is well known. At the outbreak of war he offered his services as Director of Recruiting and since that time he has contributed in no small way to the success of the Royal Canadian Air Force in obtaining a surplus of aircrew. His duties have entailed long and extensive travel and through his untiring efforts and unflagging zeal he has maintained and enhanced the respect of not only the Royal Canadian Air Force, but of the citizens of the Dominion of Canada.

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BISS, FS Frederick Stephen (R182231) - **British Empire Medal** - No.7 Photo Wing - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Toronto, 5 July 1913. Home in Toronto; had worked eleven years in photography business; enlisted there 27 July 1942 as Photographer and posted to No.1 Manning Depot with rank of Corporal. To Rockcliffe, 2 December 1942. Promoted Sergeant, 1 May 1943. Promoted Flight Sergeant, 1 January 1944. To Release Centre, 8 November 1945; retired 9 November 1945. Award sent by registered mail 21 December 1949. Died 1993.

This non-commissioned officer has been employed as a photographer at this unit for over four and a half years. Throughout this period he has been accredited with countless excellently produced projects. He has worked indefatigably with such precise skill as to win the respect and praise of all those who have seen his work or been associated with him. He has done much to improve the standard of work of those under him, thus inspiring the confidence of all. His contribution to the efficiency and production of

photography in the Royal Canadian Air Force has been outstanding.

Selected Assessments: "An exceptionally good tradesman; is qualified in all respects for promotion to higher rank." (S/L D.S. Ross, No.1 Photo Centre, 14 December 1943)..

"An exceptional tradesman and an outstanding NCO." (S/L J.A.E. Schwartz, Station Rockcliffe, 17 August 1944).

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BISSETT, FS (now P/O) Jack Montgomery (R95231/J16991) - **Distinguished Flying Medal** - No.78 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 14 May 1943 and AFRO 1078/43 dated 11 June 1943. Born in Pilot Mound, Manitoba, 18 August 1920. Home in St.Vital, Manitoba. Attended Windsor School (Winnipeg) for nine years, two years at Glenlawn Collegiate (Winnipeg) and one year at La Verandre Technical School (wood and metal working). CPR clerk for three months; clerk for Manitoba Power Commission, June 1940 to enlistment; enlisted Winnipeg, 4 March 1941. To No.2 Manning Depot, 20 May 1941. To No.7 BGS, Paulson (guard duty), 21 June 1941. To No.4 ITS, Edmonton, 15 July 1941; graduated and promoted LAC, 19 August 1941; taken on strength of No.8 EFTS, Vancouver, 20 August 1941; may have graduated 5 October 1941 but not taken on strength of No.3 SFTS, Calgary until 9 October 1941; graduated and promoted Sergeant, 2 January 1942. To "Y" Depot, Halifax, 4 January 1942; to RAF Trainee Pool, 23 January 1942; taken on strength of No.3 PRC, Bournemouth, 10 February 1942. To Kirmington, 4 March 1942. To No.22 OTU, 23 June 1942. Promoted Flight Sergeant, 2 July 1942. To No.78 Conversion Flight, 20 October 1942. To No.1658 Conversion Unit, 1 October 1942. To No.78 Squadron, 20 October 1942. Commissioned with effect from 23 January 1943. Taken on strength of No.1663 Conversion Unit, 9 April 1943. Promoted Flying Officer, 28 April 1943. To No.1664 Conversion Unit, 24 May 1943. Promoted Flight Lieutenant, 26 October 1943. Award presented 30 November 1943. On 30 January 1944, as Flight Lieutenant at No.1664 Heavy Conversion Unit, took off from Dishforth, 1910 hours, in Halifax DG308. Fifteen minutes, approaching to land, the trainee pilot inadvertently opened the bomb doors instead of flaps; a fast landing ensued. When braking was ineffective, Bissett swung the aircraft, main wheels folding under high stress load. Promoted Squadron Leader and posted to No.427 Squadron as Flight Commander, 7 February 1944. Attended Bomber Command Tactical School, 14-19 March 1944. Completed three sorties on his second tour. Killed in action with No.427 Squadron, 30/31 March 1944 (Halifax LV898). Photo PL-21665 is a portrait.

Flight Sergeant Bissett has displayed great courage and determination to accomplish his tasks successfully. He has taken part in many sorties including attacks on various targets in the well defended Ruhr area. A fearless captain, his fine example has proved inspiring.

NOTE: Public Records Air 2/8950 has original recommendation with sortie list, dated 21 March 1943. He had flown 26 sorties (160 hours 39 minutes); recommended citation differs markedly and yet has no real added data.

8 September 1942 - Duisburg (5.15)
20 November 1942 - Turin (9.11) - Heavy fires seen in town.
26 November 1942 - GARDENING (4.00)
28 November 1942 - Turin (9.40) - Many large fires seen.
2 December 1942 - Frankfurt (8.15) - Small scattered fires seen.
14 December 1942 - GARDENING (3.44) - Parachutes seen to open.
17 December 1942 - GARDENING (7.00) - Vegetables brought back.
14 January 1943 - Lorient (5.25)
27 January 1943 - Dusseldorf (5.15) - Incendiaries seen to be well alight
29 January 1943 - Lorient (6.01)
2 February 1943 - Cologne (5.08) - Town lit up by numerous fires.
3 February 1943 - Hamburg (7.00) - Glow of fires seen through clouds.
7 February 1943 - Lorient (5.02) - Many fires seen; glow observed from English coast.
11 February 1943 - Wilhelmshaven (5.00) - Very large explosions followed by large fire.
13 February 1943 - Lorient (5.31) - Fires seen in dock area.
14 February 1943 - Cologne (5.05) - Glow of many fires seen through clouds.
16 February 1943 - Lorient (5.16) - A very wide area of fires; huge conflagration.
18 February 1943 - Wilhelmshaven (5.17) - Bomb bursts observed; very successful operation.
19 February 1943 - Wilhelmshaven (4.57) - Many fires observed.
25 February 1943 - Nuremburg (8.37) - Incendiaries seen starting fires at beginning of attack.
26 February 1943 - Cologne (6.36) - Whole town covered with fires.
28 February 1943 - St.Nazaire (6.05) - Many bursts observed in target area.
3 March 1943 - Hamburg (6.00) - Nine large fires counted in target area.
5 March 1943 - Essen (5.38) - Large explosion seen followed by many fires.
8 March 1943 - Nuremburg (7.39) - Bomb bursts distinguished around marker flares.
9 March 1943 - Munich (8.23) - Many fires seen starting in target area; terrific explosion also seen.

Flight Sergeant Bissett is one of the keenest captains in the squadron and has always shown the greatest courage and determination throughout his tour, in the course of which he has attacked some of the most heavily defended areas in Germany. He has always set an example to those who worked with him, and is a real asset to the squadron.

BISSETT, F/O Jack Montgomery, DFM (J16991) - **Mention in Despatches** - No.1664 HCU - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. AFRO says No.423 Squadron but this is clearly wrong. Identified in **No.6 Group Monthly Summary of Operational and Training Activities** (January 1944), as being with No.1664 HCU (and so given here). DHist file 181.009 D.2993 (National Archives RG.24 Volume 20634) has recommendation for an MiD which is stamped 25 January 1944 but may reflect the sort of work for which an earlier recommendation could have been submitted. He was described as a flying instructor at No.1664 Heavy Conversion Unit, and the text was as follows:

This officer has been an outstanding personality and an extremely efficient instructor in No.1664 Heavy Conversion Unit since it was formed in May 1943. His general interest in all branches of training has been an uplifting influence on the growth of the unit and the morale of pupils and instructors alike. He is strongly recommended for Mention in Despatches.

The website "Lost Bombers" provides the following on his last sortie: Halifax LV898, No.427 Squadron (ZL-D), target Nuremberg, 30/31 March 1944. This was one of three No.427 Squadron Halifaxes lost on this operation; the others were LV923 and LW618. Airborne at 2220 hours, 30 March 1944 from Leeming. Outbound, shot down by a night-fighter, crashing at Herhahn, 4 km NNW of Schleiden. Crew (all killed) were S/L J.M.Bissett, DFM, RCAF; Flight Sergeant K.F.Shoener, RCAF; Sergeant V.S.Holloway; F/O R.J.White, DFM, RCAF; F/O F.R.Zulauf, DFM, RCAF; F/O J.J.H.G.G.Leclaire, RCAF; P/O W.C.Hall, RCAF; F/O R.A.Shannon. DFM, RCAF.

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BITTNER, F/O Irvine Joseph (J86219) - **Distinguished Flying Cross** - No.514 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 15 December 1923 in Abernethy, Saskatchewan; home in Forest Gate, Saskatchewan (student); enlisted Regina, 26 June 1942. To No.2 Manning Depot, 22 July 1942. To No.1 CNS, 10 September 1942. To No.2 ITS, 24 October 1942; promoted LAC, 31 December 1942; to No.15 EFTS, 23 January 1943; to No.11 SFTS, 3 April 1943; graduated and promoted Sergeant, 23 July 1943. To "Y" Depot, Halifax, 6 August 1943. Embarked from Halifax, 26 August 1943. Disembarked in Britain, 1 September 1943. To No.21 P) AFU, 28 September 1943. To No.26 OTU, 25 January 1944. Commissioned 6 May 1944. To No.31 Base, 19 May 1944 and course at No.1653 Conversion Unit. To No.514 Squadron, 17 August 1944; promoted Flying Officer that date. To Repatriation Depot, 22 January 1945. Repatriated 9 February 1945. To No.2 Air Command, Winnipeg, 26 February 1945. To No.6 Release Centre, Regina, 11 April 1945. Released 19 April 1945. Award presented in Vancouver, 18 May 1954. Died in Matsqui, British Columbia, 29 September 1984. 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 27 December 1944 when he had flown 30 sorties (126 hours 15 minutes), 18 August to 27 December 1944.

18 August 1944 - Bremen (5.25)
31 August 1944 - Pont Remy (3.15)
20 September 1944 - Calais (3.00)
23 September 1944 - Neuse (4.00)
25 September 1944 - Calais (3.05)
27 September 1944 - Calais (2.45)
7 October 1944 - Emmerich (4.00)
14 October 1944 - Duisburg (4.00)
15 October 1944 - Wilhelmshaven (4.40)
19 October 1944 - Stuttgart (4.55)
21 October 1944 - Flushing (2.45)
23 October 1944 - Essen (5.30)
25 October 1944 - Essen (4.10)
28 October 1944 - Flushing (2.30)
29 October 1944 - Westkapelle (2.40)
31 October 1944 - Bottrop (4.45)
2 November 1944 - Homberg (3.55)
5 November 1944 - Solingen (4.25)
8 November 1944 - Homberg (4.20)
16 November 1944 - Heinsburg (3.50)
28 November 1944 - Neuss (4.15)
30 November 1944 - Osterfeld (3.55)
3 December 1944 - Dortmund (4.00)
5 December 1944 - Hamm (4.40)
8 December 1944 - Duisburg (4.10)
11 December 1944 - Osterfeld (4.20)
12 December 1944 - Witten (2.10), DNCO
15 December 1944 - Siegen (2.10), DNCO
16 December 1944 - Siegen (5.15)
21 December 1944 - Trier (4.50)
23 December 1944 - Trier (4.45)
27 December 1944 - Rheydt (3.50)

Flying Officer Bittner has so far completed thirty operations as pilot and captain of Lancaster aircraft. Almost all of these attacks have been made on German targets, both by day and by night, in face of very heavy ground opposition and

the threat of fighter attacks.

As a captain of aircraft and as an operational pilot, Flying Officer Bittner has proved himself to be extremely capable and determined, successfully attacking the target on all occasions in spite of the fiercest enemy defences and often in very bad weather conditions. On one occasion this determination and courage was particularly displayed when Flying Officer Bittner carried out an attack on Essen during the night of October 23rd, 1944, despite very severe icing on his aircraft.

He has many times in daylight sorties carried special bombing equipment which demands a long and straight bombing run. Regardless of the severity of the enemy defences he has constantly made full use of this equipment with the greatest skill and courage.

In recognition of these qualities and his extremely valuable work in operations, Flying Officer Bittner is strongly recommended for the award of the Distinguished Flying Cross.

Notes: At No.1653 Conversion Unit, 26 May to 7 August 1944. Flying in Conversion Flight was as follows: Dual Flying, Day, 4.25 (nine landings), Solo Flying, Day, 5.55 (16 landings), Dual Flying, Night, 4.10 (eight landings), Solo Flying Night, 4.20 (eight landings). "A capable pilot when he tries. Suffered from finger trouble on night solo - an average captain." Other notes show he flew 4.55 on Day Cross Country with air firing and bombing, 6.05 on Day Cross Country with loaded climb, 4.20 on Bullseye, 4.20 on "Flashlight" and two Fighter Affiliation exercises of 1.20 and 1.10. Also did an "H.L.B. Night" (whatever that is), 1.40. "An average captain who seemed to hold his crew fairly well, but owing to being held back on the course for rather a long time through illness, etc. got a bit slack towards the end. An average crew." (S/L G.T. Fowler). However, it was also noted, "This crew had two accidents, one a tyre burst, and the other through failure to remove pitot covers and abandoning take off. The latter accident probably did the captain a lot of good, but was an expensive lesson. Quite a satisfactory crew otherwise."

On repatriation he reported he had flown 110.00 on Oxfords at No.21 (P) AFU, 90 hours on Wellingtons at No.26 OTU, 42 hours on Stirlings at No.1653 CU, 12 hours on Lancasters at Lancaster Finishing School, and 160 hours on Lancasters on operations. Operational hours: 125; non-operational hours: 289.

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BITZ, F/L Frank Joseph (J11140) - Croix de Guerre (France) - No.180 Squadron (AFRO gives unit only as "Overseas") - Awarded as per AFRO 1672/45 dated 2 November 1945. Born 30 April 1916 in Allan, Saskatchewan. Home in Vancouver where he had been employed as a stenographer and accountant. Enlisted there 26 June 1941 and posted that date to No.2

Manning Depot. To No.2 BGS (non-flying duties), 5 August 1941. To No.2 ITS, 1 September 1941. Promoted LAC, 9 October 1941 and posted that date to No.15 EFTS; to No.10 SFTS, 6 December 1941; graduated 10 April 1942 and commissioned. Posted to Central Flying School, Trenton, 23 May 1942. To No.5 SFTS, Brantford, 15 July 1942. Promoted Flying Officer, 10 October 1942. To No.34 OTU, Pennfield Ridge, 24 June 1943. To "Y" Depot, Halifax, 2 October 1943. Embarked from New York, 8 October 1943. Disembarked in Britain, 16 October 1943. To No.21 (P) AFU, 4 January 1944 (15 hours on Oxfords). Attached to No.1511 Beam Approach Training Flight, 25 January to 1 February 1944 (ten hours on Oxfords). To No.13 OTU, 28 March 1944 (30 hours on Mitchels). Promoted Flight Lieutenant, 10 April 1944. To No.180 Squadron, 8 May 1944. Reported missing, 9 September 1944. Reported Safe, 20 September 1944 and hospitalized. He subsequently stated he had flown 43 sorties and 99 operational hours, 9 May to 24 September 1944. Repatriated 18 November 1944. To No.5 OTU, 7 January 1945 where he expressed a keen interest in flying Liberators. Released 31 August 1945. Died in Vancouver, 19 July 1986. Public Records Office Air 2/9645 gives unit and citation.

This officer has operated against the most heavily defended targets in France during the period before and after D-Day. Some of his targets include Le Havre, Boulogne, Caen, Dieppe and Rouen. He has displayed [sic, "played" ?] a leading part in the operations which were a prelude to the liberation of France, and led his flight with undaunted courage in all attacks. By day and night he attacked enemy targets in the face of heavy opposition, showing great determination and skill throughout.

The following information comes via researcher Jocelyn Leclercq. On 9 September 1944, Flight Lieutenant F/L F.J. Bitz was the captain of Mitchell II FW125 (possibly coded EV-V). The crew was made of P/O Cyril Cecil Allom, RAAF (Aus 426504, navigator), Sergeant William Robertson Addison, RAFVR (1597310, wireless operator air gunner) and P/O Thomas George Bell, RCAF (J88239, air gunner). Took off from Dunsfold at 1915 hours to bomb enemy strong points and dug in gun positions commanding the approaches to Boulogne, the same target as they had attacked the day before (Mitchell FW172, 1850 to 2020 hours). No. 180 Squadron despatched 18 Mitchells. They were hit by flak and crashed in the target area. Other crews reported three parachutes. P/O Allom reported back to Squadron on 11 September 1944 after having hitch-hiked by road and plane. He stated that Bitz and Bell were safe but slightly wounded, and that Sergeant Addison was dead. The Squadron ORB records on 30 September 1944 that Bitz and Bell "have been evacuated safe to the United Kingdom" through No. 23 Canadian Field Dressing station. Medical records indicate that he had baled out and sustained fractures to both ankles.

Assessments (selected):

"A young instructor but shows definite ability and keenness to improve himself." (F/L L. Lecomte, 13 August 1942, No.5 SFTS).

"A capable and reliable officer who has discharged his duties both as an armament instructor and flight commander with vigour and enthusiasm." (S/L R.H. Hyndman, No.5 SFTS, 23 June 1943).

"A keen and reliable pilot who pulled his weight well while in the squadron". (W/C R.I.K. Edwards, No.180 Squadron, 31 October 1944.

Training:

Course at No.34 OTU, Pennfield Ridge was 28 June to 17 September 1943. Flew Ventura aircraft - 9.45 day dual, 57.05 day as captain, 1.20 night dual, 10.20 night as captain. Fired 1,175 rounds in splash firing. Dropped three bombs low level by day and 21 bombs in other exercises. "Previously employed as a flying instructor and was somewhat rusty in consequence when he arrived here. Has worked exceptionally well above average and this, combined with his natural ability, has put him well above average in all his results. Carried out wet dinghy drill."

Course at No.13 OTU was 28 March to 9 May 1944. Flew 3.20 day dual to first day solo, 4.20 day dual, 21.00 day solo, 1.15 night dual to first night solo (total night dual) and 1.45 night solo. Formation flying took 5.55 and he logged five hours in Link. "An average pilot. Very good in formation. His night flying requires practice as he apparently cannot fully understand the Drem system"

Loss of Aircraft: There was a detailed account compiled on 17 September 1944 from report of navigator, P/O C.C. Allom:

Target: BI of a series of strong points and gun positions about Boulogne. The aircraft was leading the second box of the first wave to approach the area of the targets.

Landfall on the French coast was made as briefed and the turn towards the target was made a little beyond the coast so that the bombing run could be made as nearly parallel to friendly troops as possible. Before the turn to the run up, it was observed that there was slight to moderate flak about a box ahead. The bombing run commenced and almost immediately moderate very accurate fire was encountered. The majority of the bursts were ahead of and below the forward part of the box area. There were several bursts dead ahead, correct for height, and these occasioned damage to the front of the aircraft, including the loss of some plexiglass. Almost immediately after the bomb doors were opened, a shell burst immediately under or in the bomb bay. A fire was started. Afterwards it was stated by other members of the box that two of the bombs were shot away by this burst. The bombing run was continued and the bombs dropped. The navigator suspected that the controls were not all they might be since no response came from the aircraft after two requests for small corrections to the left. When the bombs were released (results unknown) the aircraft went into a steep dive to the right and, fearing the pilot had been hit, the navigator called the former up on the inter-com, to be informed that the pilot was uninjured. The captain then requested the navigator to investigate the fire.

This was done and the navigator observed:

(i) There appeared to be a large hole in the starboard wall of the bomb bay and through this fire was pouring from the starboard wing root into the bomb bay.

(ii) The fire was very considerable in extent and burning fiercely.

(iii) The only way to attack it would be through the hatch in the top of the bomb bay.

(iv) The top of the bomb bay was rather a hot (literally) spot.

The navigator was of the opinion that it would be unwise to linger and informed the pilot, who immediately gave the order to abandon aircraft. Navigator acknowledged by handing the pilot up his parachute and drawing his attention to it. The navigator at this time was not plugged in and so heard nothing from the aft of the aircraft.

The navigator waited until the pilot was on his feet and on the way out, then kicked out the door and baled out. Shortly afterwards, two other parachutes were seen to open and from then on the navigator concentrated on finding a spot to land. Landing was made S.S.E. of Boulogne about ten miles inland. The two other parachutes were seen well to the east and the aircraft was burning on the ground - also to the east.

The navigator was picked up immediately by members of a French-Canadian regiment and taken to a hygiene unit near Samei. Attempts were made that evening to locate this unit's headquarters but it had moved, so the night was spent with the unit.

On Sunday morning a jeep and driver were placed at the disposal of the navigator and he set off to obtain news of the remainder of the crew. The following was obtained:

(i) F/L Bitz and P/O Bell were taken to a field hospital at Beauchamps, where they spent the night. They were evacuated by ambulance on Sunday morning - destination unknown. F/L Bitz had sustained a broken ankle and P/O Bell a sprained ankle.

(ii) Sergeant Addison had not left the aircraft and died shortly after he was found. There was no parachute harness on his body.

The navigator obtained lifts as far as No.84 Group Rear Headquarters, north of Rouen, where he spent Sunday night. On Monday morning he was driven to the

airport at Amiens. From here he flew in a Dakota to Northolt and then came by train to base where he reported at 1930 hours on Monday, the 12th.

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BLACK, W/C Clifford Murray (J3476) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 18 May 1945 as per **London Gazette** of that date and AFRO 1085/45 dated 29 June 1945. Born 24 January 1917 in Saint John, New Brunswick; home in Yarmouth, Nova Scotia. Served with Royal Canadian Corps of Signals (Militia), 1935-1936. Paper maker; enlisted Montreal 6 June 1940. At No.1 Manning Depot, Toronto, 7 June to 24 June 1940. Trained at No.1 ITS (graduated 20 July 1940), No.4 ITS (graduated 7 October 1940) and No.31 SFTS (graduated 2 December 1940 although he remained on strength there until 4 January 1941). To No.13 (OT) Squadron, Patricia Bay (5 January to 6 April 1941); to No.120 (BR) Squadron (7 April 1941 to 29 April 1942); to Station Yarmouth (16 May 1942 to 27 April 1943); to No.161 (BR) Squadron (5 May 1943 to 1 December 1943); "Y" Depot, Halifax, 2 December 1943 to 20 January 1944; No.82 OTU Overseas, 11 April to 1 July 1944. To No.419 Squadron, 9 August 1944; to No.426 Squadron, 29 January to 25 May 1945; Bottrop incident appears to have been with No.419 Squadron. Commissioned 1 January 1941; transferred to Permanent RCAF, 1 October 1946. RCAF photo PL-33502 (ex UK-15735 dated 8 October 1944) is captioned as follows: "Flight Sergeant L.E. Cromwell, mid-upper gunner from Collingwood, Ontario, left, and Flight Lieutenant Cliff Black, pilot from Yarmouth, N.S. and McAdam, N.B., examine a specially inscribed 'cookie' just before they flew the trip which marked the 1000th sortie for Canadian-built Lancasters of the RCAF Bomber Group's veteran Moose Squadron. Dortmund, in the German Ruhr, was the target. F/L Black was an employee of the Ontario Paper Company in Baie Comeau, Quebec." Photo PL-36368 is a portrait. RCAF photo PL-41034 (ex UK-16892 dated 23 November 1944) shows him soon after taking command of No.419 Squadron. Award presented 1 April 1949.

This officer has completed numerous sorties against a variety of heavily defended targets and has invariably pressed home his attacks with great resolution. On one occasion, when attacking Bottrop, despite the failure of one engine, he completed a successful attack and also obtained a valuable photograph. Wing Commander Black has set a fine example to the squadron he commands and his leadership and courage have been outstanding.

BLACK, S/L Clifford Murray, DFC (19546) - **Croix de Guerre with Silver Star (France)** - Award as per **Canada Gazette** dated 20 September 1947 and AFRO 485/47 dated 12 September 1947. Pilot. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Wing Commander Black commanded a Heavy Bomber Squadron and Heavy Bomber Station in No.6 Group, the latter appointment being held until the cessation of hostilities in Europe. During his tour of duty many German-held targets in France were attacked with outstanding success by the Squadrons under his command.

* * * *

BLACK, F/O Duncan Rhoderick (J89826) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 5 June 1945 as per **London Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 9 December 1922. Home in Montreal; enlisted there 7 September 1942 and posted to No.5 Manning Depot. To No.5 Equipment Depot, 19 November 1942. To No.3 ITS, 6 March 1942; graduated and promoted LAC, 15 May 1943 when posted to No.13 EFTS; graduated 10 July 1943 when posted to No.2 SFTS; graduated and promoted Sergeant, 29 October 1943. To "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, Bournemouth, 23 November 1943. Promoted Flying Officer, 28 February 1945. Repatriated 8 June 1945. To No.1 WS, 24 July 1945. To Release Centre, 26 August 1945. Retired 15 September 1945. Rejoined as pilot (Chipmunk instructor), Trenton, 20 October 1950 to 7 May 1952 (206119). **Note**, in AFRO the unit appears as No.436 Squadron; DHH card has No.426 Squadron typed, then struck out in pencil and No.436 substituted. Award presented 5 October 1946.

Flying Officer Black has completed many operational missions and has proved an efficient and determined captain of aircraft. This was amply demonstrated in March 1945 when detailed to attack Cologne. Soon after taking off, the starboard outer engine became unserviceable. Although some height was lost, this officer continued to the target which he successfully attacked. Throughout he displayed fine airmanship and devotion to duty.

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BLACK, F/L Robert Loughrey (J37377) - **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 4 March 1920. Home in Brussels, Ontario; enlisted Hamilton, 28 August 1941. To No.4 BGS, 12 September 1941. To No.1 ITS, 10 November 1941; graduated 2 January 1942, promoted LAC and posted to No.6 EFTS; to No.4 SFTS, 28 March 1942; promoted Sergeant, 17 July 1942. To "Y" Depot, Halifax, 31 July 1942; to No.10 AOS, 16 August 1942; commissioned 22 October 1943; to "Y" Depot, 5 November 1943; taken on strength of No.3 PRC, Bournemouth, 23 November 1943. Repatriated to Canada, 1 June 1945. Released 13 July 1945. Employed postwar by Dominion Laboratory of Forest Pathology, Toronto. Award sent by registered mail 28 June 1949. Photo PL-43767 shows three RCAF members of No.101 Squadron - left to right they were F/O R.L. Black, DFC ("flew with a four leaf clover cased in perspex"), F/O C. Harder of Lethbridge (navigator to Black) and F/L A.M. Herring, DFC of Long Branch, Ontario ("a friend of the late F/L D.E. Hornell.") 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 2/9137 has recommendation dated 15 May 1945 when he had flown 31 sorties (209 hours 55 minutes).

12 December 1944 - Essen

15 December 1944 - Ludwigshaven

17 December 1944 - Ulm
22 December 1944 - Bonn
28 December 1944 - Bonn
29 December 1944 - Sholven-Buer
31 December 1944 - Osterfeld
2 January 1945 - Nuremburg
5 January 1945 - Hanover
6 January 1945 - Neuss
14 January 1945 - Merseburg
16 January 1945 - Brux
28 January 1945 - Stuttgart
1 February 1945 - Ludwigshaven
3 February 1945 - Bottrop
7 February 1945 - Cleve
13 February 1945 - Dresden
20 February 1945 - Dortmund
21 February 1945 - Duisburg
23 February 1945 - Pforzheim
1 March 1945 - Mannheim
2 March 1945 - Cologne
7 March 1945 - Dessau
8 March 1945 - Kassel
25 March 1945 - Hanover
27 March 1945 - Paderborn
3 April 1945 - Nordhausen
4 April 1945 - Lutzendorf
9 April 1945 - Kiel
10 April 1945 - Plauen
14 April 1945 - Potsdam (Berlin)

Flight Lieutenant Black, a Canadian, is a pilot of outstanding ability who has carried out a highly successful tour of 31 operational sorties against the enemy. On many occasions the targets which he attacked offered heavy opposition from flak and fighters, but this in no way deterred this officer's firm intention to strike the enemy as hard as possible.

This officer's keenness for operations was outstanding, and all those around him knew that it was his one intention to complete the task in hand. This officer at all times displayed a very fine order of personal courage which combined with cheerful confidence and unequalled spirit of determination has resulted in the

completion of a splendid operational tour.

It is recommended that Flight Lieutenant Black's fine offensive spirit and sustained bravery in the face of the enemy be recognized by an award of the Distinguished Flying Cross.

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BLACK, P/O Stanley (J93285) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 22 May 1921 in Winnipeg; home there (machine operator); enlisted there 20 July 1942. Trained at No.2 ITS (graduated 3 April 1943) and No.5 AOS (graduated 29 October 1943). Commissioned December 1944. Released 5 July 1945. Served again in RCAF, 29 June 1955 to 3 September 1968 (Service Number 241529). Retired to Winnipeg. Award presented 11 June 1949. Died in Winnipeg 29 June 2007 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2007.

This officer has completed many sorties. He has at all times shown the greatest keenness for operational flying. Returning from an attack against Essen in November 1944, an enemy fighter attacked his aircraft four times. The aircraft was badly damaged and fire broke out in the port wing. Pilot Officer Black continued calmly to navigate the aircraft until a successful emergency landing was made. At all times his devotion to duty and courage have been worthy of the highest praise.

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BLACK, P/O Stewart Blair (J85057) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born 6 October 1923 in Innisfail, Alberta; home given variously as Ottawa (air cadet for 14 months) and Chilliwack, British Columbia; enlisted Innisfail, Alberta, 6 October 1940. To No.7 SFTS (non-flying duties), 8 May 1942. To No.2 ITS, 6 June 1942; graduated 1 August 1942 and promoted LAC. To No.2 EFTS, 28 August 1942; to No.12 SFTS, 24 October 1942; graduated 19 February 1943 and promoted Sergeant. To "Y" Depot, Halifax, 5 March 1943; to RAF overseas, 8 March 1943. Commissioned 5 February 1944. Repatriated to Canada, 9 March 1945. To No.2 Air Command, 20 March 1945. To No.7 BGS, 26 April 1945. To "Y" Depot, 14 May 1945; to No.7 BGS, 30 May 1945. To Release Centre, 29 June 1945. Released 5 July 1945. Worked in Innisfail with a Bobcat and installing electricity. Then employed for 36 years for the provincial government at the Bowden Penitentiary. Died in Olds, Alberta, 10 September 2010 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of

March/April 2011. Award sent by registered mail 22 November 1945. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty."

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BLACK, S/L Stuart McBrayne (C3216) - **Member, Order of the British Empire** - Eastern Air Command Headquarters - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Springfield, Ontario, 3 March 1895; attended Springfield Public School and St.Thomas Collegiate Institute. Served in Royal Flying Corps and Royal Air Force, First World War; trained in Canada, 1917 (25 hours flying) and England, 1917-1918 (50 hours); then in France, 1918 (500 hours with Nos.55 and 99 Squadrons; shot down and taken prisoner). Postwar he owned two JN-4A aircraft and used them in 1920 for advertising around Toronto (100 hours) and Detroit (25 hours). Employed by Wardell Lighting Company (Detroit), 1919-1920 (design and sales of public building lighting), Faries Manufacturing, Decatur (factory and sales) and McDonald and Wilson Lighting Studios, Toronto (1922-1940, vice-president and Manager). Enlisted in Toronto, 9 December 1940 (Administrative Branch). To Trenton, 14 December 1940. To No.1 Training Command, Toronto, 19 January 1941 and immediately took on duties as Aircraft Detection Corps Officer. To AFHQ, 17 September 1941. Promoted Flight Lieutenant, 1 December 1941. To Eastern Air Command Headquarters, 10 October 1942. Promoted Squadron Leader, 1 January 1943. Flew occasional sorties with No.11 (BR) Squadron (application for 1939-1945 Star, successful). Posted to Station Dartmouth, 1 March 1945. Flew on at least one convoy patrol with No.145 (BR) Squadron (11 March 1945) and may have flown more (application for Atlantic Star which was approved). To Eastern Air Command Headquarters, 24 May 1945. To Release Centre, 25 March 1946. Released 29 March 1946. Worked for Richard Wilcox of London (Ontario) as advertising and export manager. Died in St. Thomas, Ontario, 22 April 1960. Award presented 10 January 1946.

Squadron Leader Black has been employed as officer in charge of the Aircraft Detection Corps from October 1942 until its disbandment in November 1944. Through this period he has worked with tireless energy and has shown outstanding organizing ability in developing the Corps from 3,738 to a peak of 20,023 voluntary and unpaid observers. His devotion to duty has been reflected in the morale and enthusiasm of the Aircraft Detection Corps which has been responsible for saving the lives of the crews of many operational and training aircraft. He has displayed exceptional devotion to duty.

The recommendation was raised on 9 February 1945 by Air Commodore Walter Orr (Eastern Air Command Headquarters).

He had been recommended twice earlier. The first was 2 July 1944 (for an MBE) by W/C R.O. Shaw (Eastern Air Command Headquarters), as follows:

This officer has been in charge of the Aircraft Detection Corps in Eastern Air Command since October 1942. Throughout this period he has worked with tireless energy and has shown outstanding organizational ability. His devotion to this Corps is reflected in their successful work, and has been a definite contribution to the success of both training and operational flying on this coast.

The second (for an OBE) was raised on 1 December 1944 by Air Commodore Orr and was identical in wording to that raised on 9 February 1945.

Note: The following memo, 14 August 1942 (A/V/M N.R. Anderson to Air Member for Personnel, re F/L S.M. Black) says much about Black but also about the Aircraft Detection Corps.

1. Eastern Air Command have requested by letter S.26-1-1, dated August 6th, 1942, that a senior officer familiar with landlines and well qualified to secure civilian cooperation be posted as Aircraft Detection Officer at Eastern Air Command Headquarters to replace Squadron Leader E.B. Goodspeed. It is recommended that Flight Lieutenant S.M. Black (C/3116) be posted to fill the above referenced vacancy.
2. Flight Lieutenant Black has been associated with Aircraft Detection Corps work practically continuously since January 1941 and from December 1941 until July 1942 has administered Aircraft Detection Corps work with Air Force Headquarters. He has been energetic and has shown initiative and organizing ability. Squadron Leader Goodspeed, D.D.A.D.C., previously of Eastern Air Command Headquarters, testifies to the assistance rendered by this officer in successfully arranging many matters which have been of inestimable value in promoting the Aircraft Detection Corps. Many schemes proposed by Eastern and Western Air Commands had been pending at Air Force Headquarters for a considerable time previous to Flight Lieutenant Black taking charge.
3. In addition to the above, Flight Lieutenant Black successfully and expeditiously paved the way for the formation of the Central Area Aircraft Detection Corps which was pressed for by the United States Forces at Sault Ste. Marie, Michigan.
4. He has good qualifications, adequate experience in communication matters and is fully capable of organising and instructing the civilian volunteer observers

in order to obtain their full cooperation.

5. The ADC officer at Eastern Air Command has important liaison duties with senior officers of the Navy, Army and United States authorities, Provincial Government officials, the Commission Government of Newfoundland and Communications Companies' executives. Regional Directors, Chief Observers and Official Observers - all voluntary workers in the ADC, are addressed from time to time. In view of the importance of these liaison duties and giving consideration to Flight Lieutenant Black's experience and qualifications, it is recommended that he be posted to fill the vacancy at Eastern Air Command and that he be given the rank of Acting Squadron Leader prior to posting,

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BLACK, F/O Victor James (J26061) - **Distinguished Flying Cross** - Eastern Air Command Headquarters - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Born 6 March 1920. Enlisted in Vancouver, 29 April 1941; posted that day to No.2 Manning Depot. To No.11 Equipment Depot, 22 May 1941. To No.2 ITS, 20 June 1941; graduated 8 August 1941, promoted LAC and posted to No.19 EFTS; to No.10 SFTS, 25 September 1941; graduated 19 December 1941 and promoted Sergeant. To No.31 GRS, 9 January 1942. To No.31 Personnel Depot, 13 March 1942. To No.117 (BR) Squadron, 19 May 1942. Commissioned 4 February 1943. To Station Shelburne, 28 November 1943. To Eastern Air Command Headquarters, 18 January 1944. To Release Centre, 21 August 1945. Released 24 August 1945. Award presented at Sea Island, 22 October 1949. As of recommendation he had flown 1,731 hours 30 minutes, of which 1,100 were on operations (113 sorties).

This officer, throughout a long period of flying duties on operations in the North Atlantic area, has proven himself to be a most efficient pilot and captain of aircraft. By his skill as a pilot and his keenness and devotion to duty he has set a very a fine record on anti-submarine operations. The splendid manner in which he has carried out his duties has been an inspiration to all those with whom he has been associated.

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BLACK, F/L William Anderson (J1444) - **Air Force Cross** - No.8 SFTS (since moved to No.1 OTU). Award made on 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Halifax, 22 September 1907. Spent four years in a Cadet Corps. Bank Clerk in Halifax, 1937-1938. Customs and Steamship clerk in Halifax, 1938-1940. Enlisted in

Halifax, 27 May 1940. To No.1 Manning Depot, Toronto, 29 May 1940. Posted to No.1 ITS, Toronto, 1 June 1940; graduated 19 July 1940 when promoted LAC and posted to No.2 EFTS; to No.4 SFTS, Saskatoon, 14 September 1940. Graduated and promoted Sergeant, 18 November 1940. To Central Flying School, 6 January 1941. To No.4 SFTS, Saskatoon, 24 March 1941. To No.8 SFTS, Moncton, 6 January 1942. Commissioned 1 March 1942. Promoted Flying Officer, 15 September 1942. To No.1 OTU, 20 November 1942. To "Y" Depot, Halifax, 27 March 1943. Embarked from Canada, 8 April 1943. Arrived overseas, 17 April 1943. Taken on strength of No.3 PRC, 18 April 1943. To No.41 OTU, 13 May 1943. Temporary Duty when AFC presented at Buckingham Palace 29 June 1943. Attached to School of Artillery, 2-13 July 1943. Posted to No.2 Squadron, 21 July 1943. Attached to Odiham, 7 August 1943 (perhaps one day only?). Attached to No.123 Airfield, 15 September to 2 October 1943. Attached to o.130 Airfield, 3 October to 3 November 1943. Attached to Alfriston Ranges, 17-18 December 1943 for Artillery Reconnaissance Course. Attached to North Woald, 22-23 January 1944. Attached to Station Benson, 23 January to 11 February 1944. Attached to North Woald again, 11-29 February 1944. Attached to Naval Bombardment Unit, Dundonald (?), 11-17 March 1944. Promoted Flight Lieutenant, 1 March 1944. Missing, presumed dead, 27 June 1944 on a Mustang of No.2 Squadron, RAF; hit by flak on photo mission, northern France.

Flying Officer Black has been an outstanding instructor, as an NCO Warrant Officer and Commissioned Officer for the past eighteen months during which time he has completed 1,450 flying hours. His personality, his steadfastness and his conscientiousness have produced many excellent pilots and assisted in the maintenance of harmony among his fellow instructors.

Recommended 3 October 1942 by a W/C Anderson (?) as follows:

Flying Officer Black has been an outstanding instructor, as an NCO Warrant Officer and Commissioned Officer for the past eighteen months during which time he has completed 1,450 flying hours. His pleasing personality, his steadfastness and his conscientiousness have produced many excellent pilots and assisted in the maintenance of harmony among his fellow instructors.

This was supported by the Commanding Officer (G/C W.W. Brown) on 7 October 1942; further supported at Training Command level on 19 October 1942 and finally by Air Marshal L.S. Breadner (date not shown) as follows: "An excellent officer and instructor. I recommend the award of the Air Force Cross." It appears that this was the second submission on his behalf.

As early as 17 September 1939 he had applied for a commission in No.116 (Fighter) Squadron and had been interviewed. It was recommended that he be so appointed as a Provisional Pilot Officer. On 20 December 1939 he was appointed as a P/P/O, to take effect 2 January 1940,

but this was cancelled by Routine Orders dated 17 January 1940 (he had been assigned number C1444). It appears he had not been able to leave his job at the time. He was subsequently interviewed on 14 May 1940 in Halifax when he was described as "Very keen, strongly recommended."

The course at No.2 ITS lasted 27 May to 20 July 1940. Courses and marks as follows: Mathematics (92/100), Armament, P and O (68/100), Drill (70/100), Law and Discipline (87/100). He appears not to have been in a Link. Placed 161st in a class of 244; described as "A good type for pilot. Well spoken, serious manner. Responsible and dependable."

Course at No.2 EFTS lasted 21 July to 14 September 1940. Flew 29 hours 40 minutes dual and 37 hours solo in Tiger Moth and five hours in Link. Described as "slow at start - very commendable progress." Ground school courses and marks were as follows: Airmanship (120/200), Airframes (143/200), Aero Engines (156/200), Signals, Practical (49/50), Theory of Flight (94/100), Air Navigation (141/200), Armament, Oral (124/200) and Qualifications as Officer (180/200). Placed 11th in a class of 20. Described as "Military mind. Excellent appearance, very good officer material. Above average in flying ability."

At No.4 SFTS as pupil, he flew Harvards (31.50 day dual, 23.50 day solo, 1.45 night dual, 1.15 night solo). Also 4.50 in Link and 6.05 as passenger. CFI wrote, "A good average pilot but inclined to be rough on controls near the ground. Aerobatics and landings require polish." In ground school his courses and marks were as follows: Airmanship (139/200), Armament-W (65/100), Armament-P (72/100), Air Navigation (148/200), Signals (47/50). Placed 25th in a class of 36 and recommended for commission.

At No.4 SFTS, as a Sergeant Instructor, he was involved in accident (date unclear - 4 May 1941 ?) with Crane 7675, student 404362 LAC John Phibbs Ferguson Reid during night landing circuits. Pupil bounced on landing, swung and ground-looped, shearing undercarriage. Instructor (Black) had taken over too late - "Inexperience on part of instructor."

At No.8 SFTS, 12 October 1942, he damaged Harvard 3148 following a night cross-country flight. A tire blew on landing, the tail wheel collapsed, and the pilot was unable to keep it straight. Student was R124849 LAC George Perry Bauchman. No injuries and no blame attached.

At No.1 OTU, Bagotville, he flew 78 hours 35 minutes (52.20 on operational types, 5.30 dual). Course lasted 28 November 1942 to 12 March 1943. Assessed as "Above the average". S/L L.G. Schwab wrote, "Excellent character; strongly recommended as a keen, alert pilot" (endorsed by W/C E.M. Reyno). Ground training was in Airmanship, Intelligence, Technical, Navigation, Armament, Signals, Operations and Tactics, plus 12 hours in Link. Air Exercises carried out were

as follows:

1. Dual (Master or Harvard, Sector Reconnaissance)
2. Solo (Master or Harvard)
3. First solo, service type
4. Experience on service type, sector reconnaissance, R/T practice.
5. D/F Homing Practice
6. Climb to 18,000 feet
7. Formation flying
- 8a. Instrument Flying, dual
- 8b. Instrument Flying as safety pilot
9. Individual stern attacks
- 10a. Navigation - solo triangular cross-country and map reading.
- 10b. Navigation - map reading and pin-pointing
11. Deflection attacks, dual
12. Air to ground firing
13. Individual deflection attacks on single aircraft
- 14a. Air Combat - Elementary aircraft following each other.
- 14b. Air Combat - Advanced head on.
- 15a. Selection Attacks on a single aircraft, straight ahead.
- 15.b Selection Attacks, taking evasive action.
16. Spinning and aerobatics.
17. Search formations.
- 18a. Cloud Flying - individual
- 18.b Cloud Flying, - as a member of a section
19. Air to air firing.
20. Navigation II - cross-country
- 21a. Section attacks at 4,000 feet
- 21b. Section attacks between 10,000 and 15,000 feet.
- 21c. Section attacks between 20,000 and 25,000 feet
22. Climb in section to 25,000 feet.
23. Squadron formation, four or more sections of two aircraft, in pairs
24. Interruption and Attack Practice
- 25a. Low Flying, Individual
- 25b. Low Flying, as a member of a section.
- 25c. Low Flying, as a member of a section - astern attacks against single aircraft.
26. Forced Landing Practice
- 27a. Night Flying - Dusk landing (not taken by him)
- 27b. Night Flying - Night landings (not taken by him).

A document dated 4 October 1943 indicated that he had requested a transfer to heavy bombers "to get more flying". He was informed that it was impossible at that time to transfer him out of 2 Tactical Air Force.

Particulars of death: Engaged in photo reconnaissance sortie, flying at 200 feet, hit in starboard wing by anti-aircraft fire from a wood, 0705 hours, Alencon area. The petrol tank burst into flames and the wing broke away as he was attempting to climb. Aircraft flicked into a dive and crashed in a wood.

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BLACK, F/O William Lyle (J35794) - **Distinguished Flying Cross** - No.65 Squadron - Award effective 8 August 1945 as per **London Gazette** dated 17 August 1945 and AFRO 1507/45 dated 28 September 1945. Born 9 August 1924 at Bracebridge, Ontario; home there (student); enlisted North Bay 10 August 1942. To No.1 Manning Depot, 8 September 1941. To No.6 ITS, 9 January 1943; graduated and promoted LAC, 19 March 1943 but not posted to No.12 EFTS until 26 March 1943; graduated 28 May 1943 and posted next day to No.6 SFTS; graduated and commissioned 17 September 1943. Post to No.1 OTU, Bagotville, 8 October 1943; to "Y" Depot, Halifax, 13 January 1944; taken on strength of No.3 Personnel Reception Centre, Bournemouth, 20 January 1944. Credited with the following victories while in No.65 Squadron: **18 December 1944**, one FW.190 damaged; **23 December 1944**, one FW.190 damaged (Mustang SR411); **9 February 1945**, one FW.190 destroyed (Mustang HB836); **5 April 1945**, one Bf.109 destroyed (Mustang KH715); **7 April 1945**, one FW.190 damaged. Repatriated 13 August 1945; released 10 October 1945. Award presented in Toronto 20 November 1949. AFRO citation says "damaged a further third" but **London Gazette** says "damaged a further three".

Flying Officer Black has completed numerous sorties of a hazardous nature. Many of these operations have necessitated long crossings over the sea. During these missions he has destroyed two enemy aircraft and damaged a further third. He has at all times displayed great determination and devotion to duty.

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BLACKBURN, W/C Arthur Paul (C846) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 1916 in Aylsford, Nova Scotia; home in New Glasgow (ex-COTC at St. Francis Xavier University); enlisted Halifax, 4 July 1938. Commissioned 1938. Received wings at Trenton, 17 June 1939. Promoted Squadron Leader, 1 August 1941. To No.2 ANS, 3 October 1941. To No.10 AOS, 25 May 1942. To "Y" Depot, Halifax, 12 December 1942. Taken on strength of No.3 Personnel Reception Centre, Bournemouth, 20 January 1943. Promoted Wing

Commander, 30 August 1944. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. Reverted to Squadron Leader, 1 October 1946. Regained Wing Commander rank, 1 January 1949. Award presented 1 April 1949. RCAF photo PL-33538 (ex UK-16083 dated 26 October 1944) has the following caption: "W/C A. Blackburn of Glasgow and Aylsford, Nova Scotia, left, commanding officer of the Bluenose Squadron, who has just returned from Duisburg in the Ruhr, is interrogated by a recently appointed flight commander in the crack RCAF Bomber Group, Squadron Leader N.G.E. Nickerson of Fort William and Kenora." RCAF photo PL-33941 (ex UK-16239 dated 2 November 1944) showing briefing of Bluenose and Iroquois squadron crews; S/L W.A. Bentley with pointer; station commander G/C R.S. Turnbull in centre of the aisle, W/C A.P. Blackburn on right. Photo PL-43453 (ex UK-20557 dated 19 April 1945) is captioned as follows: "Relinquishing command of RCAF Bomber Group's Bluenose Squadron is W/C A.P. Blackburn of Aylesford, Nova Scotia, right. He recently finished his tour during which he won the DFC. Taking over is S/L Jum Mulvihill, AFC, Britannia Heights, Ontario, left." Photo PL-56971 shows him as a Wing Commander, Staff College, 22 May 1953. 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 2/9038 has recommendation dated 26 October 1944. No details of first tour; credited with 15 sorties (73 hours ten minutes) on second tour.

- 14 July 1944 - Leipzig (6.40)
- 15 July 1944 - Diversion (4.20)
- 17 July 1944 - Caen (4.35)
- 18 July 1944 - Weseling (6.10)
- 23 July 1944 - Donges (5.45)
- 24 July 1944 - L'Hey (3.40)
- 1 August 1944 - Acquet (4.05)
- 3 August 1944 - Foret de Nieppe (4.30)
- 16 August 1944 - Kiel (5.35)
- 18 August 1944 - Bremen (5.40)
- 25 August 1944 - Calais (4.10)
- 27 August 1944 - Sterkrade-Duisburg (5.20)
- 10 September 1944 - Le Havre (4.25)
- 12 September 1944 - Le Havre (4.25)
- 12 September 1944 - Dortmund (5.05) damaged by flak)
- 14 September 1944 - Duisburg (6.05)
- 18 September 1944 - Domburgh (3.45)

Since this officer's enlistment in the Royal Canadian Air Force early in 1939 he has distinguished himself as a forceful and courageous leader. His operational efficiency during the tour of operations with Coastal Command and his work as an instructor at an Air Navigation School has brought him the praise of all his

Senior Officers and the men who have worked with him.

Since joining the bomber squadron, Wing Commander Blackburn has proven himself a highly skilful and courageous captain whose fine example and untiring work both in the air and on the ground has led his squadron to an outstanding high standard of operational efficiency.

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BLACKBURN, F/L John Hiram (C7109) - **Mention in Despatches** - Western Air Command Headquarters - Western Air Command Headquarters - Award effective 2 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Born 1896 in Pennsylvania. Moved to Alberta in 1911. Trained as a pilot in First World War but did not see active duty. Insurance agent before and after the war. Home in Edmonton; enlisted there 22 August 1941 as tradesman but commissioned same date. Posted to No.4 SFTS, 6 September 1941; to No.3 SFTS, 9 May 1942; to No.2 Manning Depot, 6 March 1944; to School of Flying Control, 19 August 1944. To Western Air Command, 24 August 1944; to Sea Island, 28 August 1944. Classified as Flying Control Officer, 1 September 1944.. Posted to Patricia Bay, 10 September 1944. To Western Air Command Headquarters, 23 November 1944. Released 14 November 1945. Awarded Webster Memorial Trophy, 1948. Author of two books - **The Blackburn Story** and **Land of Promise**. A street in Edmonton named for him. Died 1972.

Flight Lieutenant Blackburn has displayed outstanding ability as Assistant Air Search and Rescue Officer in Western Air Command, particularly in research work, the development of safety procedures and their indoctrination to aircrews. His untiring efforts and self sacrifices have gone far beyond the limits of ordinary duty, and as such have without a doubt been largely responsible for the prevention of loss of life and for the locating of crashed aircraft. His contribution to the war effort is outstanding.

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BLACKBURN, P/O William John (J87461) - **Distinguished Flying Cross** - No.12 Squadron - Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 8 June 1924 in Winnipeg; home in Cochrane, Ontario; enlisted North Bay, 8 June 1942. Trained at No.6 ITS (graduated 30 December 1942) and No.1 AOS (graduated 11 June 1943). Commissioned 1944. Released 13 December 1945. Served again in RCAF, 21 January 1953 to 27 November 1971 (Service Number 212953, aircraft controller). Died in Chambly, Quebec, 5 October 2010. 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". Public Records Office Air 2/9026 has recommendation dated 11 July 1944 when he had flown 29 sorties (154 operational hours), 18 March to 17 June 1944. Recommended for a DFM (he was then a Flight Sergeant) but amended as he had been commissioned with effect from 6 June 1944; sortie times not listed:

18 March 1944 - Frankfurt
22 March 1944 - Frankfurt
24 March 1944 - Berlin
26 March 1944 - Essen
30 March 1944 - Nuremburg
18 April 1944 - GARDENING
20 April 1944 - Cologne
22 April 1944 - Dusseldorf
24 April 1944 - Karlsruhe
26 April 1944 - Essen
27 April 1944 - Friedrichshaven
30 April 1944 - Maintenon
1 May 1944 - Venissieux
3 May 1944 - Mailly
6 May 1944 - Bruz
9 May 1944 - Merville
11 May 1944 - Hasselt (abandoned on instructions of Master Bomber)
22 May 1944 - Dortmund
24 May 1944 - Aachen
31 May 1944 - Tergnier
4 June 1944 - Sangatte
5 June 1944 - Grisbecq
6 June 1944 - Acheres
9 June 1944 - Flers
11 June 1944 - Evreux
12 June 1944 - Gelsenkirchen
14 June 1944 - Le Havre
15 June 1944 - Boulogne
17 June 1944 - Aulnoye, abandoned on instructions of Master Bomber.

Flight Sergeant Blackburn is a Canadian who has completed a most successful operational tour in the capacity of Air Bomber. As a courageous and capable member of a very gallant crew he has carried a large share of the responsibility for the crew's magnificent success.

On every occasion Flight Sergeant Blackburn has guided the pilot and bombed accurately, frequently in the face of intense opposition from ground defences in the target area. He has bombed many of the most heavily defended targets in Germany with the utmost determination and at all times has displayed a fine fighting spirit which, with his cheerful sense of humour, has been an inspiration to his crew.

I have no hesitation in recommending the award of the Distinguished Flying Medal to Flight Sergeant Blackburn.

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BLADES, F/L Philip Godfrey (J6371) - **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 13 September 1919. Born 13 March 1919 in Victoria; enlisted Vancouver 23 October 1940. To Trenton, 16 November 1940. To No.1 ITS, 27 January 1941; graduated and promoted LAC, 4 March 1941 when posted to No.4 EFTS; graduated 4 May 1941 when posted to No.6 SFTS; graduated 27 July 1941; commissioned 28 July 1941. To RAF overseas, 16 September 1941. Repatriated 7 September 1943. To No.1 OTU, Bagotville, 7 October 1943. To "Y" Depot, Halifax, 30 April 1944. Taken on strength of No.3 Personnel Reception Centre, 25 May 1944. Repatriated 8 April 1945. To Western Air Command, 17 April 1945. Released 29 June 1945. Died in Vancouver, 4 February 2002.

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BLAIKLOCK, W/C Stansfeld Tunstall (C1817) - **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 in Montreal, 1 July 1896. Enlisted in CEF, 1915. Enlisted in RCAF, Montreal, 21 March 1940 in Administration Branch. To RCAF Overseas, 28 May 1940. Granted rank of Flight Lieutenant, 1 November 1940. Promoted Squadron Leader, 1 February 1942. Repatriated 12 March 1942. To Western Air Command, 7 April 1942. To No.9 Group Headquarters, 9 August 1942. To Patricia Bay, 1 November 1942. To Eastern Air Command, 21 December 1942. To "Y" Depot, 31 August 1943; to United Kingdom, 6 September 1943. Promoted Wing Commander, 16 March 1944. Repatriated 16 April 1946. Released 28 May 1946. Award presented 24 April 1949.

This officer served with distinction overseas in the early stages of the war as an Intelligence Officer and later developed into a very capable operations Sector Controller. On his return to Canada in 1942 he did much outstanding work in

organising fighter control in operational theatres of Canada. As a result of this excellent work he was appointed to the important position of Command Staff Officer in the Middle East. Throughout his service career his mature judgement, common sense and exceptional devotion to duty have been directly responsible for a high standard of efficiency in all tasks to which he has been assigned.

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BLAIR, F/L Charles Edgar (J10609) - **Distinguished Flying Cross** - No.59 Squadron - Award effective 24 November 1944 as per **London Gazette** dated 5 December 1944 and AFRO 293/45 dated 16 February 1945. Born 10 August 1917 in North River, Nova Scotia; home in Truro, Nova Scotia; enlisted Halifax, 28 May 1941 and posted to No.1 Manning Depot. To No.5 SFTS (guard duty), 3 July 1941. To No.5 ITS, 8 August 1941; graduated and promoted LAC, 24 September 1941; to No.22 EFTS, 27 September 1941; graduated 22 November 1941 when posted to No.13 SFTS; graduated and commissioned, 13 March 1942 when posted to No.31 GRS. Further postings unclear although he may have served in No.59 Squadron when it was in the Caribbean and trained at No.111 OTU. Repatriated from overseas, 22 January 1945. To No.111 OTU, 25 February 1945. To Canada again, 2 June 1945. To Composite Training School, 6 June 1945. Retired 16 September 1945. Award sent by registered mail 10 March 1947. RCAF photo PL-28179 (ex UK-8782 dated 17 March 1944) shows him.

This officer has flown on numerous convoy escorts and anti-submarine patrols. His skill, confidence and reliability in appalling weather have been outstanding. On one occasion, when all sorties were cancelled on account of bad weather, he took off to provide cover for an important convoy. The convoy was met and successfully escorted. Throughout his operational career this captain of aircraft has set an inspiring example by his cheerful and efficient devotion to duty.

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BLAIR, WO Gordon Charles (R100088) - **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 January 1924 in Oakville, Manitoba; home there (farm labourer, ex-Royal Canadian Artillery); enlisted Winnipeg, 19 March 1941 and posted to No.2 Manning Depot. To No.12 SFTS (guard duty), 16 May 1941; promoted LAC, 18 August 1941. To No.2 WS, 19 October 1941; graduated 9 December 1941 and posted to Trenton; to No.7 BGS, 2 January 1942; graduated and promoted Sergeant, 2 February 1942. To "Y" Depot, 3 February 1942; to RAF overseas, 30 March 1942. Promoted WO2, 2 February 1943. Commissioned 19 May 1944. Repatriated by air with No.431 Squadron, 2 June 1945. To same unit for Tiger Force, 11 June 1945. To Release Centre, 12 September 1945. Retired 29 September 1945. Re-engaged, 14 October 1948 as

Clerk/Admin, rank of AC2 (14072). Promoted LAC, 15 October 1948. Spent much time in Edmonton. Appears to have retired about 1952. No citation in AFRO.

BLAIR, F/O Gordon Charles (J87293) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. 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." 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 43 sorties (295 hours 56 minutes) in two tours. First tour was 30 sorties (198 hours 51 minutes), 15 November 1942 to 29 September 1943. Second tour was 13 sorties (97 hours five minutes), 14 February to 22 April 1945. NOTE: Recommendation has name as Charles Gordon). Award sent by registered mail 28 March 1949.

Flying Officer Blair (air gunner) has completed thirteen trips on his second tour. This officer, with the experience gained on his first tour, has been a constant source of inspiration and guidance to the other members of his crew, and his section. Flying Officer Blair has shown great determination and courage in the face of the most severe enemy opposition, while operating against such heavily defended targets as Leipzig, Hamburg, Hagen and Dortmund.

For his cool daring, great skill and unfailing cheerful co-operation I strongly recommend the Non-Immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

15 November 1942 - Genoa (8.10)
28 November 1942 - Turin (8.40)
2 December 1942 - Turin (8.10)
20 December 1942 - Duisburg (4.35)
16 January 1943 - Berlin (7.25)
17 January 1943 - Berlin (7.00)
27 January 1943 - Dusseldorf (5.30)
30 January 1943 - Hamburg (6.15)
11 February 1943 - Wilhelmshaven (5.55)
13 February 1943 - Lorient (6.40)
27 April 1943 - Duisburg (5.15)
30 April 1943 - Essen (5.20)
4 May 1943 - Dortmund (7.00)
11 June 1943 - Dusseldorf (5.20)
12 June 1943 - Bochum (5.30)

14 June 1943 - Oberhausen (4.55)
28 June 1943 - Cologne (5.20)
4 July 1943 - Cologne (5.51)
12 July 1943 - Turin (10.30)
24 July 1943 - Hamburg (5.25)
27 July 1943 - Hamburg (5.00)
29 July 1943 - Hamburg (5.00)
3 August 1943 - Hamburg (5.30)
7 August 1943 - Genoa (8.30)
9 August 1943 - Mannheim (6.00)
17 August 1943 - Peenemunde (6.55)
23 September 1943 - Berlin (7.50)
28 September 1943 - Nuremburg (7.00)
27 September 1943 - Hanover (5.25)
29 September 1943 - Bochum (5.15)

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14 February 1945 - Chemnitz (9.40)
20 February 1945 - Dortmund (7.30)
23 February 1945 - Pforshiem (9.00)
1 March 1945 - Mannheim (7.10)
2 March 1945 - Cologne (6.35)
14 March 1945 - Zweibrucken (7.50)
15 March 1945 - Hagen (6.50)
21 March 1945 - Hamingstadt (5.25)
31 March 1945 - Hamburg (6.25)
4 April 1945 - Merseburg (9.35)
10 April 1945 - Leipzig (9.00)
13 April 1945 - Kiel (6.45)
22 April 1945 - Bremen (5.20)

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BLAIR, FS John Edward (R151002) - **British Empire Medal** - No.1 Technical Training School - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 16 August 1915. Home in Cobalt, Ontario; enlisted in North Bay, 30 January 1942 as Fire Fighter and posted to No.1 Manning Depot. To Trenton, 28 March 1942. Promoted Corporal, 18 April 1942 on posting to No.14 SFTS. Promoted Sergeant, 1 February 1943. To Aylmer, 14 August 1944. To Technical Engineer School, 31 March 1945. Promoted Flight Sergeant, 1 January 1946. Reverted to Sergeant, 1 October 1946. To Aylmer, 1 April 1947. Discharged 16 May 1947. Award presented 29 May 1947. At some point he changed his name

to Edmond John McEwen.

This non-commissioned officer has shown himself to be especially outstanding in the performance of his duties. The supreme knowledge he has of his trade coupled with his vigour and enthusiasm in fire prevention duties have been an outstanding example to all ranks. The efficiency of his section has contributed in no small measure to the absence of any serious damage by fire at his unit over a period of over four years.

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BLAIR, W/C Kenneth Strang (C2611) - **Member, Order of the British Empire** - NWAC Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Brussels, Huron County, Ontario, 27 April 1903. Educated in Regina, 1911-1920 including Regina Collegiate Institute (1915-1920). Junior Clerk to Assistant Estates Officer, Saskatchewan General Trusts, Regina, 1920-1926; Assistant Estates Officer, Canada Permanent Trust, Regina, 1926-1927; Salesman and then Manger, Bond Department, Clifton C. Cross and Company and their successors, Kern Agencies, 1927-1930; headed his own firms, Blair, Stephens Limited, 1930-1933 (bought out by James Richardson and Sons; employed by James Richardson and Sons, manager, bond department, 1933-1940. Enlisted in Regina, 4 September 1940 and commissioned in Administration Branch; posted that date to Trenton. Promoted Flying Officer, 19 October 1940. To No.4 SFTS, Saskatoon, 20 October 1940. To No.4 Training Command Headquarters, 15 November 1940. Promoted Flight Lieutenant, 15 June 1941. To AFHQ, 9 October 1942. Promoted Squadron Leader, 1 December 1942. To No.1 Training Command, 14 December 1943. To Trenton, 12 May 1944. Promoted Wing Commander, 12 May 1944. To Northwest Air Command Headquarters, 1 June 1944. To No.6 Release Centre, 1 October 1945. Retired 3 October 1945. Died in Calgary, 1961. Award sent by registered mail 18 November 1947.

This officer has filled the position of Senior Organization Officer at this Headquarters over a lengthy period of time. During this period he has displayed boundless energy and devotion to duty that have been exceptional. He has organized and participated in station activities and has accepted added duties and responsibilities with a cheerfulness that has been most infectious. Wing Commander Blair has played an important part in the development and organization of this Command.

Recommendation raised 21 August 1945 by A/V/M T.A. Lawrence (AOC, Northwest Air Command) as follows:

Wing Commander Blair has filled the position of Senior Organization Officer at

this Headquarters since the inception of North West Air Command, in June 1944. During this period he has displayed an undiminished energy and devotion to duty that is exceptional. He has organized and participated in station activities and has accepted added duties and responsibilities with a cheerfulness that has been most infectious. Wing Commander Blair has played an important part in the development of North West Air Command.

Assessments: "This officer is turning out very well. He is able and willing to accept responsibility and works hard. He has a pleasant personality and possesses tact. In recent months I have sent him to meet incoming echelons of RAF units and conduct them to their stations and at this he has done exceedingly well. He is becoming increasingly valuable in handling Establishment matters." (W/C C.F. Falkenburg, 1 December 1941)

"Little or no station experience but would make an excellent administrative officer on a large station if given the opportunity." (W/C C.F. Falkenburg, No.4 Training Command Headquarters, 5 June 1942)

"This officer has exhibited above average judgement and tact in his work. An excellent administrative officer." (W/C W.H. Stapley, AFHQ, 6 December 1943)/

"A very excellent staff officer. Filling position of Staff Officer Organization at this Headquarters in a capable manner." (G/C C.G. Durham, Northwest Air Command Headquarters, 21 March 1945).

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BLAKE, LAC Arthur James (R174388) - **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 16 June 1915. Home in Montreal; enlisted there 3 July 1942 as Tradesman. To No.1 Manning Depot, 2 September 1942. Reclassified as Armourer (Guns), 1 November 1942. To Station Mountain View, 7 November 1942. To No.9 Repair Depot, 29 December 1942. To "Y" Depot, Halifax, 8 February 1943. To RAF overseas, 8 March 1943. Repatriated to Canada, 8 June 1945. To No.8 OTU, 4 July 1945. Released 6 September 1945. Employed again as an Armourer, 17 December 1946 to 12 September 1956 (service number 120311); retired as Flight Sergeant. 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 stating he had served eight months in Canada, 15 months overseas.

LAC Blake has been employed in the Repair and Inspection Section of the

Armoury for the past year. He is a willing worker and cheerfully carries out any task given him. This airman is an excellent tradesman and his efforts have done much to maintain a high standard of serviceability of armament equipment on this station. Owing to increased commitments it is particularly important that this high serviceability be maintained and as LAC Blake has worked so cheerfully to maintain this high standard, it is strongly recommended that he be awarded a "Mention in Despatches".

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BLAKE, F/O Malcolm Richard (J86752) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 16 April 1923; home at Blairmore, Alberta; enlisted Calgary 13 July 1942. To No.3 Manning Depot, 13 July 1942. To No.11 SFTS (non-flying duties), 21 August 1942. To No.2 ITS, 26 September 1942; promoted LAC, 31 December 1942. To No.15 EFTS, 23 January 1943; to No.11 SFTS, 3 April 1943; graduated 23 July 1943 and promoted Sergeant. To "Y" Depot, Halifax, 6 August 1943. Commissioned 18 May 1944. Repatriated the Canada, 22 January 1945. To No.2 Air Command, 2 February 1945. To No.7 BGS, 14 March 1945. To UK again,. 13 April 1945. Repatriated again, 13 June 1945. Released 18 September 1945. Rejoined again, 15 April 1949; may not have served after 1950. Award sent by registered mail May 1955.

Throughout his tour Flying Officer Blake has shown himself to be a skilful pilot and courageous captain of aircraft. His determination to press home his attacks to a successful conclusion and his enthusiasm for operational flying have been most praiseworthy and have set a sterling example to all his crew. On one occasion his aircraft was attacked by an enemy fighter. Flying Officer Blake employed skilful manoeuvres which, in co-operation with his gunners, resulted in its probable destruction.

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BLAKE, F/L Vincent James (J25281) - **Distinguished Flying Cross** - No.644 Squadron - Award effective 3 September 1945 as per **London Gazette** dated 14 September 1945 and AFRO 1672/45 dated 2 November 1945. Born 7 May 1923 in Winnipeg (birth date in obituary notice); home there; enlisted there 6 January 1942. Trained at No.4 ITS (graduated 17 July 1942), No.19 EFTS (graduated 18 December 1942) and No.10 SFTS (graduated 16 April 1943). Commissioned 1943. Released 25 September 1945. AFRO erroneously gives date as March **1944**. Award presented 11 June 1949. Served again in RCAF, 9 November 1955 to 4 October 1971, chiefly as a transport pilot (service number 230775). Died in Ottawa 25 February 1991.

Flight Lieutenant Blake has been flying operations continuously since March 1944. He has taken part in all the airborne operations in the Western European theatre of war including the landings in Normandy, at Arnhem and during the Rhine crossing. On all these occasions the gliders towed by him have reached their destination successfully and discharged their troops safely. He has also completed numerous special supply missions and on one occasion whilst flying to Holland his aircraft was badly damaged by anti-aircraft fire. Despite this he completed his task. On the return journey his aircraft was again subjected to intense fire from the ground forces, some of the instruments being rendered unserviceable. Both Flight Lieutenant Blake and his navigator were injured but by superb flying he flew the aircraft back to a coastal landing strip where he made a successful landing. He has at all times shown himself to be an officer of outstanding ability.

BLAKE, F/L Vincent James, DFC (J25281) - **Croix de Guerre (France)** -No.644 Squadron (AFRO gives unit only as "Overseas") - Awarded as per AFRO 1619/45 dated 19 October 1945. Public Records Office Air 2/9645 has citation.

As pilot of aircraft, Flying Officer Blake participated in a number of special supply missions to the Maquis both before and after the invasion of Normandy. These operations, many of which were completed during adverse weather, required a high degree of skill and accuracy. On one occasion his aircraft sustained much damage by anti-aircraft fire; in addition Flying Officer Blake and his navigator were wounded. Displaying courage and skilful airmanship, Flying Officer Blake brought the aircraft back to base and accomplished a masterly landing. On the night of 5th June, 1944, Flying Officer Blake towed a glider aircraft to Normandy successfully. The following day, despite intense enemy opposition, he succeeded in releasing another glider over the landing zone.

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BLAKE, F/O William Vincent (J14132) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 28 February 1944 as per **London Gazette** dated 10 March 1944 and AFRO 766/44 dated 6 April 1944. Born 6 November 1922 in Hamilton; home there (office boy and file clerk); enlisted there 9 September 1941. To No.1 Manning Depot, 7 October 1941. To No.13 SFTS, 31 October 1941 (guard duty). To No.3 ITS, 24 December 1941; graduated and promoted LAC, 14 February 1942 but not posted to No.4 EFTS until 28 February 1942; graduated 22 May 1942 and posted next day to No.11 SFTS; graduated and commissioned 11 September 1942. To No.1 Flying Instructor School, 10 October 1942. To No.8 SFTS, 29 November 1942. Promoted Flying Officer, 1 March 1943. To "Y" Depot, 28 March 1943. To RAF overseas, 18 April 1943.

Disembarked in Britain, 5 May 1943. To No.20 (Pilots) AFU, 8 June 1943. Attached to No.1514 Beam Approach Training Flight, 3-9 August 1943. To No.23 OTU, 14 September 1943. To No.1664 Conversion Unit, 24 November 1943. To No.428 Squadron, 5 January 1944. Killed in action, 23/24 April 1944 (Halifax LW285); name on Runnymede Memorial. Award presented to his mother 28 February 1946. RCAF photo PL-28231 (ex UK-9014 dated 22 March 1944) is captioned as follows: "Flying Officer Bill Blake of Hamilton, Ontario, has been awarded an immediate Distinguished Flying Cross for his action in bombing Leipzig. After enemy attacks had crippled his aircraft during the operation, his Halifax which flies with the RCAF Bomber Group's Ghost squadron, sustained eleven separate attacks by night fighters." RCAF photo PL-28232 (ex UK-9016 dated 22 March 1944) shows two men recently awarded the DFC - F/O Bill Blake (left, Hamilton) and Warrant Officer Jim Houston (Carleton Place, Ontario, rear gunner) checking their Halifax. Photo PL-28233 (ex UK-9017 dated 22 March 1944) also shows Blake (left) and Houston (right).

One night in February 1944, this officer piloted an aircraft detailed to attack Leipzig. On the outward flight the aircraft was attacked by a fighter and before the enemy aircraft could be driven off the bomber sustained much damage. Soon afterwards three more fighters were encountered but they were successfully evaded. A little later the bomber was hit by fire from the ground defences, more damage was sustained rendering the inter-communication system inoperative and cutting off the supply of oxygen to the rear of the aircraft. Although the aircraft became difficult to control, Flying Officer Blake continued to the target which he successfully attacked, afterwards flying the damaged bomber to an airfield in this country. This officer displayed skill, courage and resolution of a high order.

The website "Lost Bombers" gives the following on his final sortie. Halifax LW285, No.428 Squadron (NA-Z), on Gardening (mining) operation in the Baltic, 23/24 April 1944. This aircraft was initially issued to No.429 Squadron, then sent to No.428 Squadron on 15 September 1943. When lost this aircraft had only accumulated 133.10 hours, probably as a result of having to undergo repairs to battle damage on site on two occasions. Airborne at 2046 hours, 23 April 1944 from Middleton St. George. Attacked at 13,000 feet by a Ju.88 whose fire wounded Sergeant T. Terry, RCAF, and damaged the Halifax so severely that course was set for Sweden. Subsequently, the Halifax became uncontrollable and was abandoned from 9,000 feet. F/O Blake remained at his controls to keep the unstable aircraft as steady as possible to enable his crew to successfully abandon. Unable to leave the cockpit to bale out himself he was killed in the subsequent crash. Full crew was F/O W.V.Blake, DFC, RCAF (killed); Sergeant J. Danskin (evaded); F/O N.A.Bell, RCAF (evaded); F/O W.D.Watt, RCAF (evaded); Warrant Officer C.Graham (evaded); Sergeant T.Terry, RCAF (evaded); P/O J.T.Houston (evaded).

Assessment: "This instructor is very industrious and punctual. It is recommended that he be promoted to the rank of Acting Flying Officer." (F/L W.C. Drum, No.8 SFTS, 16 February 1943).

Training:

Course at No.4 EFTS was 2 March to 22 May 1942. Flew Finch aircraft (38.55 dual, 37.55 solo of which 10.20 was instruments and three hours at night. Also logged ten hours in Link. "This student has made good progress but requires more practice on aerobatics. Inclined to lose height on turns. Instrument flying very smooth." (D.B. McPherson, Chief Flying Instructor). Ground courses in Airmanship (178/200), Airframes (94/100), Aero Engines (87/100), Signals, practical (100/100), Theory of Flight (91/100), Air Navigation (155/200), Armament, oral (112/200). Placed fourth in a class of 40. "An excellent student, keen, determined and smart in appearance."

Course at No.11 SFTS was 25 May to 11 September 1942. Flew Cessna Crane aircraft - 53.00 day dual, 80.30 day solo, 9.35 night dual, 8.25 night solo. Of this, 26 hours on instruments. Also logged 25.30 in Link. "A good average pilot with no outstanding faults." (F/L G.H. Newsome, 9 September 1942). Ground courses in Airmanship and Maintenance (141/200), Armament, written (84/100), Armament, practical (85/100), Navigation and Meteorology (143/200), Signals, written (48/50), and Signals, practical (90/100). "Very good student." (S/L R.C. Woodhead, Chief Ground Instructor. Placed 15th in a class of 63

Instructor Categorization Course, Trenton was 14 October to 12 November 1942. Flew Elementary trainer (Fleet, Moth, 12.20 day solo, 13.45 day dual) and Twin-Engine Advanced type (Anson, 12.35 day solo, 3.00 night solo, 15.20 day dual, 2.00 night dual). "A capable pilot with a lot on the ball. Uses good airmanship at all times. Instrument flying and night flying above average. Ability as an instructor high average and should with a bit of experience become an above average instructor." (F/O Milton Stober). Ground training in Flight Administration (87/100), Airmanship (71/100), Instruments (76/100) and Meteorology (70/100). Final test on 12 November 1942 in a Crane when noted his voice was clear, manner "very interesting", ability to impart knowledge "High average". Described as "A potential outstanding instructor. Interesting and practical application of all patter." (S/L E.R. Johnston).

Course at No.20 (P) AFU was 8 June to 14 September 1943. Flew Oxford aircraft (3.10 day dual to first day solo, 20.10 total day dual, 23.35 day solo, 4.20 night dual to first night solo, 8.25 total night dual, 11.45 night solo. Of these times, 45 minutes in formation and eight hours 15 minutes on instruments. Also logged 20.25 in Link. Marked on General Flying (300/400), Applied Flying (150/200), Instrument Flying (180/250), Night Flying (75/100) and Link (40/50). "An above average pilot who is keen and has set a good example; will be an asset to any unit." (W/C A.V. Rogers, 17 September 1943).

Course at No.1514 Beam Approach Training Flight was 3-9 August 1943 on Oxford aircraft (eleven hours, all dual plus five hours in Link). Marked on Beam Approach Procedure (172/200), Receiver Operation (65/100), Instrument Flying (133/250), Cloud and Night Flying (133/250) and General Application of Beam Approach Procedure and Flying (112/200). "Has worked well on the course and attained a satisfactory standard of Beam Flying. Instrument flying average. Needs more practice in co-ordination of throttles and elevator control."

Course at No.23 OTU was on Wellingtons - 3.45 day dual to first day solo, 7.00 total day dual, 13.25 day solo, 3.00 night dual to first night solo, 4.20 total night dual, 16.20 night solo. No instrument flying; logged 18 hours on Link Completed two daylight cross-country and two night cross-country flights. Only ground course on which he was marked was Airmanship (240/300); flying tests in General Flying (325/400), Applied Flying (170/200), Instrument Flying (200/250), Night Flying (80/100) and Link (35/50). "An experienced pilot with approximately 600 hours who has received full conversion day and night on to Wellington aircraft. He has shown above average ability as a pilot and he has a fair idea of captaincy from the four cross-countries, on which he has flown as second pilot. A steady and capable pilot, he will undoubtedly become a sound operational captain." (S/L P.R. Goodwin, 11 November 1943).

Course at No.1664 Conversion Unit comprised the following:

1. Familiarisation (.30 dual)
2. Dual, circuits and bumps (2.00 dual)
3. Dual, circuits and bumps, overshoots (2.00 dual)
4. Dual, three-engine flying, before solo (.30)
5. Solo, circuits and bumps (1.30 solo)
6. Dual check including overshoot (.45 dual)
7. Solo, circuits and bumps, three-engine flying (1.25 solo)
8. Solo, circuits and bumps, general flying, beam approach practice (3.20 solo)
9. Dual, three-engine landings and overshoots, two engine flying (4.05 dual)
10. Solo, complete crew, air-to-sea, bombing, W/T practice, Gee and map reading (4.05 solo)
11. Solo, complete crew, air-to-air, 16,000-foot climb, general flying (no times shown)
12. Dual, complete crew, fighter affiliation, air-to-sea, SBA (.35 dual)
13. Solo, complete crew, fighter affiliation (1.00 solo)
14. Solo, complete crew, air-to-air, bombing (no times shown)
15. Dual, night circuits and bumps (2.00 dual)
16. Solo, night circuits and bumps (1.25 solo)
17. Solo, full crew, day cross-country (6.35 solo)
18. Solo, full crew, night cross-country, night bombing (5.20 solo)
19. Solo, full crew, night cross-country (6.00)

Total - 9.20 dual, 30.40 solo

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BLAKENEY, FS Jill Adelaide (W302170) - **British Empire Medal** - RCAF Overseas Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Nelson, British Columbia, 23 January 1916. Home in Toronto (stenographer); enlisted Vancouver, 3 March 1942 under maiden name of Jill Wigg (Nelson, British Columbia). Posted to No.8 SFTS, 4 April 1942. To "Y" Depot, Halifax, 3 August 1942; posted overseas 20 August 1942 where she became secretary to Air Marshal Harold Edwards. Promoted Leading Airwoman, 3 September 1942. Promoted Corporal, 1 March 1943. Promoted Sergeant, 1 February 1944. Repatriated 13 August 1945. Released 2 October 1945. Married W.T. Blakeney, DFC. When he died, she married Donald Kennedy of Vernon. Died in Vernon, 18 January 2009. Award sent by registered mail. RCAF photo PL-28104 (ex UK-9125 dated 22 March 1944) shows marriage of Sergeant Jill Wigg to F/L W.T. Blakeney at Holy Trinity Brompton Parish Church, London; with Section Officer Marguerite Olsen (Winnipeg, bridesmaid) and F/L Stewart Chapman (Winnipeg, best man). Photo PL-45457 (ex UK-22930 dated 2 August 1945) taken following investiture ceremony: left to right are Flight Sergeant J.A. Blakeney (Nelson, British Columbia), W/C J.C. Outram and Miss Rita Hoffman (London).

This airwoman has worked at these headquarters for a period of two years and has proved a fine example to all other airwomen by her zeal, efficiency and helpfulness. She has at all times shown a devotion to duty of the highest degree and her outstanding services to the Royal Canadian Air Force is most praiseworthy.

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BLAKENEY, F/L William Tupper (J9940) - **Distinguished Flying Cross** - No.414 Squadron - Award effective 10 July 1945 as per **London Gazette** dated 24 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 4 January 1921 in Barrie, Ontario; educated in Toronto; home in Toronto (clerk, driver and machinist); enlisted there 30 April 1941 and posted to No.4A Manning Depot. To Trenton, 10 June 1941. To No.1 ITS, 16 July 1941; graduated and promoted LAC, 20 August 1941; to No.10 EFTS, 21 August 1941; graduated 7 October 1941 and posted to No.1 SFTS; graduated and commissioned 22 January 1942. To "Y" Depot, Halifax, 23 January 1942; to RAF overseas, 23 February 1942. To No.414 Squadron, 12 May 1942. Promoted Flying Officer, 1 October 1942. To No.16 Armament Practice Camp, Hutton Cranswick, 6 December 1943. Promoted Flight Lieutenant, 22 January 1944. Detached to No.12 Group, Stamford, 17-26 June 1944. To RCAF Overseas Headquarters, 27 June 1944. Special leave in Canada, 6 July to 30

August 1944. Embarked from Canada, 30 August 1944; arrived back in Britain, 5 September 1944. To No.83 Group Support Unit, 22 September 1944. To No.414 Squadron, 8 October 1944. Repatriated 13 August 1945; released 12 October 1945. RCAF photo PL-28104 (ex UK-9125 dated 22 March 1944) shows marriage of Sergeant Jill Wigg to F/L W.T. Blakeney at Holy Trinity Brompton Parish Church, London; with Section Officer Marguerite Olsen (Winnipeg, bridesmaid) and F/L Stewart Chapman (Winnipeg, best man). Died in Toronto, 2 October 1971. Award presented 22 November 1948. See Jill Blakeney (wife).

Throughout numerous operational sorties consisting mainly of tactical reconnaissances and low level photographic missions Flight Lieutenant Blakeney has displayed the utmost keenness and skill. This officer's outstanding leadership both in the air and on the ground has gained him the complete confidence of all his pilots in his flight. On occasions he has led a formation on most hazardous reconnaissance missions and has always been successful in obtaining the information required. Flight Lieutenant Blakeney's courage and devotion to duty has been worthy of the highest commendation.

Notes: Application for Operational Wing dated 4 May 1944 stated he had flown 45 sorties (70 operational hours), 30 March 1942 To 6 December 1943.

Application for Bar to Operational Wing dated 31 May 1945 stated he had flown 106 sorties (135 hours 20 minutes), 11 October 1944 to 4 May 1945.

Repatriation Form dated 8 August 1945 states he had flown 145 sorties (205 operational hours), last on 4 May 1945. Had also flown 440 non-operational hours. Types flown were Harvard (15 hours), Tomahawk (85), Mustang (310), Master (61) and Spitfire (174). Had also attended Central Gunnery School

Assessments: "This officer has been on this unit for a period of 20 months and at all times has shown himself capable in every respect. He has attained a high standard of flying ability and has shown keenness to engage the enemy and can be recommended as an asset to any unit." (S/L C.H. Stover, No.414 Squadron, 5 December 1943). Noted he had flown 595 hours 45 minutes (91.25 in previous six months). Report filed on his posting to No.16 Armament Practice Camp, Driffield.

"A well liked officer possessed of common sense, tact and a good manner to subordinates. A reliable officer with good judgement and above average pilot." (F/L K.M. Frost, No.16 Armament Practice Camp, 14 July 1944).

Training: Interviewed 16 July 1940 in Toronto by F/O J.N. MacDonald - "Ordinary type of individual, neat, eager, pleasant, willing. Wants to be an Observer or Pilot, though I feel he

might be better as gunner.”

Course at No.1 ITS was 16 July to 20 August 1941. Courses in Mathematics (100/100), Armament, practical and oral (72/100), Signals (97/100), Hygiene and Sanitation (34/40), Drill (90/100) and Law and Discipline (60/60). Scored 64/100 on Link. Placed 24th in a class of 182. “An enthusiastic, intelligent, dependable youth who should improve rapidly, anxious to succeed. Second aircrew recommendation - Observer.” (S/L Edward Kent).

Course at No.10 EFTS was 20 August to 7 October 1941. Finch II aircraft - 36 hours 15 minutes dual, 25.05 solo; times include 10.10 on instruments. Logged ten hours in Link. “This student tried exceptionally hard and with more practice on instrument flying should make a good safe pilot.” (William Sumner, instructor). Courses in Airmanship (166/200), Airframes (84/100), Aero Engines (71/100), Signals, practical (94/100), Theory of Flight (86/100), Air Navigation (176/200), and Armament, oral (160/200). Graded 156/200 in “Qualifies as an Officer.” Placed third in a class of 34. “Good average student. A little thoughtless in the air; tries hard. Bearing and discipline good. Keen and satisfactory on all respects.” (John A. Barron, Chief Ground Instructor, 7 October 1941).

Course at No.1 SFTS was 12 November 1941 to 13 January 1942. Harvard and Yale aircraft - 47.30 day dual, 35.40 day solo, 7.30 night dual, 4.30 night solo. On instruments 21 hours 30 minutes; logged 20 hours in Link. “Progressed steadily after a slow start. Conscientious average pilot.” Ground training in Airmanship and Maintenance (177/200), Armament, written (71/100), Armament, practical (84/100), Navigation and Meteorology (133/200), Signals, written (90/100), Signals, practical (44/50). “Slightly above average. Satisfactory all round.” Placed 14th in a class of 41. However, a report on his progress dated 11 January 1942 suggested problems - “Should look around more in turns. Does not use sufficient control in spin recovery. Harsh use of elevators in aerobatics. Aircraft held in dive too long after spin recovery. This pupil has been slow but very steady in his training and flew a very good test. He has flying ability and confidence and should be successful as an operations pilot.”

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BLAKESLEE, F/L Donald James Mathew (J4551) - **Distinguished Flying Cross** - No.133 Squadron - Award effective 23 July 1942 as per **London Gazette** dated 14 August 1942 and AFRO 1413/42 dated 4 September 1942. American in the RCAF. Born at Fairport Harbour, Ohio, 11 September 1917; home there. Second Lieutenant, U.S. Infantry Reserve, 1938-1940; part-owner of a Piper J-3 which he crashed in 1940. Enlisted Windsor, Ontario, 15 August 1940. Posted 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. Commissioned 17 March 1941. To “Y” Depot, Halifax, 27 March 1941; to RAF overseas, 4 April 1941; posted to No.401 Squadron. Transferred to American

forces, 28 September 1942. Award presented 19 November 1948. Later transferred to USAAF with which he was awarded a Distinguished Service Cross, seven Distinguished Flying Crosses, and six Air Medals. Also flew in Korea. Died in Miami, 3 September 2008. Photo UK-1511 shows him. Credited with the following victories while a member of the RCAF: with No.401 Squadron: **18 November 1941**, one Bf.109 damaged; **22 November 1941**, one Bf.109 probably destroyed and one Bf.109 damaged; **8 December 1941**, one Bf.109 damaged; with No.133 Squadron: **28 April 1942**, two FW.190s probably destroyed; **30 May 1942**, one FW.190 damaged; **27 June 1942**, one Ju.88 damaged; **18 August 1942**, one FW.190 destroyed; **19 August 1942**, one Do.217 destroyed, one FW.190 probably destroyed and two FW.190s damaged.

This officer has completed a large number of sorties over enemy territory. He has destroyed one, probably two, and damaged several more hostile aircraft. He is a fine leader whose keenness has proved most inspiring.

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BLAMEY, F/L Douglas Owen (J19258) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 24 May 1944 as per **London Gazette** of that date and AFRO 1444/44 dated 7 July 1944. Born 3 February 1921 in Hamilton; home there; enlisted there 1 October 1941. Trained at No.3 ITS (graduated 6 June 1942), No.4 EFTS (graduated 1 August 1942) and No.5 SFTS (graduated 20 November 1942). Commissioned 1943. Served in postwar RCAF (number 22713) until 10 September 1968; retired in Ottawa. Award presented 19 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". Public Records Office Air 2/9149 has recommendation dated 21 February 1944 when he had flown 27 sorties (180 operational hours), 12 July 1943 to 20 February 1944.

12 July 1943 - NICKLING, France
27 September 1943 - Hannover
29 September 1943 - Bochum
1 October 1943 - Hagen
2 October 1943 - Munich
4 October 1943 - Frankfurt
7 October 1943 - Stuttgart
8 October 1943 - Hannover
20 October 1943 - Leipzig
3 November 1943 - Cologne
18 November 1943 - Berlin
22 November 1943 - Berlin

23 November 1943 - Berlin
25 November 1943 - Frankfurt
26 November 1943 - Stuttgart
23 December 1943 - Berlin
29 December 1943 - Berlin
1 January 1944 - Berlin
2 January 1944 - Berlin
5 January 1944 - Stettin
14 January 1944 - Brunswick
27 January 1944 - Berlin
29 January 1944 - Berlin
30 January 1944 - Berlin
15 February 1944 - Berlin
19 February 1944 - Leipzig
20 February 1944 - Stuttgart

This officer has completed 26 operational sorties against the most heavily defended targets in Germany whilst serving in the Pathfinder Force as a member of No.156 Squadron. Seventeen of these sorties have been on blind marking duties, ten on Berlin.

Pilot Officer Blamey has on every occasion displayed determination of the highest order and has pressed home his attacks in the face of strong enemy opposition. His determination and high sense of devotion to duty have been responsible for the highly successful sorties carried out by his crew. He is an excellent captain of aircraft and is strongly recommended for the award of the Distinguished Flying Cross.

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BLANCHARD, S/L Edward Alfred (C2074) - **Member, Order of the British Empire** - No.8 Bombing and Gunnery School - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Home in Winnipeg; enlisted there 30 May 1940. To No.4 Training Command Headquarters, 18 September 1941; to No.11 Equipment Depot, 19 November 1942; promoted Squadron Leader, 1 December 1942; to No.8 BGS, 6 September 1943; to No.4 Training Command, 6 May 1944; to "Y" Depot, Halifax, 21 September 1944; taken on strength of No.3 Personnel Reception Centre, Bournemouth, 4 December 1944; repatriated to Eastern Air Command, 30 May 1945; released 10 October 1945 in rank of Wing Commander. Award presented 30 October 1948. Died 1977.

This officer at all times has displayed a very high degree of initiative, forethought and ability as Senior Equipment Officer. During the last few months he has cheerfully undertaken many tasks beyond the normal requirements of his duty. His perseverance and determination in the face of any difficulties has been an inspiration to all members of the station.

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BLANCHARD, P/O Morrison Sutherland (J16663) - **Mention in Despatches** - No.22 Personnel Transit Centre (AFRO gives unit only as "Overseas") - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in St. Andrews, Manitoba, 29 April 1914. Home in Garson, Manitoba; educated there and University of Manitoba (premedical, 1930-1932, education, 1932-1933, accountancy, 1938-1940). Taught school in Manitoba, 1933-1938 but found pay too low and switched to being an accountant in Winnipeg. Enlisted Winnipeg 10 August 1940 and posted to No.2 Manning Depot, Brandon. To No.11 Equipment Depot, Calgary, 8 October 1940. To No.2 ITS, Regina, 8 November 1940; graduated and promoted LAC, 11 December 1940); posted next day to No.3 AOS, Regina; graduated 3 March 1941 when posted to No.2 BGS, Mossbank; graduated 14 April 1941 when promoted Sergeant; posted next day to No.1 ANS, Rivers; graduated 12 May 1941. To Halifax, 14 May 1941. To RAF overseas, 18 June 1941. Taken on strength of No.3 PRC, Bournemouth, 1 July 1941. To No.13 OTU, 9 July 1941. To No.226 Squadron, 11 September 1941. Promoted Flight Sergeant, 1 December 1941. To No.223 Squadron, 9 January 1942. Promoted WO2, 1 June 1942. Commissioned 25 January 1943. To No.205 Group, 6 June 1943; to No.216 Group, 20 June 1943. To No.22 PTC, 3 July 1943. To Defence Headquarters, Pretoria, South Africa, 22 July 1943; appears to have had at least one attachment to Egypt while on strength of Pretoria. Promoted Flying Officer, 25 July 1943. To No.21 PTC, 17 May 1944. Returned to No.22 PTC, 4 July 1944. To Defence Headquarters, Pretoria, 22 July 1944. Promoted Flight Lieutenant, 25 January 1945. To England, 6 May 1945. One assessment dated 17 May 1945 indicates that he had been on instructional staff of No.48 Air School, South Africa, and had flown 505 hours. Repatriated 18 July 1945. Retired to Ottawa, 26 September 1945. Rejoined RCAF as an Accounts Officer, 6 December 1953, serving to 1 May 1958; all service with RCAF Auxiliary, including No.402 Squadron, Winnipeg, (to 1 May 1954) and No.17 Wing Headquarters thereafter. Died in Burnaby, British Columbia, 22 October 1987.

Note: Application for Operational Wing dated 1 March 1944 states that his first tour was with No.107 Squadron, Malta, on Blenheim IV (21 October 1941 to 9 January 1942, 21 sorties, 92 hours 50 minutes) and second tour with No.223 Squadron, Mediterranean on Baltimores, 24 June 1942 to 11 May 1943 (33 sorties, 58 hours 30 minutes). No other document links him to No.107 Squadron; posting lists have him going directly from No.226 to No.223 Squadron.

Training: When interviewed on 18 June 1940 he was described as “Good clean, clear, straight, quite personable and gentlemanly. Good education and experience. Officer calibre, was asking for air gunner because he thought it would give him earlier action.”

At No.2 ITS, course was 9 November to 6 December 1940. He was placed in an Observer Class and graduated 13th in a group of 44. Courses and marks were Mathematics (91/100), Armament, practical and oral (71/100), Drill (69/100) and Law and Discipline (93/100).

Course at No.3 AOS was 9 December 1940 to 3 March 1941. Flew in Anson aircraft (22.10 day as first navigator, 20.25 day as second navigator, 6.30 night as first navigator, 4.50 night as second navigator, total 53 hours 55 minutes. Air instructor wrote, “This airman was not too sure of himself at the start, but has shown marked improvement.” Ground school consisted of DR Plotting (133/150), DR Written (109/150), Compasses and Instruments (122/150), DF/WT (72/100), Signals (37/50), Maps and Charts (75/100), Meteorology (81/100), Photography (91/100) and Reconnaissance (77/100). “This student is keen, intelligent and had no difficulty in passing the classroom subjects.” Placed seventh in a class of 42.

At No.2 BGS course was 3 March to 14 April 1941. Flew in Battle aircraft (16.10 on bombing, 4.25 on gunnery). Placed 16th in a class of 36. “This man possesses a very good knowledge of armament. Has studied considerably. Is above average in theory and practical” (G/C A.J. Ashton, 17 April 1941.)

Advanced Navigation Course at No.1 ANS was 14 April to 12 May 1941 on Anson aircraft *6.35 as first navigator by day, 6.50 as second navigator by day, 6.35 as first navigator by night, 12.10 as second navigator by night). “Considerably above average in day navigation. Average at night.. Placed 35th in a class of 73.

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BLANCHARD, Sergeant Robson Augustus (R76479) - **Mention in Despatches** - No.162 (Bomber Reconnaissance) Squadron (AFRO says only “Overseas” - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 25 February 1916 in Upper Dyke Village, Nova Scotia. Home in Kentville, Nova Scotia (car salesman); enlisted in Halifax 20 January 1941 as Equipment Assistant and posted to No.1 Manning Depot, Toronto. To School of Technical Training, St. Thomas. 1 March 1941. Promoted AC1, 10 April 1941. To No.119 (BR) Squadron, Yarmouth, 24 April 1941; to Station Yarmouth, 24 June 1941; promoted LAC, 1 January 1942; promoted Corporal, 13 December 1942; to No.162 (BR) Squadron, 31 September 1943; to Iceland, 31 December 1943; promoted Sergeant, 6 January 1944; to Moncton, 3 February 1945; to No.8 OTU, 20 March 1945; released 16 November 1945. Died in Kentville, Nova Scotia, 14 July 1997 as per Royal Canadian Legion “Last Post” website

and **Legion Magazine** of March/April 1998.

Selected Assessments: "This airman has done a good job of setting up Barrack Inventory and his knowledge of the procedure is outstanding. He has worked exceptionally hard to complete the set-up." (F/L W.M. Richards, Station Yarmouth, 9 December 1942).

"Well versed in all phases of equipment. Knows his work and does it well." (S/L S.W. Chapman, Station Yarmouth, 25 August 1943).

"Thorough knowledge of Stores procedure and a diligent worker." ((F/L W.M. McWhirter, No.162 Squadron, 24 April 1944."

"Reliable, efficient, energetic Equipment Assistant." (F/L W.M. McWhirter, No.162 Squadron, 12 December 1944."

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BLANCHER, WO2 (now P/O) Charles Francis Lyon (R169265/J94609) - **Distinguished Flying Cross** - No.150 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 18 June 1924 in Brockville, Ontario; home given as Kingston and Morrisburg, Ontario (student), ex-Royal Canadian Artillery); enlisted Ottawa 22 June 1942. Trained at No.5 ITS (graduated 19 December 1942) and No.8 AOS (graduated 3 September 1943). Posted to No.1 GRS, 17 September 1943; to "Y" Depot, Halifax, 13 October 1943 for posting overseas. Commissioned 19 April 1945. Repatriated 23 April 1945. Released 26 July 1945. Award sent by registered mail 15 January 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". Public Records Office Air 2/9082 has recommendation dated 22 February 1945 when he had flown 28 sorties (171 hours 18 minutes), 5 October 1944 to 8 February 1945.

5 October 1944 - Saarbrucken
7 October 1944 - Emmerich
14 October 1944 - Duisburg
14 October 1944 - Duisburg
19 October 1944 - Stuttgart
31 October 1944 - Cologne
2 November 1944 - Dusseldorf
4 November 1944 - Bochum
11 November 1944 - Dortmund
16 November 1944 - Duren

21 November 1944 - Aschaffenburg
27 November 1944 - Freiburg
29 November 1944 - Dortmund
2 December 1944 - Urft Dam
4 December 1944 - Karlsruhe
6 December 1944 - Merseburg
22 December 1944 - Coblenz
27 December 1944 - Rheydt
28 December 1944 - Bonn
31 December 1944 - Osterfeld
2 January 1945 - Nuremburg
5 January 1945 - Hanover
14 January 1945 - Merseburg
28 January 1945 - Stuttgart
2 February 1945 - Weisbaden
3 February 1945 - Bottrop
7 February 1945 - Cleve
8 February 1945 - Politz

Warrant Officer Blancher, a Canadian navigator, was posted to the squadron on its reformation, having already eight operational sorties to his credit. Since then he has completed a further twenty missions with success, now making a total of 171.18 hours on his first operational tour. His missions include sorties to the distant and heavily defended targets of Stuttgart, Merseburg, Leuna (2), Nuremburg, Hanover and Politz.

Throughout his tour of operations this navigator has displayed a very high degree of technical efficiency enabling his captain to carry out their sorties with meticulous timing and accuracy. Often in the face of heavy opposition and extremely bad weather conditions, Warrant Officer Blancher has always undertaken his allotted tasks fearlessly and with a fine offensive spirit, setting a magnificent example to the rest of the navigators on the squadron.

I strongly recommend the award of the Distinguished Flying Cross to this Warrant Officer in recognition of his excellent record and gallant achievements.

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BLANCHET, Sergeant Joseph Pierre Gaston (R56057) - **Distinguished Flying Medal** - No.35 Squadron - Award effective 11 May 1943 as per **London Gazette** dated 25 May 1943 and AFRO

1294/43 dated 9 July 1943. Born 27 June 1918 in St. Augustine, Quebec; home in Trois Rivieres, Quebec (bank clerk); enlisted there 17 April 1940. To No.1 ITS, 29 April 1940; graduated and promoted LAC, 23 May 1940; to No.1 WS that date; may have graduated 20 October 1940 but not posted to No.2 BGS until 27 October 1940; graduated and promoted Sergeant, 14 December 1940. To Halifax that date. To Eastern Air Command, 5 February 1941. To Embarkation Depot, 24 January 1941. To RAF overseas, 2 March 1941. To No.35 Squadron, 24 September 1941; promoted Flight Sergeant, 1 December 1941; first sortie was 15/16 January 1942; last sortie was 27/28 April 1942. Promoted WO2, 1 November 1942. Repatriated 31 July 1943. To No.10 EFTS, date uncertain but almost immediately after repatriation. To be Officer Cadet, 28 September 1943. Placed in Administration Branch, 30 September 1943; commissioned that date with simultaneous promotion to Flying Officer. To Recruiting Centre, Montreal, 28 October 1943. To No.3 Air Gunner Training School, 14 January 1944. To No.8 AOS, 14 November 1944. To Lachine, 12 April 1945. To Release Centre, 23 June 1945. Retired 27 June 1945. Award presented 24 April 1944. Cited with Sergeant R.H.D. Wilson (RAF, awarded DFM).

Sergeants Blanchet and Wilson have displayed high qualities of courage and fortitude in air operations. Their exemplary conduct has been worthy of the highest praise.

Public Record Office WO 208/3312 has MI.9 evasion report of both Blanchett and Wilson based on interview of 10 April 1943. They had left Stockholm on 8 April 1943, arriving Leuchars 9 April 1943.

Our craft was hit by light flak over Trondheim while we were bombing the **Tirpitz** and we crashed on a lake about 0050 hours, 28 April 1942. The other members of the crew were:

P/O MacIntyre (S/P.G. -746)
P/O Hewitt (S/P.G. - 747)
Sergeant Penny (S/P.G. - 1132)
Sergeant Stevens (left injured in Norway).

The whole crew continued together after landing, as described in P/O MacIntyre's and P/O Hewitt's report. P/O MacIntyre, our captain, decided about 1800 hours that we should split up into two groups. He went with F/O Hewitt and Sergeant Perry, and we went with Sergeant Stevens who had broken the arch of his foot in landing. We were near Levanger when we split.

After leaving the others, our party continued walking across country. We had

many fences to climb, and Sergeant Stevens fainted several times. His foot was badly swollen and a bone was sticking out. Eventually, on 29 April, we left Sergeant Stevens, at his own request, at a farm house about 15 miles from Levanger, where the people, who spoke English, promised to get him a doctor. We left him 150 kroner, half our rations, a compass and a map.

We then continued east to a frozen lake which we crossed three days after we had crashed (31 April) [sic]. On the day we left Sergeant Stevens we were almost caught by a party of about 25 Germans, who searched a house near the one where we were being sheltered. We left the house at once and got away through the woods.

We made east after crossing the frozen lake, to another large lake across the frontier in Sweden. We crossed the frontier about six days after we had crashed, at a point about ten miles north of Storlien. We got considerable help on the way from the Norwegians, and about two days before we reached the frontier we got food and shelter at a shack, where the people also supplied us with maps and a compass and showed us a route to the border.

We gave ourselves up after crossing the frontier and were taken to Storlien (one night in prison) and Ostersund (two days). We were then interned from 5 May to 5 April 1943 in Falun camp.

We had not been advised at briefing to tell the Swedish authorities that we had been in German hands in Norway, and were indeed told that the Swedes, being very pro-British, would repatriate us immediately. A Swedish corporal also told us that if we said we had not been in German hands we would have been repatriated at once. His idea was that if we said we had escaped from German hands, we would be sent to Germany.

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BLAND, S/L Eric Alexander (C1445) - **Air Force Cross** - No.8 SFTS - Award effective 26 October 1943 as per **London Gazette** of that date and AFRO 2386/43 dated 19 November 1943. Born 28 April 1913 in Winnipeg. Educated there to St. Paul's College. Press photographer for Calgary **Herald** and occasional aerial photography for commercial oil firm. Enlisted at Calgary, 2 January 1940 on General List. To Station Trenton, 5 April 1940. To No.1 ITS, 15 April 1940; graduated 17 May 1940 and posted that day to Station Trenton; to No.1 SFTS, 16 June 1940; graduated first phase on 19 August 1940 when qualified for wing and advanced phase 5 October 1940. To Trenton, 5 October 1940. To No.4 SFTS, 23 November 1940. Promoted Flight Lieutenant, 15

October 1941. To RAF overseas, 13 April 1942; emplaned from Canada, 14 April 1942, arriving in UK 15 April 1942. To No.53 OTU, 28 April 1942. To No.402 Squadron, 30 June 1942. Credited with the following: **19 August 1942**, one FW.190 damaged; **24 August 1942**, one FW.190 destroyed. To RCAF Overseas Headquarters, 11 January 1943. Repatriated on medical grounds, 23 January 1943. To No.8 SFTS, 26 March 1943. Promoted Squadron Leader, 1 July 1943. To No.4 SFTS, 30 July 1944. To No.124 (Ferry) Squadron, 16 August 1944. To No.170 Squadron, 6 September 1944. To No.124 Squadron again, 16 December 1944. To No.2 Release Centre, 6 February 1946. Retired 8 February 1946. On the staff of the Edmonton **Bulletin**, 1949. Award presented 6 June 1944. Died in Sidney, British Columbia, 15 February 1997 as per British Columbia Vital Statistics.

After serving overseas with a fighter squadron, this officer has been successively employed as Flight Commander, Examining Officer and Squadron Commander. His untiring zeal, devotion to duty and fine instructional ability have been of great value in the Training Wing and have inspired the confidence and respect of all personnel working with him.

Recommendation raised 15 July 1943 by S/L M.E. Ferguson as follows:

This officer graduated at No.1 SFTS, August 19, 1940 as a Flying Instructor. He instructed at No.4 SFTS, Saskatoon for a period of 16 months up to March 16, 1942, being successively employed as Flying Instructor and Flight Commander, obtaining his A2 categorization. He showed untiring zeal under all circumstances. After serving in a Fighter Squadron overseas, he was repatriated and posted to this Station on March 27, 1943. He has successively held the positions of Flight Commander, Examining Officer and Squadron Commander. His inspiring example and his fine instructional ability has been most valuable in the Training Wing. He is respected by all who come in contact with him. His instructional hours total 1,000 hours and his total flying time, including Operational Tour, totals 1,400 hours.

This was endorsed the same day by G/C J.C. Huggard (commanding No.8 SFTS) and on 16 August 1943 by A/V/M A. De Niverville (Air Officer Commanding, No.3 Training Command).

Training: Attended No.1 SFTS, 17 June to 5 October 1940. Flew 76.10 day dual, 121.25 day solo,, 4.25 night dual, 2.30 night solo. Logged 13.15 in Link. Marked in Navigation (128/200), Reconnaissance and Photography (60/100), Armament (126/200). Placed 33rd in a class of 40. Described as slow and quiet but conscientious.

Attended Central Flying School, 7 October to 18 November 1940. Flew Fleet, Harvard, Battle

and Northrop aircraft (12.20 single engine dual, 33.55 single engine solo, 6.05 twin engine dual, 6.30 twin engine solo). "A bit too quiet and a bit lacking in confidence. I recommend re-categorization next Visiting Flight." (F/L A.J. Shelfoon). Courses in Airmanship (95/100), Meteorology (79/100) and Air Navigation (81/100). Tested on Lockheed 10, 22 November 1940 by F/L P.Y. Davoud. Assessed under following headings - Sequence (fair), Voice (good), Manner (good), Ability to Impart Knowledge (average), Ability as Pilot (average). Remarks - "Lacks confidence on type. Sequence sketchy and must be improved. Demonstrations satisfactory." Awarded Category "C".

Assessed again, 13 April 1941 when he had flown 309 hours instructing at No.4 SFTS. Rated Category "B".

Assessed again, 5 November 1941 when he had flown 665 instructional hours. Tested on Cessna Crane by S/L A.J. Shelfoon. Assessed under following headings - Sequence (faulty in spots), Voice (good), Manner (interesting), Ability to Impart Knowledge (above average), Ability as Pilot (above average except instrument). Remarks - "This instructor's work has been above average." Category raised to A2.

Attended No.53 OTU, 28 April to 30 June 1942. At that time he already had flown 115 hours day dual, 940 hours day solo, ten hours night dual and 75 hours night solo. At OTU he flew Master and Spitfire aircraft - 40 minutes day dual, 60.15 day solo, 15 hours in formation, five hours in Link. Fired 720 rounds air-to-ground and 4,100 air-to-air. Rated above average - "An extremely good pilot who has had a lot of experience."

Selected Assessments: "As a pilot this officer is very competent and capable. As an instructor he is outstanding, and has the confidence and respect of his pupils. His knowledge of airmanship is most complete, and he has shown originality and enterprise in lecturing both students and junior instructors in important advanced phases of airmanship. His carriage is good, his appearance is smart, and his personality is agreeable. He has been selected to command Flights on most Station Parades due to his Service ability. He has done a very sound job in organizing the Station Trumpet Band. His conduct, both on and off the Station, is irreproachable. His judgement in the air and on the ground is satisfactory, and as a Flight Commander his administrative and executive ability is above average." (W/C E.A. McNab, No.4 SFTS, 17 September 1941)

"Flight Lieutenant Bland has been with this Squadron for the past seven months, during which time he has led his flight very efficiently. Through his reliability and leadership, he has inspired confidence in all the pilots flying behind him. During my absence, he has taken over the duties of Squadron Commander. On August 24th he destroyed a FW.190 after the Squadron had been bounced very badly and was shot up very badly himself. Through his skill and coolness he was able to successfully evade the enemy aircraft but had to crash land on return to base. He was

wounded in several places and received a very bad cut on his forehead on landing. Since this accident he has suffered severe headaches when flying above 15,000 feet. He has completed 55.55 operational hours and was previously an instructor at an SFTS, holding an A.2 Category. I strongly recommend that he be sent back to Canada as a Squadron Leader Liaison Officer between the SFTS's and Fighter Squadrons in England where I'm sure his services would be invaluable." (S/L D.G. Malloy, No.402 Squadron, 17 December 1942).

"This officer is an extremely experienced and social officer. He is industrious and capable and always willing to do more than his share. Strongly recommend promotion to the rank of Temporary Squadron Leader." (S/L C.A. James. No.8 SFTS, 26 February 1944).

Operational Flying: Application for Operational Wing dated 9 January 1944 listed the following sorties with No.402 Squadron (Spitfires):

7 July 1942 - patrol (1.10 - Spitfire V)
11 July 1942 - patrol (1.00)
12 July 1942 - Escort (1.20, Somme Estuary)
13 July 1942 - Army Co-op (1.05)
13 July 1942 - Sweep (1.30, Abbeville)
14 July 1942 - patrol (50 minutes)
20 July 1942 - Scramble (1.35, south coast)
20 July 1942 - low level attack (1.25, Fecamp)
21 July 1942 - patrol (35 minutes)
22 July 1942 - patrol (1.30, Friston)
26 July 1942 - Army Co-op (50 minutes)
26 July 1942 - Army Co-op (1.00)
28 July 1942 - Escort (1.30, Le Havre)
30 July 1942 - Scramble (20 minutes, south coast)
30 July 1942 - Scramble (20 minutes, south coast)
30 July 1942 - Sweep (1.40, St. Omer)
30 July 1942 - Patrol (40 minutes, Tangmere)
31 July 1942 - Sweep (1.25, Le Havre)
31 July 1942 - Patrol (35 minutes)
3 August 1942 - Patrol (30 minutes, Spitfire IX from now onwards)
4 August 1942 - Patrol (35 minutes)
6 August 1942 - Patrol (35 minutes)
8 August 1942 - Escort (1.35)
12 August 1942 - Patrol (1.00)
16 August 1942 - Sweep (1.45, Rouen)
17 August 1942 - Air/Sea Rescue (1.15)

19 August 1942 - Escort (1.40, Dieppe)
19 August 1942 - Escort (1.45, Dieppe)
19 August 1942 - Escort (1.35, Dieppe)
20 August 1942 - Escort (1.40, Amiens)
20 August 1942 - Patrol (30 minutes)
21 August 1942 - Escort (25 minutes, Rotterdam)
22 August 1942 - Scramble (15 minutes, Friston)
22 August 1942 - Scramble (15 minutes, Friston)
24 August 1942 - Sweep (1.35, Le Trait, wounded)
18 September 1942 - Sweep (55 minutes)
23 September 1942 - Patrol (1.30)
26 September 1942 - Patrol (50 minutes)
26 September 1942 - Sweep (1.00, St. Malo)
29 September 1942 - Patrol (35 minutes)
1 October 1942 - Patrol (1.30)
2 October 1942 - Escort (1.50, Neaulat)
2 October 1942 - Scramble (40 minutes)
8 October 1942 - Sweep (1.50, Lille)
9 October 1942 - Patrol (1.30)
10 October 1942 - Patrol (1.25)
11 October 1942 - Patrol (1.25)
11 October 1942 - Sweep (1.25, St. Omer)
12 October 1942 - Shipping attack, English Channel (1.05)
16 October 1942 - Sweep (1.25, Le Havre)
19 October 1942 - Sweep (1.50)
21 October 1942 - Patrol (1.20)
21 October 1942 - Escort (50 minutes, Lorient)
21 October 1942 - Patrol (1.20)
26 October 1942 - Patrol (55 minutes)
26 October 1942 - Patrol (1.00)
31 October 1942 - Scramble (1.00)
1 November 1942 - Scramble (ten minutes)
6 November 1942 - Sweep (1.45, Boulogne)
8 November 1942 - Sweep (1.45, Lille)
8 November 1942 - Sweep (1.15, Abbeville)
9 November 1942 - Sweep (1.10, Dunkirk)
10 November 1942 - Sweep (1.25, Le Havre)
29 November 1942 - Patrol (1.45)
2 December 1942 - Patrol (1.10)
4 December 1942 - Sweep (1.10, Audrico)

4 December 1942 - Air/Sea Rescue (1.30)

5 December 1942 - Scramble (1.30)

6 December 1942 - Scramble (1.00)

6 December 1942 - Sweep (1.00, Lille)

Wounded 24 August 1942 on Spitfire BS198 - moderate shrapnel wounds to left arm, gash over right eye. Crash landed at base with wounds and control damage. Fuselage broken, main plane shot up and further damaged on landing.

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BLATCHFORD, F/L Ross Thomas (J7644) - **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 9 March 1915. Home in Toronto; enlisted there 3 September 1940. To No.5 SFTS, 5 November 1940. To No.1 ITS, 10 December 1940; graduated and promoted LAC, 15 January 1941 when posted to No.7 EFTS; ceased training, 10 February 1941; to No.4 AOS, 14 April 1941; graduated 7 July 1941 when posted to No.4 BGS; graduated 16 August 1941 and posted next day to No.2 ANS; graduated and commissioned 15 September 1941. To No.115 Squadron (this is uncertain), date unknown. Promoted Flying Officer, 15 September 1942. To Eastern Air Command, 3 February 1943. To No.5 (BR) Squadron, 23 February 1943. Promoted Flight Lieutenant, 1 September 1943. To "Y" Depot, Lachine, 11 February 1944. To No.45 (Air Transport) Group, 29 February 1944. Repatriated 8 August 1945. Retired 28 September 1945. Living in Noranda, Quebec as of 1950.

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BLEAKLEY, F/L Roland MacKay (J19669) - **Distinguished Flying Cross** - No.578 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 24 February 1916 in Kindersley, Saskatchewan; home in Winnipeg; enlisted there 23 March 1942. To No.2 Manning Depot, 12 May 1942. To No.7 BGS (guard duty), 27 July 1942. To No.7 ITS, 29 August 1942; graduated and promoted LAC, 23 October 1942 but not posted to No.19 EFTS until 7 November 1942; may have graduated 30 December 1942 but not posted to No.15 SFTS until 9 January 1943; graduated and promoted Sergeant, 30 April 1943. To "Y" Depot, 14 May 1943. To RAF overseas, 26 May 1943. Commissioned 21 January 1944. Promoted Flying Officer, 21 June 1944. Repatriated 15 January 1945. Retired 28 February 1945. Died in Winnipeg, 1983. 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 fortitude, courage and devotion to duty." Public Records Office Air 2/8827 has recommendation dated 21 August 1944 when he had flown 37 sorties (160 hours 21 minutes).

Flight Lieutenant Bleakley has completed 37 operations totalling 160.21 hours including many sorties upon a wide range of targets which have included industrial, strategical and tactical objectives.

Flight Lieutenant Bleakley possesses a forceful character with a keen understanding of his responsibilities as a captain; he has led his crew with brilliant success throughout a large number of sorties. In addition to his fine operational record he has acted in the capacity of Air Sea Rescue and Safety Officer, devoting a considerable amount of his own time, thought and energy towards ensuring that all his comrades in the squadron were fully equipped and trained. Thus he has contributed not only with his own crew, but through the medium of his work with other crews, a very considerable portion towards the successful completion of many operations.

It is strongly recommended that Flight Lieutenant Bleakley's exceptional work should be recognized by the award of the Distinguished Flying Cross.

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BLEICH, F/O Erwin (J87491) - **Mention in Despatches** - No.427 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 1 February 1924 in Kiev, Russia. Home in Morse, Saskatchewan; enlisted Regina 12 March 1942. To No.2 Manning Depot, 3 April 1942. To No.2 BGS (guard duty), 23 May 1942. To No.2 ITS, 18 July 1942; graduated and promoted LAC, 12 September 1942 but not posted to No.2 BGS until 23 10 October 1942; promoted Sergeant, 5 November 1942; to No.7 AOS, 27 December 1942. Graduated 5 February 1943. To "Y" Depot, 19 February 1943; to RAF overseas, embarking 8 March 1943. Disembarked 18 March 1943. Promoted Flight Sergeant, 6 April 1943. Attached to No.9 EFTS, 22 May to 4 June 1943. To No.9 (Observer) AFU, 8 June 1943. To No.24 OTU, 13 July 1943. To No.1659 Conversion Unit, 10 October 1943. To No.427 squadron, 14 November 1943. Commissioned 2 June 1944. To No.1659 Conversion Unit, 22 August 1944. Promoted Flying Officer, 1 October 1944. Repatriated 14 November 1944. Retired 23 February 1945. Died in Saskatoon, 6 February 1982 as per **Legion Magazine** of May 1982. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD.

Note: On repatriation reported he had flown 28 sorties (162 hours 20 minutes).

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BLINKINSOP, S/L Edward Weyman (J3467) - **Distinguished Flying Cross** - No.425 Squadron -

Award effective 11 April 1944 as per **London Gazette** of 21 April 1944 and AFRO 1186/44 dated 2 June 1944. Born 8 October 1920 in Victoria, British Columbia; educated and home there (chartered accountant); enlisted in Vancouver, 4 June 1940. Trained at No.1 ITS (24 June to 20 July 1940), No.8 EFTS (23 July to 15 September 1940) and No.4 SFTS (15 October to 20 December 1940). Further trained at No.1 ANS; subsequently assigned for 14 months to No.2 ANS. Commissioned 1941. To New Zealand 25 April 1942 to inspect their navigation training procedures (not sure when he returned). Posted overseas January 1943; trained at No.3 (P) AFU, No.22 OTU and No.311 FTU. To North Africa, 10 July 1943 for service with No.424 Squadron but transferred almost immediately to No.425 Squadron, with whom he flew until 27 February 1944 when transferred to No.405 Squadron. In March 1944, at Pathfinder Night Training Unit, he was in Lancaster EE120 (QF-P), taking off from Warboys at 2045 hours for dual night conversion. At 2130 hours, gathering speed for another take-off, a tyre burst and aircraft was wrecked beside runway (no injuries). Instructor was S/L M. Sattler, DFC (RCAF). Shot down with No.405 Squadron, 27/28 April 1944 (Lancaster JA976) during raid on Montzen marshalling yards; only survivor. Picked up by Belgian Underground, he obtained papers which enabled him to pass as a Belgian national. However, while in Meensel-Kiesegem a German round-up netted 80 members of local Resistance including Blenkinsop. Held at St.Gilles Prison, Brussels. While detained he transmitted his identity to an American officer POW by tapping in morse code over steam pipes. Sent to work in a factory in Hamburg. May have spent time in Bergen-Belsen. Died 23 January 1945 in concentration camp at Neuengamme (heart failure, possibly caused by lethal injection). Body cremated; name on Runnymede Memorial.

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

BLINKINSOP, S/L Edward Weyman, DFC (J3467) - **Croix de Guerre 1940 with Palm (Belgium)** - (deceased) - Awarded 17 July 1948 as per **Canada Gazette** of that date and AFRO 455/48 dated 23 July 1948.

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).

Further Note: On 21 January 1942 the following report was filed on his performance at No.2 ANS, Pennfield Ridge and suggesting accelerated promotion:

This officer is employed as navigation instructor in G.I.S. this School. He has had ten months service on his present duties and has done an excellent job at all times. He is industrious, keen and very intelligent. During the ten months he has been employed on instructional duties he has flown approximately 335 hours with his classes. It is considered that this officer has well merited this recognition.

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BLINKHORN, F/L Jack George (J12694) - **Commended for Valuable Services** - No.11 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 10 March 1916. Home in Dauphin, Manitoba; enlisted in Hamilton, Ontario, 2 July 1940. To No.1 ITS, 20 July 1940; graduated and promoted LAC, 7 October 1940 when posted to No.3 EFTS; graduated 25 November 1940 when posted to No.6 SFTS; graduated and promoted Sergeant, 10 February 1941. To Central Flying School, Trenton, 11 February 1941. To No.10 SFTS, 10 April 1941. Promoted WO2, 10 February 1942. To No.3 EFTS, 15 May 1942. To No.9 SFTS, date uncertain. To No.11 SFTS, 3 November 1942. Commissioned 30 June 1943. To No.6 OTU, 11 July 1944. To "Y" Depot, 25 November 1944. To No.3 PRC, Bournemouth, 20 November 1944. Repatriated 10 September 1945. Retired 19 October 1945. Living in Dauphin, Manitoba as of 1950.

This officer graduated as a Sergeant Pilot. By his continued enthusiasm and devotion to duty, he has successfully filled all positions up to Flight Commander. During a prolonged period of instructional flying, he has maintained consistent interest in his duties and made unceasing efforts to improve the standard of flying instruction. His marked ability, fine leadership and exceptional keenness have been outstanding and an inspiration to all who have come in contact with him.

BLINKHORN, F/L Jack George (J12694) - **Croix de Guerre with Silver Star (France)** - Overseas - Award as per AFRO 866/46 dated 6 September 1946. For this French award, DHist file 181.009 D.1554 (RG.24 Vol.20601) gives the following:

Pilot of great valour. Has been successful in pick-up operations in occupied Indochinese territory, thus helping materially the Resistance Movement in

Indochina.

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BLISS, WO Osborne Lloyd (R88244) - **Distinguished Flying Cross** - No.35 Squadron (presumed dead) - Award effective 22 August 1943 as per **London Gazette** dated 20 March 1945 and AFRO 721/45 dated 27 April 1945. Born 6 April 1915 in Westchester Station, Nova Scotia; home in New Glasgow (garage manager); enlisted Halifax, 24 March 1941. To No.1 Manning Depot, Toronto, 15 May 1941. To No.1 SFTS, Camp Borden (guard duty), 10 June 1941. To No.4 WS, Guelph, 5 August 1941. Promoted LAC, 4 September 1941. His academic standing was so low that there were suspicions he failed numerous courses deliberately; "It is hard to believe that anyone after 21 weeks of instruction can fail in so many subjects." Posted to Composite Training School, Trenton, 9 January 1942. Reclassified from Wireless Air Gunner to Air Gunner, 15 January 1942; to No.6 BGS, Mountain View, 1 March 1942. While there he flew 14 hours 20 minutes in Fairey Battle aircraft; fired 900 rounds on ground, 426 rounds air to ground and 1,971 rounds air-to-air. He placed 24th in a class of 30 and was described as follows: "His air firing results were below average, and he will require further training before becoming a fully reliable Air Gunner." Graduated and promoted Sergeant, 30 March 1942. To "Y" Depot, 1 April 1942. To RAF Trainee Pool, 30 April 1942. Disembarked in United Kingdom, 12 May 1942 and posted to No.3 PRC, Bournemouth. To No.7 AGS, 20 June 1942; to No.35 Conversion Flight, 14 July 1942; to No.35 Squadron, 21 July 1942. Returned to No.35 Conversion Flight, 13 August 1942; returned to No.35 Squadron, 3 September 1942. Promoted Flight Sergeant, 1 February 1943. Promoted WO2, 30 March 1943. Killed in action 23/24 August 1943 on Halifax HR928; buried in Germany. HR928 was one of four No.35 Squadron Halifaxes lost on this operation, the others being HR846, HR865 and JB786. See entry for Walter D. Craig for details of loss plus combat reports. Award sent by registered mail to next of kin, 8 March 1946.

The efficient manner in which this officer has directed his captain in avoiding attacks by enemy fighters and engagement by searchlights and anti-aircraft fire has been very largely responsible for the excellent results attained by his crew. Warrant Officer Bliss has proved himself to be a keen and cool air gunner whose record of operations has been most meritorious. He has invariably displayed a high order of courage and devotion to duty.

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BLISSETT, FS Leonard Frank (Can 7572) - **Mention in Despatches** - No.22 Sub Repair Depot - Western Air Command Headquarters - Award effective 2 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Born in Ottawa, 2 September 1908. Employed as an upholsterer at places as diverse as Rideau Hall (one year), General Motors (two

years) and Ford Motor Company (one year) before embarking on private business which he ran four years. Enlisted in Ottawa, 24 April 1939 as fabric worker. To No.8 (BR) Squadron, 28 August 1939. Promoted AC1, 24 October 1939. Promoted LAC, 29 February 1940. Promoted Corporal, 1 July 1940. Promoted Sergeant, 1 July 1941. To Sea Island, 31 March 1942. Promoted Flight Sergeant, 1 August 1942. On 19 May 1944 he applied for training as a Safety Equipment Worker. At that time he described his duties as "NCO in charge of Parachutes and Dinghies; NCO in charge of Parachute Section four years. Made a special study of safety equipment for last six months. NCO in charge of Dinghy Section for last six months." To Technical Training School, 24 October 1944. Reclassified as Safety Equipment Technician, 20 January 1945. To No.3 Repair Depot, Vancouver, 26 January 1945. To Station Sea Island, 4 February 1945 for employment at No.22 Sub-Repair Depot. To Technical Equipment School, Aylmer, 5 February 1946. To United Kingdom, 8 April 1946. Disembarked 15 April 1946 and posted to Station Leeming. Repatriated 17 June 1946. To No.9 (Transport) Group, 25 June 1946. Retained rank of Flight Sergeant in postwar RCAF, serving at Station Rockcliffe. Retired 30 March 1948, settling in Vancouver. Died there 10 January 1987.

This non-commissioned officer has displayed exceptional organizing ability and efficiency in the operation of a comparatively new branch of the service. His keenness, loyalty and unfailing energy have most decidedly resulted in superior workmanship being displayed. His record is a most praiseworthy example to all ranks of the Royal Canadian Air Force.

The above award began as a recommendation for a BEM, raised by W/C D.D. Millar, Officer Commanding, No.22 Sub-Repair Depot, Sea Island on 3 July 1945; wording as above. Supported by W/C E.B. Hale, 5 July 1945 and subsequently by A/V/M F.E. Heakes. Reduced to a Mention in Despatches, 2 January 1946 by A/C M. Costello, Honours in War Committee.

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BLONDON, Corporal Irwin William (R72901) - **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. 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. Born on Dixon Road, Rose Valley, Prince Edward Island, 20 February 1918. Part-time farmer and a school teacher for three years. Military training, 10 January to 8 February 1941. Home in Kingston, Nova Scotia; enlisted Charlottetown, 16 April 1941 as an Armourer; subsequently reclassified as Armourer (B). To Trenton on 16 April 1941. To Station Mountain View, 16 May 1941. Promoted AC1, 11 August 1941. To No.2 AOS, Edmonton, 12 August 1941; regularly flew with that unit (80 hours 20 minutes up to 31 October 1942). Promoted LAC, 1 April 1942. Promoted Corporal, 1 August 1942. To "Y" Depot, Halifax, 16 November 1942; to RAF overseas, 28 December 1942. Disembarked in Britain, 7 January

1943. To No.424 Squadron, 25 January 1943 and accompanied that unit with No.331 Wing to North Africa. Promoted Temporary Sergeant (paid), 1 April 1943. To No.432 Squadron, 10 August 1943. To No.62 Base, 6 December 1943. Injured 14 September 1944 when left foot run over by wheel of a bomb truck. Repatriated 18 June 1945. To Station Debert, 19 June 1945. Released 10 September 1945. Died in Truro, Nova Scotia, 31 March 1980. No citation in AFRO. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945, noting that when recommended he had served 21 months in Canada, 24 months overseas.

Corporal Blondon has been NCO in charge of the High Explosive Area of the Bomb Stores for the past year. During this period he and his men have been called upon to work exceedingly long hours in all weathers at the arduous task of preparing operational bomb loads. Corporal Blondon by his untiring efforts and initiative organized his work so that in spite of shortage of time and increased commitments, bomb loads are prepared in an exceedingly short time and his efforts have done much to increase the efficiency of the station.

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BLOOM, WO Robert John (R58524, later J88765) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 19 October 1943 and AFRO 2457/43 dated 26 November 1943. Born 15 April 1917 in Vancouver; home there where he was a warehouseman (three months, 1936), rope maker (18 months, 1936-1937), labourer for B.C. Electric Gas Division (18 months, 1937-1938) and postal clerk (five months, 1938-1939); enlisted there 21 August 1940. To No.10 Equipment Depot, 10 November 1940. To No.1 ITS, 11 December 1940. Promoted LAC, 15 January 1941. To 1 WS, 3 February 1941; to No.6 BGS, 22 June 1941; graduated 20 July 1941 and promoted Sergeant. Warned for embarkation that date. To RAF Training Pool overseas, 14 August 1941. Taken on strength of No.3 PRC, 15 September 1941. To No.1 Signal School, 29 September 1941. To No.19 OTU, 23 December 1941. To No.78 Squadron, 21 May 1942. He flew one sortie (4.46 hours) before being hospitalized. To Station Middleton, 11 August 1942. To No.78 Squadron again, 28 August 1942, flying a further 24 sorties. Promoted Flight Sergeant, 20 January 1942. Promoted WO2, 1 November 1942. Promoted WO1, 1 May 1943. To No.35 Squadron, 14 May 1943. To No.15 OTU, 28 September 1943. To No.1 Radio School, 16 February 1944. Commissioned 31 August 1944. Repatriated to Canada, 23 September 1944. At No.5 OTU, 6 November 1944 to 14 February 1945 when posted to No.5 Repair Depot. Promoted Flying Officer, 28 February 1945. To Release Centre, 5 September 1945. Released 7 September 1945. Enlisted as an LAC in postwar Auxiliary RCAF, Communications Technician, 10 January 1952 and posted to No.3055 Technical Training Unit. To No.442 Squadron, 16 May 1952. Attended summer camps at Comox, 1958 through to 1963. Promoted Corporal, 1 October 1956. Promoted Sergeant, 1 April 1961. Retired 31 March 1964, retiring in Vancouver with rank of Sergeant. Died in New Westminster, British

Columbia, 9 September 1990 as per British Columbia Vital Statistics. Photo PL-23724 is a portrait. Award presented 27 November 1948.

Warrant Officer Bloom has completed many bombing attacks on distant and heavily defended objectives in Germany and the occupied countries. He has always displayed great coolness when his aircraft has been subjected to heavy enemy attacks and his sound technical knowledge has, on several occasions, greatly assisted in the safe return of the aircraft to its base. He has shown courage and tenacity of purpose on all his missions.

Notes: On repatriation he state he had flown 45 sorties (283 hours), last sortie being on 16 September 1943. Aircraft experienced were Whitley (61.20), Anson (11.40), Halifax I and II (389.00) and Wellington I and XX (44.00).

Application for Operational Wing dated 7 December 1943 stated he had flown 45 sorties (282 hours), 10 May 1943 to 29 September 1943 (but see above).

Sample Assessments:

When first interviewed in Vancouver, 7 June 1940, the recruiting officer described him as poorly dressed and untidy. Nevertheless, he wrote, "A bright young fellow who has had to fight all the way through life. Intelligence well above the average - very keen to fight. Father a war veteran of the right type. This man should make a first class Air Gunner."

"This officer is well versed on his knowledge of radio theory and is considered to be a very capable Signals Training Instructor. Recommended for retention in the service and promotion." (W/C H. Malkin, No.5 OTU, 7 March 1945)

Assessment dated 13 September 1960 by F/L J.E. Vernon (Education Officer, No.442 Squadron) - "Corporal Bloom is a long-time member of this unit and can always be depended on to give a good showing. His attendance is above average and he has a high sense of loyalty. His appearance on parade is satisfactory. He has demonstrated on many occasions his ability as a tradesman. He works well with others in his section and with other trades. On mobility exercises and summer camps he demonstrates a willingness to work long and hard hours that most younger members of the unit have not learned. His upward rise to Sergeant level has been blocked only by lack of unit vacancy. His dress and deportment are good."

Assessment dated 1 September 1962 by F/L J.E. Vernon, No.442 Squadron - "Sergeant Bloom is probably the steadiest NCO in the unit and his loyalty and reliability are well proven to be excellent. As the only qualified Auxiliary Telecom Man in 442 or 443 Squadrons, he is often called upon to carry out tradesmans' tasks and constantly demonstrates his proficiency on this

line. His trade knowledge is such that he is capable of giving excellent off-the-cuff lectures on telecom theory and equipment on a few minutes notice when other lecturers fail to show up. Sergeant Bloom can always be relied upon to take charge of crews for our away-from-home operations when many of the married senior NCOs have difficulty getting away from home. His appearance and ability to carry out parade duties in front of a flight are not as good as that of the other squadron NCOs. This NCO is definite asset and he is suitable and recommended for promotion."

* * * * *

BLOOMFIELD, P/O Melvin Russell (J88466) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 13 May 1924 in Hudson, Ontario; home in Windsor, Ontario (florist); enlisted Hamilton 11 June 1942 and posted to No.1 Manning Depot. To No.6 BGS (non-flying duties), 1 August 1942. To No.1 ITS, 26 September 1942. Promoted LAC, 4 December 1942. To No.7 BGS, 27 December 1942; to No.7 AOS, 21 February 1942; graduated 2 April 1943 and promoted Sergeant. To "Y" Depot, date uncertain; to RAF overseas, 26 May 1943. Commissioned 11 August 1944. Repatriated 1 February 1945. To No.1 Air Command, 11 February 1945. To No.16 SFTS, 8 April 1945. To Station Moncton, 27 May 1945. Date of release uncertain. Postwar RCAF service as Flying Controller (service number 38736), 7 June 1951 to uncertain date. Award presented. Died 31 October 1994 in White Rock, British Columbia. 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 21 September 1944 when he had flown 41 sorties (176 hours 45 minutes), 2-28 January 1943 and 4 February to 13 September 1944. Why the short 1943 tour and long absence? Sorties from 25 June onwards were as part of Pathfinder Force.

2 January 1943 - GARDENING, Friesians (3.30)
6 January 1943 - GARDENING, Bordeaux (8.35)
14 January 1943 - Special Bombing Op (3.35)
20 January 1943 - GARDENING, Friesians (3.10)
21 January 1943 - Special Bombing Op (3.40)
25 January 1943 - Special Bombing Op (3.45)
28 January 1943 - GARDENING, Baltic (6.00)

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4 February 1944 - GARDENING, Bordeaux (8.20)
20 February 1944 - GARDENING, St.Malo (4.00)
21 February 1944 - GARDENING (2.50)

22 February 1944 - GARDENING, Baltic (6.45)
7 March 1944 - Special Bombing Op (6.30)
10 March 1944 - Special Bombing Op (7.40)
13 March 1944 - GARDENING, Lorient (6.00)
15 March 1944 - Special Bombing Op (6.20)
16 March 1944 - Amiens (3.45)
9 April 1944 - Paris (4.10)
11 April 1944 - Aachen (3.20)
24 April 1944 - Karlsruhe (5.35)
26 April 1944 - Essen (4.00)
27 April 1944 - Friedrichshaven (7.45)
1 May 1944 - Chambly (3.35)
22 May 1944 - Dortmund (4.30)
25 May 1944 - Aachen (3.25)
25 June 1944 - Pas de Calais (2.15)
12 July 1944 - Paris (3.25)
18 July 1944 - Cagny (3.25)
22 July 1944 - Abbeville (2.50)
23 July 1944 - Kiel (5.30)
25 July 1944 - Stuttgart (5.10)
5 August 1944 - Noyelle en Chausse (3.05)
7 August 1944 - Battle area (3.05)
17 August 1944 - Caen (3.05)
1 September 1944 - Lumbres (2.10)
3 September 1944 - Velno (3.10)
9 September 1944 - Le Havre (2.30)
10 September 1944 - Le Havre (2.35)
10 September 1944 - Le Havre (3.05)
11 September 1944 - Kamen (3.45)
12 September 1944 - Munster (3.35)
13 September 1944 - Nordstern (3.20)

This officer has now completed 41 operational sorties of which seventeen have been with this squadron including ten as a member of a Marker crew.

Pilot Officer Bloomfield has always shown himself as of high courage. At all times he sets his mind to the task in hand and his cheerfulness and quiet determination to overcome all difficulties have gained him the respect and confidence of his crew.

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BLOWER, Corporal George Alfred (R75381) - **Mention in Despatches** - No.404 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 9 October 1906 in Nottingham, England. His father was a Hudson Bay Company port manager and he learned to speak Cree. Educated in Lloydminster public schools Interpreter and driver for RCMP in Western Canada, 1926-1936. From 1936 to 1940 he worked for the Department of Indian Affairs in control of a Diesel lighting plant; also farming. Home in Saskatoon. Enlisted in Saskatoon, 29 November 1940 as Airframe Mechanic. To School of Technical Training, St. Thomas, 6 December 1940. Promoted AC1, 26 April 1941. To No.4 SFTS, 30 April 1941. Promoted LAC, 1 October 1941. Warned for embarkation, 20 August 1941. To RAF overseas, 2 November 1941. Taken on strength of No.3 PRC, Bournemouth, 14 November 1941. To No.404 Squadron, 21 November 1941. Promoted Corporal, 1 October 1942. To Station Wick (non-effective), 25 September 1943. To No.7 Canadian General Hospital, November 1943. To Repatriation Depot, 1 March 1944. Repatriated to Canada aboard hospital ship, 13 June 1944; taken on strength of No.1 Repatriation Depot, Rockcliffe, 14 June 1944. To No.1 Training Command, 25 August 1944. Released 30 November 1944. Dinghy expert. Died in Victoria, British Columbia, 9 July 1971.

He sustained an injury while working on aircraft in November 1942 which appears to have developed into long-term neurological difficulties. At the time of his release it was stated at the Christie Street Hospital (Toronto) that he had flown about 150 hours. The following statement was remarkable but is unsubstantiated by medical records: "While on test flight in vicinity of aerodrome (Scotland) and unarmed was attacked by two ME's and shot down, severely wounded in head."

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BLUETHNER, P/O Paul Daniel (J88289) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1147/45 dated 13 July 1945. Born 12 May 1923 in London, Ontario; educated in Toronto; home in Toronto (bank clerk); enlisted there 28 October 1942. Granted Leave Without Pay until 16 February 1943 when posted to No.1 Manning Depot. To No.4 BGS (guard), 7 April 1943. To No.23 Pre-Aircrew Training Detachment, 2 May 1943. To No.2 Air Gunner Ground Training School, 11 June 1943. Promoted LAC, 24 July 1943 when posted to No.3 BGS; graduated and promoted Sergeant, 3 September 1943. To "Y" Depot, 17 September 1943; taken on strength of No.3 PRC, Bournemouth, 8 October 1943 (date of embarkation from New York). Disembarked in Britain, 16 October 1943. To No.82 OTU, 26 October 1943. To No.61 Base, 25 January 1944. To No.429 Squadron, 15 March 1944. Commissioned 8 July 1944. To No.405 Squadron, 21

September 1944. Promoted Flying Officer, 8 January 1945. Repatriated 15 April 1945. To No.2 Air Command, 2 May 1945. To No.6 Repair Depot, 3 June 1945 where he was employed as a personnel counsellor and was described as an "outstanding success." - on release it was noted, "His knowledge of Rehabilitation measures and his interest in the problems of others won for him the highest commendation of his superior officers." To No.9 Release Centre, 14 October 1945. Retired 29 November 1945. Award sent by registered mail 26 September 1949. RCAF photo PL-31919 (ex-UK14054 dated 18 August 1944) is captioned as follows: "Flight Sergeant Gordon Ritchie, DFM of Montreal, Bison Squadron rear gunner, demonstrates to his mid-upper gunner, Flight Sergeant P.D. Bluethner of Toronto how an Me.410 attacked before falling to their guns. With other RCAF Bomber Group planes they were on their way back from attacking Brunswick when the Nazi struck. They opened fire, the Jerry burst into flames and then exploded 'on the deck'. Flight Sergeant Ritchie was invested with the Distinguished Flying Medal by the King two days before this raid." Died in Winnipeg, 9 October 1984.

This officer has 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 20 December 1944 when he had flown 49 sorties (234 hours six minutes), 9 April to 18 December 1944.

* denotes 1/3 sortie

9 April 1944 - Villeneuve-St. Georges (5.50)*
10 April 1944 - Ghent (4.40)*
26 April 1944 - Essen (4.40)
27 April 1944 - Aulnoye (4.05)*
30 April 1944 - Somain (5.00)
1 May 1944 - St.Ghislain (4.45)
9 May 1944 - St.Valery en Caux (4.00)
11 May 1944 - Boulogne (4.20)
12 May 1944 - Louvain (4.55)
19 May 1944 - Le Clipon (3.50)
24 May 1944 - Aachen (4.25)
27 May 1944 - Bourg Leopold (5.35)
7 June 1944 - Acheres (4.45)
8 June 1944 - Mayennes (5.55)
12 June 1944 - Arras (5.15)
14 June 1944 - Cambrai (3.45)
15 June 1944 - Boulogne (3.40)
17 June 1944 - Oisemont-au-Bois (4.25)

21 June 1944 - Oisemont-au-Bois (4.15)
24 June 1944 - Bonnetot (4.30)
25 June 1944 - Godenflos (4.10)
27 June 1944 - Wizernes (3.45)
28 June 1944 - Metz (6.45)
4 July 1944 - Villeneuve-St.Georges (5.40)
20 July 1944 - Ferme du Grande Bois (3.46)
24 July 1944 - L'Hey (3.40)
25 July 1944 - Stuttgart (8.30)
28 July 1944 - Hamburg (4.55)
30 July 1944 - Amaysur Suelle (4.00)
1 August 1944 - L'Hey (3.20)
3 August 1944 - Foret de Nieppe (3.50)
5 August 1944 - St.Leu Dressevent (5.05)
8 August 1944 - Chantilly (4.30)
12 August 1944 - Brunswick (5.40)
14 August 1944 - Aisy (4.25)
15 August 1944 - GARDENING (6.25)
30 September 1944 - Bottrop (3.07)
5 October 1944 - Saarbrucken (4.39)
6 October 1944 - Sterkrade (3.02)
12 October 1944 - Wanne Eickel (3.27)
14 October 1944 - Duisburg (3.22)
15 October 1944 - Duisburg (3.22)
23 October 1944 - Essen (4.02)
28 October 1944 - Cologne (3.57)
30 October 1944 - Cologne (4.12)
9 November 1944 - Wanne Eickel (3.37)
16 November 1944 - Julich (3.39)
22 November 1944 - Castrop (4.20)
27 November 1944 - Neuss (3.48)
30 November 1944 - Duisburg (4.15)
2 December 1944 - Hagen (5.34)
18 December 1944 - Duisburg (4.22)

Pilot Officer Bluethner is a very capable and efficient Air Gunner who is now on his second tour of operations. He has participated in attacks on many of the enemy's most heavily defended areas, invariably displaying a fine fighting spirit and a dogged determination which is very commendable. Although of a quiet, reserved disposition, the enthusiastic manner in which he has performed his

allotted operational tasks, even under the most difficult and adverse conditions, has had an inspiring effect on all members of his crew and spurred them on to greater achievements.

Notes: Application for Operational Badge dated 17 October 1944 stated he had flown 33 sorties (170 hours 45 minutes) with No.429 Squadron and six sorties (21 hours 20 minutes) with No.405 Squadron, 16 March to 14 October 1944.

Application for Bar to Operational Badge dated 31 March 1945 stated he had flown 33 sorties with No.429 Squadron (171 hours 35 minutes) and 25 sorties with No.405 Squadron (105 hours 40 minutes).

Form on repatriation dated 3 April 1945 stated he had flown 58 sorties or 61 trips (not clear the distinction), 277 hours 15 minutes on operations, 221 hours 15 minutes non-operational, and last sortie was 14 March 1945. Types experienced overseas were Wellington (71.25), Halifax (260.10) and Lancaster (166.55),

Training: Interviewed 22 October 1942 by a F/L M. Powell. "Fine type of chap. Pleasant, easy, assured manner. Self reliant and dependable. Frank, sincere and cooperative. Good motivation and mental attitude. Active in team sports at school (made senior teams). Excellent material. Hopes for pilot but quite content with any category in aircrew."

Course at No.3 BGS was 14 June to 3 September 1943. Flew in Battle aircraft with Vickers Gas Operated gun and Anson with Browning gun; total air time was 30 hours 15 minutes. In air he experienced Bristol turret. On ground he experienced Bristol, Boulton Paul and Frazer Nash turrets. Fired 785 rounds on 25-yard range, 600 rounds air-to-ground and 3,850 rounds, air-to-air (six percent hits on air-to-air). Ground courses in Guns, pyrotechnics and ammunition (175/200), Guns, practical (75/100), Sighting, oral (175/250), Turrets, practical (175/200), Aircraft recognition (139/150), and Signals (55/100). Leadership assesses as 70/100. "Average student, clean cut, industrious worker; good Air Gunner type."

Course at No.82 OTU was 26 October 1943 to 7 January 1944. Flew in Wellington aircraft (Frazer Nash turret and Browning machine guns in the air) - 35 hours ten minutes by day, 36 hours 15 minutes by night. Of this time, five hours 20 minutes spent in fighter affiliated. Fired 350 rounds on 25-yard range and also 30 rounds on clay pigeons (two hits). On ground experienced Boulton Paul turret (again with Browning guns). Air Tests in Cine Camera (seven daylight exercises, scored 70 percent); also one daylight and three night air-to-sea exercises and one daylight air-to-air exercise (three percent hits). Ground tests in Aircraft Recognition (176/200), Guns (136/200), Reporting and Fighting Control (140/200), Sighting, including practices in GTST (130/200), Turrets, drill and components (136/200). "Moderate air gunner. Nothing outstanding in his training. Discipline fair."

At No.1659 Conversion Unit, assessed on Browning gun (88 %), Boulton-Paul turret (94 %), Aircraft Recognition (96 %), and Sighting (79 %). Radio Telephone Patter described as "Very

good commentary and good timing.” He had completed 16 hours of night vision training. “Very keen and reliable - slightly above average.”

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BLUETT, WO (now P/O) Wallace Robert (R98770/J86230) - **Mention in Despatches** - No.8 Squadron (AFRO says only “Overseas”) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Brock, Saskatchewan, 3 July 1919. Home in Carruthers, Saskatchewan (store clerk); militia service with Prince Albert and Battleford Volunteers, 30 July 1940 to 23 April 1941; enlisted in RCAF, Saskatoon, 23 April 1941. To No.2 Manning Depot, 9 June 1941. To No.3 BGS (guard duty), 7 August 1941. To No.2 ITS, 1 September 1941; graduated and promoted LAC, 9 October 1941 when posted to No.15 EFTS; graduated 6 December 1941 and posted on 10 December 1941 to No.11 SFTS; graduated and promoted Sergeant, 27 March 1942. To “Y” Depot, 28 March 1942. To RAF overseas, 30 April 1942. Disembarked in United Kingdom, 12 May 1942. Taken on strength of No.3 PRC, 13 May 1942. To No.6 (Pilots) AFU, 24 June 1942. To No.13 OTU, 1 September 1942. Promoted Flight Sergeant, 27 September 1942. To No.2 Personnel Despatch Centre, 2 December 1942; to Middle East, 11 December 1942. Disembarked in Aden, 28 March 1943 and posted that date to No.8 Squadron. Assigned to Communications Unit, Khormansar, 1 February 1944. Flew in Aden and South Africa. Promoted WO2, 27 March 1943. Promoted WO1 on 27 September 1943. Commissioned 7 March 1944. Promoted Flying Officer, 7 September 1944. Embarked from Aden, 22 September 1944. Disembarked in Britain (tour expired), 2 December 1944. Repatriated 22 January 1945. To No.2 Air Command, 2 February 1945. To No.6 Release Centre, Regina, 23 March 1945. Retired 24 March 1945. Died while vacationing in Australia, 2 December 1986; ashes sprinkled on his favourite golf course there. No citation in AFRO.

Notes: Assessment dated 5 January 1945 stated he had flown one operational and one non-operational tour and had experience on Beechcraft, Baltimore, and Vincent aircraft - had flown 35 sorties (175 operational hours) with the last sortie on 12 January 1944.

Involved in incident, 12 November 1943, Bander Kassim, 0823 hours. It was an operational sortie (daylight convoy escort), Blenheim V, BA333. At the time he had 155 hours 35 minutes on type; others in crew were 133490 F/O R. Hay (navigator) and 1292218 Sergeant W.T. Melhuish (WOP/AG). “On the morning of 12th November 1943 at 0741 Local Time left Bander Kassim to carry out a convoy escort and at 0802 hours the starboard oil pressure was dropping and in a few minutes was completely gone. I throttled back the starboard engine and set course for Bander Kassim.. At 0810 hours smoke was coming from the starboard engine and the bombs were jettisoned and at 0820 hours the outer tanks were jettisoned of fuel. I proceeded back to Bander Kassim using the port engine but keeping the starboard engine idling in case of an emergency. Bander Kassim reached at 0823 hours where a successful landing was carried out. The starboard engine was still running when I landed and did not seize up after stopping.”

Application for operational wing dated 10 July 1944 stated he had flown 38 sorties (160 hours),

Blenheim V aircraft, 28 April 1943 to 12 January 1944.

Form signed on repatriation (5 January 1945) gave sorties as 35, with 175 operational hours on Blenheims. Communications flying was 254 hours 15 minutes.

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BLUMENAUER, P/O Charles Richardson (J16226) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 11 March 1943 as per **London Gazette** dated 26 March 1943 and AFRO 757/43 dated 30 April 1943. Born 11 August 1917. Home in British Columbia. Enlisted in Vancouver, 29 May 1941 and posted to No.2 Manning Depot. To No.2 ITS, 28 July 1941; graduated and promoted LAC, 10 September 1941 when posted to No.18 EFTS; graduated 22 November 1941 when posted to No.7 SFTS; graduated and promoted Sergeant, 13 March 1942. To "Y" Depot, 14 Marh 1942; to RAF overseas, 30 April 1942. Commissioned 2 December 1942. Repatriated as Flight Lieutenant, 25 December 1944. Retired 8 February 1945. Award presented 13 July 1943. Name mis-spelled in AFRO as "Bleumenauer". RCAF photo PL-19320 (ex UK-4506 dated 15 July 1943) shows F/O P.M. Anderson (left, Winnipeg) and F/L Charles R. Blumenauer after being invested with DFC. 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).

Since the beginning of February 1943, this officer has completed a number of night sorties against targets in Germany, Italy and Northern France. He has never failed to reach his objective and has pressed home his attack with accuracy and determination. In operations against Lorient, Milan and Cologne, Pilot Officer Bleumenauer obtained excellent photographs. By his courage and skill this officer has won the admiration of all with whom he has flown.

NOTE: Public Record Office Air 2/4951 has recommendation drafted 5 March 1943 when he had flown twelve sorties (68 hours 40 minutes). Sortie list (with photographic results) and submission as follows:

7 February 1943	Lorient - fire traces
11 February 1943	Wilhelmshaven - cloud
13 February 1943	Lorient - slight ground detail
14 February 1943	Milan - ground detail
16 February 1943	Lorient - smoke and fire traces
18 February 1943	Wilhelmshaven - ground detail
21 February 1943	Bremen - cloud
25 February 1943	Nuremberg - ground detail
26 February 1943	Cologne - ground detail
28 February 1943	St. Nazaire - very slight ground detail
1 March 1943	Berlin - very slight ground detail, fire traces, possible

ground detail
3 March 1943 Hamburg - ground detail

This Canadian officer made his first operational sortie on 7th February, 1943, and then carried on to complete twelve night sorties on targets in Germany, Italy and occupied France, totalling 68.40 hours flying within 25 days. On all these sorties he has shown the greatest determination to press home his attacks with accuracy and to bring back photographic evidence of the results of his attacks.

His photographic efforts have always been successful, particularly in the case of attacks of [on] Lorient on 13/14th February (1,700 yards from point of aim), on Milan on 14/15th February (3,000 yards from point of aim) and on Cologne on 26/27th February (point of aim).

It is considered that this officer's outstanding record of achievements are worthy of recognition and he is strongly recommended for the immediate award of a Distinguished Flying Cross.

On 6 March 1943 the Officer Commanding, Station Elsham Wolds, added his remarks:

This officer, by outstanding courage and grim determination to press home his attacks regardless of opposition, has set a very fine example to all other crews in the squadron. He has never failed to reach his primary target and the way he has carried out missions allotted to him has won the admiration of his crew and the squadron generally. Strongly recommended for the immediate award of the Distinguished Flying Cross.

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BLUNDELL, WO1 James Henry (R56724) - **Member, Order of the British Empire** - No.3 Manning Depot - Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Born 12 December 1909. Home in West Kildonan, Manitoba. Enlisted in Winnipeg, 5 February 1940 as Service Policeman. Reclassified as Disciplinarian, 1 June 1940. Promoted Sergeant, 24 June 1940. Promoted Flight Sergeant, 22 August 1940. Promoted WO2, 1 April 1941. To No.3 Manning Depot, 21 July 1941. Promoted WO1, 1 January 1942. Reclassified as Physical Training and Drill Instructor, 16 July 1943. To "Y" Depot, Halifax, 11 October 1943. Award presented 18 March 1944. To No.2 Release Centre, 25 October 1944. To Lachine, 11 December 1944. To AFHQ, 12 March 1945. Retained rank of WO1 in postwar RCAF, 1 October 1946 (service number 21265), still in Physical Training and Drill trade. To Station Winnipeg, 1 April 1947. To Station Rivers, 3 April 1947. To St. John's, Newfoundland, 18 February 1952. To Winnipeg, 5 January 1954. To Station Edmonton, 21 July 1955. Died of injuries (non-flying), 16 November 1956 (still a WO1).

Since the opening of this Depot in July 1941, Warrant Officer Blundell has acted

as Station Warrant Officer, and during the organization stages maintained discipline of a high standard. He organized training instruction without adequate assistance and under trying conditions. In addition to performing his regular duties in an exemplary manner, he has given his own time to instruct senior and junior NCOs. He organized and operated a continuous course of instruction for disciplinarians. As a result of his loyalty, leadership and fine example, he has built up and maintained an exceptionally high state of morale at this Depot.

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BLY, F/O Kenneth Eric (J27322) - **Distinguished Flying Cross** - No.57 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 293/45 dated 16 February 1945. Born 4 November 1915; home in Toronto; enlisted there 15 April 1942 and posted to No.2 Manning Depot. To No.4 BGS, 26 June 1942 (guard duty). To No.1 ITS, 15 August 1942; graduated and promoted LAC, 9 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 commissioned, 30 April 1943 when posted to No.1 BGS again. To "Y" Depot, 14 May 1943; to RAF overseas, 26 May 1943. Promoted Flying Officer, 30 October 1943. Repatriated 28 February 1945. Retired 17 April 1945. Award presented 14 June 1949.

Throughout his operational tour this officer has participated in many sorties against vital targets. He has shown courage and determination of a high order. His skill and accuracy as bomb aimer have been confirmed by excellent photographs. During a number of attacks his aircraft has been in combat with enemy fighters and casualties have been sustained. On one occasion the mid-upper gunner was killed and the rear gunner was wounded. During two other sorties in July 1944 his aircraft was detailed to attack a target at Culmont-Chalindres. On the outward flight, encountered by two Junkers 88, the aircraft was damaged and the rear turret put out of action. Flying Officer Bly manned the front turret and gave the captain a concise report of the enemy's movements, which in conjunction with his accurate fire, resulted in the probable destruction of the enemy aircraft.

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BLYTHE, F/O Thomas Reid (C18093) - **Mention in Despatches** - Middleton St.George - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation submitted to OC No.64 Base, 4 May 1945, giving name as "Thomas Robert". Born 28 January 1913. Home in Kapuskasing; enlisted North Bay, Ontario, 10 May 1941. To No.1 ITS, 27 May 1940; graduated and promoted LAC, 22 June 1940. To No.3 EFTS, 21 June 1940 (one day before his promoted to LAC). To No.2 SFTS, 31 August 1940. Ceased training and posted to No.1 Manning Depot, 10 May 1941 when reduced to AC2. Reclassified as Radio Mechanic under

Training that date. To Queen's University, 13 June 1941. Reclassified as Radar Mechanic, 20 September 1941, when promoted again to LAC. To No.1 Manning Depot, 5 December 1941. To No.31 Radio School, 28 December 1941. To "Y" Depot, 26 February 1942. To RAF overseas that same date. Promoted Corporal, 1 July 1942. Promoted Sergeant, 10 December 1942. Promoted Flight Sergeant, 29 May 1943. Commissioned 19 August 1943. Promoted Flying Officer, 19 February 1944. Repatriated 5 September 1945. Retired 22 October 1945. As of recommendation he had spent ten months in Canada, three years overseas. Certificate sent to him 10 August 1948. RCAF photo PL-2184 circa 1941 shows LAC T.R. Blythe (Kapuskasung) and LAC D.C. Gray (London, Ontario) pointing to air activities.

Flying Officer Blythe has been for the past year and a half the Radar Officer in charge of all Servicing and Repair work carried out at Middleton St. George. His keenness and technical ability have been instrumental in achieving the highest state of serviceability of any station in 6 Group.

His interest in the men under his charge, and his actions to further develop the many ingenious improvements to Radar equipment has definitely proved him to be an outstanding leader of men.

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BLACK, W/C Clifford Murray (J3476) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 18 May 1945 as per **London Gazette** of that date and AFRO 1085/45 dated 29 June 1945. Born 24 January 1917 in Saint John, New Brunswick; home in Yarmouth, Nova Scotia. Served with Royal Canadian Corps of Signals (Militia), 1935-1936. Paper maker; enlisted Montreal 6 June 1940. At No.1 Manning Depot, Toronto, 7 June to 24 June 1940. Trained at No.1 ITS (graduated 20 July 1940), No.4 ITS (graduated 7 October 1940) and No.31 SFTS (graduated 2 December 1940 although he remained on strength there until 4 January 1941). To No.13 (OT) Squadron, Patricia Bay (5 January to 6 April 1941); to No.120 (BR) Squadron (7 April 1941 to 29 April 1942); to Station Yarmouth (16 May 1942 to 27 April 1943); to No.161 (BR) Squadron (5 May 1943 to 1 December 1943); "Y" Depot, Halifax, 2 December 1943 to 20 January 1944; No.82 OTU Overseas, 11 April to 1 July 1944. To No.419 Squadron, 9 August 1944; to No.426 Squadron, 29 January to 25 May 1945; Bottrop incident appears to have been with No.419 Squadron. Commissioned 1 January 1941; transferred to Permanent RCAF, 1 October 1946. RCAF photo PL-33502 (ex UK-15735 dated 8 October 1944) is captioned as follows: "Flight Sergeant L.E. Cromwell, mid-upper gunner from Collingwood, Ontario, left, and Flight Lieutenant Cliff Black, pilot from Yarmouth, N.S. and McAdam, N.B., examine a specially inscribed 'cookie' just before they flew the trip which marked the 1000th sortie for Canadian-built Lancasters of the RCAF Bomber Group's veteran Moose Squadron. Dortmund, in the German Ruhr, was the target. F/L Black was an employee of the Ontario Paper Company in Baie Comeau, Quebec." Photo PL-36368 is a portrait. RCAF photo PL-41034 (ex UK-16892 dated 23 November 1944) shows him soon after taking command of No.419 Squadron. Award presented 1 April 1949.

This officer has completed numerous sorties against a variety of heavily defended targets and has invariably pressed home his attacks with great

resolution. On one occasion, when attacking Bottrop, despite the failure of one engine, he completed a successful attack and also obtained a valuable photograph. Wing Commander Black has set a fine example to the squadron he commands and his leadership and courage have been outstanding.

BLACK, S/L Clifford Murray, DFC (19546) - **Croix de Guerre with Silver Star (France)** - Award as per **Canada Gazette** dated 20 September 1947 and AFRO 485/47 dated 12 September 1947. Pilot. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Wing Commander Black commanded a Heavy Bomber Squadron and Heavy Bomber Station in No.6 Group, the latter appointment being held until the cessation of hostilities in Europe. During his tour of duty many German-held targets in France were attacked with outstanding success by the Squadrons under his command.

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BLACK, F/O Duncan Rhoderick (J89826) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 5 June 1945 as per **London Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 9 December 1922. Home in Montreal; enlisted there 7 September 1942 and posted to No.5 Manning Depot. To No.5 Equipment Depot, 19 November 1942. To No.3 ITS, 6 March 1942; graduated and promoted LAC, 15 May 1943 when posted to No.13 EFTS; graduated 10 July 1943 when posted to No.2 SFTS; graduated and promoted Sergeant, 29 October 1943. To "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, Bournemouth, 23 November 1943. Promoted Flying Officer, 28 February 1945. Repatriated 8 June 1945. To No.1 WS, 24 July 1945. To Release Centre, 26 August 1945. Retired 15 September 1945. Rejoined as pilot (Chipmunk instructor), Trenton, 20 October 1950 to 7 May 1952 (206119). **Note**, in AFRO the unit appears as No.436 Squadron; DHH card has No.426 Squadron typed, then struck out in pencil and No.436 substituted. Award presented 5 October 1946.

Flying Officer Black has completed many operational missions and has proved an efficient and determined captain of aircraft. This was amply demonstrated in March 1945 when detailed to attack Cologne. Soon after taking off, the starboard outer engine became unserviceable. Although some height was lost, this officer continued to the target which he successfully attacked. Throughout he displayed fine airmanship and devotion to duty.

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BLACK, F/L Robert Loughrey (J37377) - **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 4 March 1920. Home in Brussels, Ontario; enlisted Hamilton, 28 August 1941. To No.4 BGS, 12 September 1941. To No.1 ITS, 10 November 1941;

graduated 2 January 1942, promoted LAC and posted to No.6 EFTS; to No.4 SFTS, 28 March 1942; promoted Sergeant, 17 July 1942. To "Y" Depot, Halifax, 31 July 1942; to No.10 AOS, 16 August 1942; commissioned 22 October 1943; to "Y" Depot, 5 November 1943; taken on strength of No.3 PRC, Bournemouth, 23 November 1943. Repatriated to Canada, 1 June 1945. Released 13 July 1945. Employed postwar by Dominion Laboratory of Forest Pathology, Toronto. Award sent by registered mail 28 June 1949. Photo PL-43767 shows three RCAF members of No.101 Squadron - left to right they were F/O R.L. Black, DFC ("flew with a four leaf clover cased in perspex"), F/O C. Harder of Lethbridge (navigator to Black) and F/L A.M. Herring, DFC of Long Branch, Ontario ("a friend of the late F/L D.E. Hornell.") 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 2/9137 has recommendation dated 15 May 1945 when he had flown 31 sorties (209 hours 55 minutes).

12 December 1944 - Essen
15 December 1944 - Ludwigshaven
17 December 1944 - Ulm
22 December 1944 - Bonn
28 December 1944 - Bonn
29 December 1944 - Sholven-Buer
31 December 1944 - Osterfeld
2 January 1945 - Nuremburg
5 January 1945 - Hanover
6 January 1945 - Neuss
14 January 1945 - Merseburg
16 January 1945 - Brux
28 January 1945 - Stuttgart
1 February 1945 - Ludwigshaven
3 February 1945 - Bottrop
7 February 1945 - Cleve
13 February 1945 - Dresden
20 February 1945 - Dortmund
21 February 1945 - Duisburg
23 February 1945 - Pforzheim
1 March 1945 - Mannheim
2 March 1945 - Cologne
7 March 1945 - Dessau
8 March 1945 - Kassel
25 March 1945 - Hanover
27 March 1945 - Paderborn
3 April 1945 - Nordhausen
4 April 1945 - Lutzendorf
9 April 1945 - Kiel
10 April 1945 - Plauen

14 April 1945 - Potsdam (Berlin)

Flight Lieutenant Black, a Canadian, is a pilot of outstanding ability who has carried out a highly successful tour of 31 operational sorties against the enemy. On many occasions the targets which he attacked offered heavy opposition from flak and fighters, but this in no way deterred this officer's firm intention to strike the enemy as hard as possible.

This officer's keenness for operations was outstanding, and all those around him knew that it was his one intention to complete the task in hand. This officer at all times displayed a very fine order of personal courage which combined with cheerful confidence and unequalled spirit of determination has resulted in the completion of a splendid operational tour.

It is recommended that Flight Lieutenant Black's fine offensive spirit and sustained bravery in the face of the enemy be recognized by an award of the Distinguished Flying Cross.

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BLACK, P/O Stanley (J93285) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 22 May 1921 in Winnipeg; home there (machine operator); enlisted there 20 July 1942. Trained at No.2 ITS (graduated 3 April 1943) and No.5 AOS (graduated 29 October 1943). Commissioned December 1944. Released 5 July 1945. Served again in RCAF, 29 June 1955 to 3 September 1968 (Service Number 241529). Retired to Winnipeg. Award presented 11 June 1949. Died in Winnipeg 29 June 2007 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2007.

This officer has completed many sorties. He has at all times shown the greatest keenness for operational flying. Returning from an attack against Essen in November 1944, an enemy fighter attacked his aircraft four times. The aircraft was badly damaged and fire broke out in the port wing. Pilot Officer Black continued calmly to navigate the aircraft until a successful emergency landing was made. At all times his devotion to duty and courage have been worthy of the highest praise.

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BLACK, P/O Stewart Blair (J85057) - **Distinguished Flying Cross** - No.12 Squadron - Award

effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born 6 October 1923 in Innisfail, Alberta; home given variously as Ottawa (air cadet for 14 months) and Chilliwack, British Columbia; enlisted Innisfail, Alberta, 6 October 1940. To No.7 SFTS (non-flying duties), 8 May 1942. To No.2 ITS, 6 June 1942; graduated 1 August 1942 and promoted LAC. To No.2 EFTS, 28 August 1942; to No.12 SFTS, 24 October 1942; graduated 19 February 1943 and promoted Sergeant. To "Y" Depot, Halifax, 5 March 1943; to RAF overseas, 8 March 1943. Commissioned 5 February 1944. Repatriated to Canada, 9 March 1945. To No.2 Air Command, 20 March 1945. To No.7 BGS, 26 April 1945. To "Y" Depot, 14 May 1945; to No.7 BGS, 30 May 1945. To Release Centre, 29 June 1945. Released 5 July 1945. Worked in Innisfail with a Bobcat and installing electricity. Then employed for 36 years for the provincial government at the Bowden Penitentiary. Died in Olds, Alberta, 10 September 2010 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2011. Award sent by registered mail 22 November 1945. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty."

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BLACK, S/L Stuart McBrayne (C3216) - **Member, Order of the British Empire** - Eastern Air Command Headquarters - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Springfield, Ontario, 3 March 1895; attended Springfield Public School and St.Thomas Collegiate Institute. Served in Royal Flying Corps and Royal Air Force, First World War; trained in Canada, 1917 (25 hours flying) and England, 1917-1918 (50 hours); then in France, 1918 (500 hours with Nos.55 and 99 Squadrons; shot down and taken prisoner). Postwar he owned two JN-4A aircraft and used them in 1920 for advertising around Toronto (100 hours) and Detroit (25 hours). Employed by Wardell Lighting Company (Detroit), 1919-1920 (design and sales of public building lighting), Faries Manufacturing, Decatur (factory and sales) and McDonald and Wilson Lighting Studios, Toronto (1922-1940, vice-president and Manager). Enlisted in Toronto, 9 December 1940 (Administrative Branch). To Trenton, 14 December 1940. To No.1 Training Command, Toronto, 19 January 1941 and immediately took on duties as Aircraft Defection Corps Officer. To AFHQ, 17 September 1941. Promoted Flight Lieutenant, 1 December 1941. To Eastern Air Command Headquarters, 10 October 1942. Promoted Squadron Leader, 1 January 1943. Flew occasional sorties with No.11 (BR) Squadron (application for 1939-1945 Star, successful). Posted to Station Dartmouth, 1 March 1945. Flew on at least one convoy patrol with No.145 (BR) Squadron (11 March 1945) and may have flown more (application for Atlantic Star which was approved). To Eastern Air Command Headquarters, 24 May 1945. To Release Centre, 25 March 1946. Released 29 March 1946. Worked for Richard Wilcox of London (Ontario) as advertising and export manager. Died in St. Thomas, Ontario, 22 April 1960. Award presented 10 January 1946.

Squadron Leader Black has been employed as officer in charge of the Aircraft Detection Corps from October 1942 until its disbandment in November 1944. Through this period he has worked with tireless energy and has shown outstanding organizing ability in developing the Corps from 3,738 to a peak of 20,023 voluntary and unpaid observers. His devotion to duty has been reflected in the morale and enthusiasm of the Aircraft Detection Corps which has been responsible for saving the lives of the crews of many operational and training aircraft. He has displayed exceptional devotion to duty.

The recommendation was raised on 9 February 1945 by Air Commodore Walter Orr (Eastern Air Command Headquarters).

He had been recommended twice earlier. The first was 2 July 1944 (for an MBE) by W/C R.O. Shaw (Eastern Air Command Headquarters), as follows:

This officer has been in charge of the Aircraft Detection Corps in Eastern Air Command since October 1942. Throughout this period he has worked with tireless energy and has shown outstanding organizational ability. His devotion to this Corps is reflected in their successful work, and has been a definite contribution to the success of both training and operational flying on this coast.

The second (for an OBE) was raised on 1 December 1944 by Air Commodore Orr and was identical in wording to that raised on 9 February 1945.

Note: The following memo, 14 August 1942 (A/V/M N.R. Anderson to Air Member for Personnel, re F/L S.M. Black) says much about Black but also about the Aircraft Detection Corps.

1. Eastern Air Command have requested by letter S.26-1-1, dated August 6th, 1942, that a senior officer familiar with landlines and well qualified to secure civilian cooperation be posted as Aircraft Detection Officer at Eastern Air Command Headquarters to replace Squadron Leader E.B. Goodspeed. It is recommended that Flight Lieutenant S.M. Black (C/3116) be posted to fill the above referenced vacancy.
2. Flight Lieutenant Black has been associated with Aircraft Detection Corps work practically continuously since January 1941 and from December 1941 until July 1942 has administered Aircraft Detection Corps work with Air Force Headquarters. He has been energetic and has shown initiative and organizing ability. Squadron Leader Goodspeed, D.D.A.D.C., previously of Eastern Air

Command Headquarters, testifies to the assistance rendered by this officer in successfully arranging many matters which have been of inestimable value in promoting the Aircraft Detection Corps. Many schemes proposed by Eastern and Western Air Commands had been pending at Air Force Headquarters for a considerable time previous to Flight Lieutenant Black taking charge.

3. In addition to the above, Flight Lieutenant Black successfully and expeditiously paved the way for the formation of the Central Area Aircraft Detection Corps which was pressed for by the United States Forces at Sault Ste. Marie, Michigan.

4. He has good qualifications, adequate experience in communication matters and is fully capable of organising and instructing the civilian volunteer observers in order to obtain their full cooperation.

5. The ADC officer at Eastern Air Command has important liaison duties with senior officers of the Navy, Army and United States authorities, Provincial Government officials, the Commission Government of Newfoundland and Communications Companies' executives. Regional Directors, Chief Observers and Official Observers - all voluntary workers in the ADC, are addressed from time to time. In view of the importance of these liaison duties and giving consideration to Flight Lieutenant Black's experience and qualifications, it is recommended that he be posted to fill the vacancy at Eastern Air Command and that he be given the rank of Acting Squadron Leader prior to posting,

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BLACK, F/O Victor James (J26061) - **Distinguished Flying Cross** - Eastern Air Command Headquarters - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Born 6 March 1920. Enlisted in Vancouver, 29 April 1941; posted that day to No.2 Manning Depot. To No.11 Equipment Depot, 22 May 1941. To No.2 ITS, 20 June 1941; graduated 8 August 1941, promoted LAC and posted to No.19 EFTS; to No.10 SFTS, 25 September 1941; graduated 19 December 1941 and promoted Sergeant. To No.31 GRS, 9 January 1942. To No.31 Personnel Depot, 13 March 1942. To No.117 (BR) Squadron, 19 May 1942. Commissioned 4 February 1943. To Station Shelburne, 28 November 1943. To Eastern Air Command Headquarters, 18 January 1944. To Release Centre, 21 August 1945. Released 24 August 1945. Award presented at Sea Island, 22 October 1949. As of recommendation he had flown 1,731 hours 30 minutes, of which 1,100 were on operations (113 sorties).

This officer, throughout a long period of flying duties on operations in the North

Atlantic area, has proven himself to be a most efficient pilot and captain of aircraft. By his skill as a pilot and his keenness and devotion to duty he has set a very a fine record on anti-submarine operations. The splendid manner in which he has carried out his duties has been an inspiration to all those with whom he has been associated.

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BLACK, F/L William Anderson (J1444) - **Air Force Cross** - No.8 SFTS (since moved to No.1 OTU). Award made on 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Halifax, 22 September 1907. Spent four years in a Cadet Corps. Bank Clerk in Halifax, 1937-1938. Customs and Steamship clerk in Halifax, 1938-1940. Enlisted in Halifax, 27 May 1940. To No.1 Manning Depot, Toronto, 29 May 1940. Posted to No.1 ITS, Toronto, 1 June 1940; graduated 19 July 1940 when promoted LAC and posted to No.2 EFTS; to No.4 SFTS, Saskatoon, 14 September 1940. Graduated and promoted Sergeant, 18 November 1940. To Central Flying School, 6 January 1941. To No.4 SFTS, Saskatoon, 24 March 1941. To No.8 SFTS, Moncton, 6 January 1942. Commissioned 1 March 1942. Promoted Flying Officer, 15 September 1942. To No.1 OTU, 20 November 1942. To "Y" Depot, Halifax, 27 March 1943. Embarked from Canada, 8 April 1943. Arrived overseas, 17 April 1943. Taken on strength of No.3 PRC, 18 April 1943. To No.41 OTU, 13 May 1943. Temporary Duty when AFC presented at Buckingham Palace 29 June 1943. Attached to School of Artillery, 2-13 July 1943. Posted to No.2 Squadron, 21 July 1943. Attached to Odiham, 7 August 1943 (perhaps one day only?). Attached to No.123 Airfield, 15 September to 2 October 1943. Attached to o.130 Airfield, 3 October to 3 November 1943. Attached to Alfriston Ranges, 17-18 December 1943 for Artillery Reconnaissance Course. Attached to North Woald, 22-23 January 1944. Attached to Station Benson, 23 January to 11 February 1944. Attached to North Woald again, 11-29 February 1944. Attached to Naval Bombardment Unit, Dundonald (?), 11-17 March 1944. Promoted Flight Lieutenant, 1 March 1944. Missing, presumed dead, 27 June 1944 on a Mustang of No.2 Squadron, RAF; hit by flak on photo mission, northern France.

Flying Officer Black has been an outstanding instructor, as an NCO Warrant Officer and Commissioned Officer for the past eighteen months during which time he has completed 1,450 flying hours. His personality, his steadfastness and his conscientiousness have produced many excellent pilots and assisted in the maintenance of harmony among his fellow instructors.

Recommended 3 October 1942 by a W/C Anderson (?) as follows:

Flying Officer Black has been an outstanding instructor, as an NCO Warrant Officer and Commissioned Officer for the past eighteen months during which

time he has completed 1,450 flying hours. His pleasing personality, his steadfastness and his conscientiousness have produced many excellent pilots and assisted in the maintenance of harmony among his fellow instructors.

This was supported by the Commanding Officer (G/C W.W. Brown) on 7 October 1942; further supported at Training Command level on 19 October 1942 and finally by Air Marshal L.S. Breadner (date not shown) as follows: "An excellent officer and instructor. I recommend the award of the Air Force Cross." It appears that this was the second submission on his behalf.

As early as 17 September 1939 he had applied for a commission in No.116 (Fighter) Squadron and had been interviewed. It was recommended that he be so appointed as a Provisional Pilot Officer. On 20 December 1939 he was appointed as a P/P/O, to take effect 2 January 1940, but this was cancelled by Routine Orders dated 17 January 1940 (he had been assigned number C1444). It appears he had not been able to leave his job at the time. He was subsequently interviewed on 14 May 1940 in Halifax when he was described as "Very keen, strongly recommended."

The course at No.2 ITS lasted 27 May to 20 July 1940. Courses and marks as follows: Mathematics (92/100), Armament, P and O (68/100), Drill (70/100), Law and Discipline (87/100). He appears not to have been in a Link. Placed 161st in a class of 244; described as "A good type for pilot. Well spoken, serious manner. Responsible and dependable."

Course at No.2 EFTS lasted 21 July to 14 September 1940. Flew 29 hours 40 minutes dual and 37 hours solo in Tiger Moth and five hours in Link. Described as "slow at start - very commendable progress." Ground school courses and marks were as follows: Airmanship (120/200), Airframes (143/200), Aero Engines (156/200), Signals, Practical (49/50), Theory of Flight (94/100), Air Navigation (141/200), Armament, Oral (124/200) and Qualifications as Officer (180/200). Placed 11th in a class of 20. Described as "Military mind. Excellent appearance, very good officer material. Above average in flying ability."

At No.4 SFTS as pupil, he flew Harvards (31.50 day dual, 23.50 day solo, 1.45 night dual, 1.15 night solo). Also 4.50 in Link and 6.05 as passenger. CFI wrote, "A good average pilot but inclined to be rough on controls near the ground. Aerobatics and landings require polish." In ground school his courses and marks were as follows: Airmanship (139/200), Armament-W (65/100), Armament-P (72/100), Air Navigation (148/200), Signals (47/50). Placed 25th in a class of 36 and recommended for commission.

At No.4 SFTS, as a Sergeant Instructor, he was involved in accident (date unclear - 4 May 1941 ?) with Crane 7675, student 404362 LAC John Phibbs Ferguson Reid during night landing circuits. Pupil bounced on landing, swung and ground-looped, shearing undercarriage.

Instructor (Black) had taken over too late - "Inexperience on part of instructor."

At No.8 SFTS, 12 October 1942, he damaged Harvard 3148 following a night cross-country flight. A tire blew on landing, the tail wheel collapsed, and the pilot was unable to keep it straight. Student was R124849 LAC George Perry Bauchman. No injuries and no blame attached.

At No.1 OTU, Bagotville, he flew 78 hours 35 minutes (52.20 on operational types, 5.30 dual). Course lasted 28 November 1942 to 12 March 1943. Assessed as "Above the average". S/L L.G. Schwab wrote, "Excellent character; strongly recommended as a keen, alert pilot" (endorsed by W/C E.M. Reyno). Ground training was in Airmanship, Intelligence, Technical, Navigation, Armament, Signals, Operations and Tactics, plus 12 hours in Link. Air Exercises carried out were as follows:

1. Dual (Master or Harvard, Sector Reconnaissance)
2. Solo (Master or Harvard)
3. First solo, service type
4. Experience on service type, sector reconnaissance, R/T practice.
5. D/F Homing Practice
6. Climb to 18,000 feet
7. Formation flying
- 8a. Instrument Flying, dual
- 8b. Instrument Flying as safety pilot
9. Individual stern attacks
- 10a. Navigation - solo triangular cross-country and map reading.
- 10b. Navigation - map reading and pin-pointing
11. Deflection attacks, dual
12. Air to ground firing
13. Individual deflection attacks on single aircraft
- 14a. Air Combat - Elementary aircraft following each other.
- 14b. Air Combat - Advanced head on.
- 15a. Selection Attacks on a single aircraft, straight ahead.
- 15.b Selection Attacks, taking evasive action.
16. Spinning and aerobatics.
17. Search formations.
- 18a. Cloud Flying - individual
- 18.b Cloud Flying, - as a member of a section
19. Air to air firing.
20. Navigation II - cross-country
- 21a. Section attacks at 4,000 feet

- 21b. Section attacks between 10,000 and 15,000 feet.
- 21c. Section attacks between 20,000 and 25,000 feet
- 22. Climb in section to 25,000 feet.
- 23. Squadron formation, four or more sections of two aircraft, in pairs
- 24. Interruption and Attack Practice
- 25a. Low Flying, Individual
- 25b. Low Flying, as a member of a section.
- 25c. Low Flying, as a member of a section - astern attacks against single aircraft.
- 26. Forced Landing Practice
- 27a. Night Flying - Dusk landing (not taken by him)
- 27b. Night Flying - Night landings (not taken by him).

A document dated 4 October 1943 indicated that he had requested a transfer to heavy bombers "to get more flying". He was informed that it was impossible at that time to transfer him out of 2 Tactical Air Force.

Particulars of death: Engaged in photo reconnaissance sortie, flying at 200 feet, hit in starboard wing by anti-aircraft fire from a wood, 0705 hours, Alencon area. The petrol tank burst into flames and the wing broke away as he was attempting to climb. Aircraft flicked into a dive and crashed in a wood.

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BLACK, F/O William Lyle (J35794) - **Distinguished Flying Cross** - No.65 Squadron - Award effective 8 August 1945 as per **London Gazette** dated 17 August 1945 and AFRO 1507/45 dated 28 September 1945. Born 9 August 1924 at Bracebridge, Ontario; home there (student); enlisted North Bay 10 August 1942. To No.1 Manning Depot, 8 September 1941. To No.6 ITS, 9 January 1943; graduated and promoted LAC, 19 March 1943 but not posted to No.12 EFTS until 26 March 1943; graduated 28 May 1943 and posted next day to No.6 SFTS; graduated and commissioned 17 September 1943. Post to No.1 OTU, Bagotville, 8 October 1943; to "Y" Depot, Halifax, 13 January 1944; taken on strength of No.3 Personnel Reception Centre, Bournemouth, 20 January 1944. Credited with the following victories while in No.65 Squadron: **18 December 1944**, one FW.190 damaged; **23 December 1944**, one FW.190 damaged (Mustang SR411); **9 February 1945**, one FW.190 destroyed (Mustang HB836); **5 April 1945**, one Bf.109 destroyed (Mustang KH715); **7 April 1945**, one FW.190 damaged. Repatriated 13 August 1945; released 10 October 1945. Award presented in Toronto 20 November 1949. AFRO citation says "damaged a further third" but **London Gazette** says "damaged a further three".

Flying Officer Black has completed numerous sorties of a hazardous nature. Many of these operations have necessitated long crossings over the sea. During

these missions he has destroyed two enemy aircraft and damaged a further third. He has at all times displayed great determination and devotion to duty.

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BLACKBURN, W/C Arthur Paul (C846) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 1916 in Aylsford, Nova Scotia; home in New Glasgow (ex-COTC at St.Francis Xavier University); enlisted Halifax, 4 July 1938. Commissioned 1938. Received wings at Trenton, 17 June 1939. Promoted Squadron Leader, 1 August 1941. To No.2 ANS, 3 October 1941. To No.10 AOS, 25 May 1942. To "Y" Depot, Halifax, 12 December 1942. Taken on strength of No.3 Personnel Reception Centre, Bournemouth, 20 January 1943. Promoted Wing Commander, 30 August 1944. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. Reverted to Squadron Leader, 1 October 1946. Regained Wing Commander rank, 1 January 1949. Award presented 1 April 1949. RCAF photo PL-33538 (ex UK-16083 dated 26 October 1944) has the following caption: "W/C A. Blackburn of Glasgow and Aylsford, Nova Scotia, left, commanding officer of the Bluenose Squadron, who has just returned from Duisburg in the Ruhr, is interrogated by a recently appointed flight commander in the crack RCAF Bomber Group, Squadron Leader N.G.E. Nickerson of Fort William and Kenora." RCAF photo PL-33941 (ex UK-16239 dated 2 November 1944) showing briefing of Bluenose and Iroquois squadron crews; S/L W.A. Bentley with pointer; station commander G/C R.S. Turnbull in centre of the aisle, W/C A.P. Blackburn on right. Photo PL-43453 (ex UK-20557 dated 19 April 1945) is captioned as follows: "Relinquishing command of RCAF Bomber Group's Bluenose Squadron is W/C A.P. Blackburn of Aylesford, Nova Scotia, right. He recently finished his tour during which he won the DFC. Taking over is S/L Jum Mulvihill, AFC, Britannia Heights, Ontario, left." Photo PL-56971 shows him as a Wing Commander, Staff College, 22 May 1953. 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 2/9038 has recommendation dated 26 October 1944. No details of first tour; credited with 15 sorties (73 hours ten minutes) on second tour.

14 July 1944 - Leipzig (6.40)
15 July 1944 - Diversion (4.20)
17 July 1944 - Caen (4.35)
18 July 1944 - Weseling (6.10)
23 July 1944 - Donges (5.45)
24 July 1944 - L'Hey (3.40)
1 August 1944 - Acquet (4.05)
3 August 1944 - Foret de Nieppe (4.30)
16 August 1944 - Kiel (5.35)
18 August 1944 - Bremen (5.40)

25 August 1944 - Calais (4.10)
27 August 1944 - Sterkrade-Duisburg (5.20)
10 September 1944 - Le Havre (4.25)
12 September 1944 - Le Havre (4.25)
12 September 1944 - Dortmund (5.05) damaged by flak)
14 September 1944 - Duisburg (6.05)
18 September 1944 - Domburgh (3.45)

Since this officer's enlistment in the Royal Canadian Air Force early in 1939 he has distinguished himself as a forceful and courageous leader. His operational efficiency during the tour of operations with Coastal Command and his work as an instructor at an Air Navigation School has brought him the praise of all his Senior Officers and the men who have worked with him.

Since joining the bomber squadron, Wing Commander Blackburn has proven himself a highly skilful and courageous captain whose fine example and untiring work both in the air and on the ground has led his squadron to an outstanding high standard of operational efficiency.

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BLACKBURN, F/L John Hiram (C7109) - **Mention in Despatches** - Western Air Command Headquarters - Western Air Command Headquarters - Award effective 2 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Born 1896 in Pennsylvania. Moved to Alberta in 1911. Trained as a pilot in First World War but did not see active duty. Insurance agent before and after the war. Home in Edmonton; enlisted there 22 August 1941 as tradesman but commissioned same date. Posted to No.4 SFTS, 6 September 1941; to No.3 SFTS, 9 May 1942; to No.2 Manning Depot, 6 March 1944; to School of Flying Control, 19 August 1944. To Western Air Command, 24 August 1944; to Sea Island, 28 August 1944. Classified as Flying Control Officer, 1 September 1944.. Posted to Patricia Bay, 10 September 1944. To Western Air Command Headquarters, 23 November 1944. Released 14 November 1945. Awarded Webster Memorial Trophy, 1948. Author of two books - **The Blackburn Story** and **Land of Promise**. A street in Edmonton named for him. Died 1972.

Flight Lieutenant Blackburn has displayed outstanding ability as Assistant Air Search and Rescue Officer in Western Air Command, particularly in research work, the development of safety procedures and their indoctrination to aircrews. His untiring efforts and self sacrifices have gone far beyond the limits of ordinary duty, and as such have without a doubt been largely responsible for the prevention of loss of life and for the locating of crashed aircraft. His

contribution to the war effort is outstanding.

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BLACKBURN, P/O William John (J87461) - **Distinguished Flying Cross** - No.12 Squadron - Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 8 June 1924 in Winnipeg; home in Cochrane, Ontario; enlisted North Bay, 8 June 1942. Trained at No.6 ITS (graduated 30 December 1942) and No.1 AOS (graduated 11 June 1943). Commissioned 1944. Released 13 December 1945. Served again in RCAF, 21 January 1953 to 27 November 1971 (Service Number 212953, aircraft controller). Died in Chambly, Quebec, 5 October 2010. 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". Public Records Office Air 2/9026 has recommendation dated 11 July 1944 when he had flown 29 sorties (154 operational hours), 18 March to 17 June 1944. Recommended for a DFM (he was then a Flight Sergeant) but amended as he had been commissioned with effect from 6 June 1944; sortie times not listed:

18 March 1944 - Frankfurt
22 March 1944 - Frankfurt
24 March 1944 - Berlin
26 March 1944 - Essen
30 March 1944 - Nuremburg
18 April 1944 - GARDENING
20 April 1944 - Cologne
22 April 1944 - Dusseldorf
24 April 1944 - Karlsruhe
26 April 1944 - Essen
27 April 1944 - Friedrichshaven
30 April 1944 - Maintenon
1 May 1944 - Venissieux
3 May 1944 - Mailly
6 May 1944 - Bruz
9 May 1944 - Merville
11 May 1944 - Hasselt (abandoned on instructions of Master Bomber)
22 May 1944 - Dortmund
24 May 1944 - Aachen
31 May 1944 - Tergnier
4 June 1944 - Sangatte
5 June 1944 - Grisbecq

6 June 1944 - Acheres
9 June 1944 - Flers
11 June 1944 - Evreux
12 June 1944 - Gelsenkirchen
14 June 1944 - Le Havre
15 June 1944 - Boulogne
17 June 1944 - Aulnoye, abandoned on instructions of Master Bomber.

Flight Sergeant Blackburn is a Canadian who has completed a most successful operational tour in the capacity of Air Bomber. As a courageous and capable member of a very gallant crew he has carried a large share of the responsibility for the crew's magnificent success.

On every occasion Flight Sergeant Blackburn has guided the pilot and bombed accurately, frequently in the face of intense opposition from ground defences in the target area. He has bombed many of the most heavily defended targets in Germany with the utmost determination and at all times has displayed a fine fighting spirit which, with his cheerful sense of humour, has been an inspiration to his crew.

I have no hesitation in recommending the award of the Distinguished Flying Medal to Flight Sergeant Blackburn.

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BLADES, F/L Philip Godfrey (J6371) - **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 13 September 1919. Born 13 March 1919 in Victoria; enlisted Vancouver 23 October 1940. To Trenton, 16 November 1940. To No.1 ITS, 27 January 1941; graduated and promoted LAC, 4 March 1941 when posted to No.4 EFTS; graduated 4 May 1941 when posted to No.6 SFTS; graduated 27 July 1941; commissioned 28 July 1941. To RAF overseas, 16 September 1941. Repatriated 7 September 1943. To No.1 OTU, Bagotville, 7 October 1943. To "Y" Depot, Halifax, 30 April 1944. Taken on strength of No.3 Personnel Reception Centre, 25 May 1944. Repatriated 8 April 1945. To Western Air Command, 17 April 1945. Released 29 June 1945. Died in Vancouver, 4 February 2002.

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BLAIKLOCK, W/C Stansfeld Tunstall (C1817) - **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 in Montreal, 1 July 1896. Enlisted in CEF, 1915. Enlisted in RCAF, Montreal, 21 March 1940 in Administration Branch. To RCAF Overseas, 28 May 1940. Granted rank of Flight Lieutenant, 1 November 1940. Promoted Squadron Leader, 1 February 1942. Repatriated 12 March 1942. To Western Air Command, 7 April 1942. To No.9 Group Headquarters, 9 August 1942. To Patricia Bay, 1 November 1942. To Eastern Air Command, 21 December 1942. To "Y" Depot, 31 August 1943; to United Kingdom, 6 September 1943. Promoted Wing Commander, 16 March 1944. Repatriated 16 April 1946. Released 28 May 1946. Award presented 24 April 1949.

This officer served with distinction overseas in the early stages of the war as an Intelligence Officer and later developed into a very capable operations Sector Controller. On his return to Canada in 1942 he did much outstanding work in organising fighter control in operational theatres of Canada. As a result of this excellent work he was appointed to the important position of Command Staff Officer in the Middle East. Throughout his service career his mature judgement, common sense and exceptional devotion to duty have been directly responsible for a high standard of efficiency in all tasks to which he has been assigned.

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BLAIR, F/L Charles Edgar (J10609) - **Distinguished Flying Cross** - No.59 Squadron - Award effective 24 November 1944 as per **London Gazette** dated 5 December 1944 and AFRO 293/45 dated 16 February 1945. Born 10 August 1917 in North River, Nova Scotia; home in Truro, Nova Scotia; enlisted Halifax, 28 May 1941 and posted to No.1 Manning Depot. To No.5 SFTS (guard duty), 3 July 1941. To No.5 ITS, 8 August 1941; graduated and promoted LAC, 24 September 1941; to No.22 EFTS, 27 September 1941; graduated 22 November 1941 when posted to No.13 SFTS; graduated and commissioned, 13 March 1942 when posted to No.31 GRS. Further postings unclear although he may have served in No.59 Squadron when it was in the Caribbean and trained at No.111 OTU. Repatriated from overseas, 22 January 1945. To No.111 OTU, 25 February 1945. To Canada again, 2 June 1945. To Composite Training School, 6 June 1945. Retired 16 September 1945. Award sent by registered mail 10 March 1947. RCAF photo PL-28179 (ex UK-8782 dated 17 March 1944) shows him.

This officer has flown on numerous convoy escorts and anti-submarine patrols. His skill, confidence and reliability in appalling weather have been outstanding. On one occasion, when all sorties were cancelled on account of bad weather, he took off to provide cover for an important convoy. The convoy was met and successfully escorted. Throughout his operational career this captain of aircraft has set an inspiring example by his cheerful and efficient devotion to duty.

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BLAIR, WO Gordon Charles (R100088) - **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 January 1924 in Oakville, Manitoba; home there (farm labourer, ex-Royal Canadian Artillery); enlisted Winnipeg, 19 March 1941 and posted to No.2 Manning Depot. To No.12 SFTS (guard duty), 16 May 1941; promoted LAC, 18 August 1941. To No.2 WS, 19 October 1941; graduated 9 December 1941 and posted to Trenton; to No.7 BGS, 2 January 1942; graduated and promoted Sergeant, 2 February 1942. To "Y" Depot, 3 February 1942; to RAF overseas, 30 March 1942. Promoted WO2, 2 February 1943. Commissioned 19 May 1944. Repatriated by air with No.431 Squadron, 2 June 1945. To same unit for Tiger Force, 11 June 1945. To Release Centre, 12 September 1945. Retired 29 September 1945. Re-engaged, 14 October 1948 as Clerk/Admin, rank of AC2 (14072). Promoted LAC, 15 October 1948. Spent much time in Edmonton. Appears to have retired about 1952. No citation in AFRO.

BLAIR, F/O Gordon Charles (J87293) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. 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." 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 43 sorties (295 hours 56 minutes) in two tours. First tour was 30 sorties (198 hours 51 minutes), 15 November 1942 to 29 September 1943. Second tour was 13 sorties (97 hours five minutes), 14 February to 22 April 1945. NOTE: Recommendation has name as Charles Gordon). Award sent by registered mail 28 March 1949.

Flying Officer Blair (air gunner) has completed thirteen trips on his second tour. This officer, with the experience gained on his first tour, has been a constant source of inspiration and guidance to the other members of his crew, and his section. Flying Officer Blair has shown great determination and courage in the face of the most severe enemy opposition, while operating against such heavily defended targets as Leipzig, Hamburg, Hagen and Dortmund.

For his cool daring, great skill and unfailing cheerful co-operation I strongly recommend the Non-Immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

15 November 1942 - Genoa (8.10)
28 November 1942 - Turin (8.40)
2 December 1942 - Turin (8.10)

20 December 1942 - Duisburg (4.35)
16 January 1943 - Berlin (7.25)
17 January 1943 - Berlin (7.00)
27 January 1943 - Dusseldorf (5.30)
30 January 1943 - Hamburg (6.15)
11 February 1943 - Wilhelmshaven (5.55)
13 February 1943 - Lorient (6.40)
27 April 1943 - Duisburg (5.15)
30 April 1943 - Essen (5.20)
4 May 1943 - Dortmund (7.00)
11 June 1943 - Dusseldorf (5.20)
12 June 1943 - Bochum (5.30)
14 June 1943 - Oberhausen (4.55)
28 June 1943 - Cologne (5.20)
4 July 1943 - Cologne (5.51)
12 July 1943 - Turin (10.30)
24 July 1943 - Hamburg (5.25)
27 July 1943 - Hamburg (5.00)
29 July 1943 - Hamburg (5.00)
3 August 1943 - Hamburg (5.30)
7 August 1943 - Genoa (8.30)
9 August 1943 - Mannheim (6.00)
17 August 1943 - Peenemunde (6.55)
23 September 1943 - Berlin (7.50)
28 September 1943 - Nuremburg (7.00)
27 September 1943 - Hanover (5.25)
29 September 1943 - Bochum (5.15)
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14 February 1945 - Chemnitz (9.40)
20 February 1945 - Dortmund (7.30)
23 February 1945 - Pforshheim (9.00)
1 March 1945 - Mannheim (7.10)
2 March 1945 - Cologne (6.35)
14 March 1945 - Zweibrucken (7.50)
15 March 1945 - Hagen (6.50)
21 March 1945 - Hamingstadt (5.25)
31 March 1945 - Hamburg (6.25)
4 April 1945 - Merseburg (9.35)
10 April 1945 - Leipzig (9.00)
13 April 1945 - Kiel (6.45)

22 April 1945 - Bremen (5.20)

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BLAIR, FS John Edward (R151002) - **British Empire Medal** - No.1 Technical Training School - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 16 August 1915. Home in Cobalt, Ontario; enlisted in North Bay, 30 January 1942 as Fire Fighter and posted to No.1 Manning Depot. To Trenton, 28 March 1942. Promoted Corporal, 18 April 1942 on posting to No.14 SFTS. Promoted Sergeant, 1 February 1943. To Aylmer, 14 August 1944. To Technical Engineer School, 31 March 1945. Promoted Flight Sergeant, 1 January 1946. Reverted to Sergeant, 1 October 1946. To Aylmer, 1 April 1947. Discharged 16 May 1947. Award presented 29 May 1947. At some point he changed his name to Edmond John McEwen.

This non-commissioned officer has shown himself to be especially outstanding in the performance of his duties. The supreme knowledge he has of his trade coupled with his vigour and enthusiasm in fire prevention duties have been an outstanding example to all ranks. The efficiency of his section has contributed in no small measure to the absence of any serious damage by fire at his unit over a period of over four years.

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BLAIR, W/C Kenneth Strang (C2611) - **Member, Order of the British Empire** - NWAC Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Brussels, Huron County, Ontario, 27 April 1903. Educated in Regina, 1911-1920 including Regina Collegiate Institute (1915-1920). Junior Clerk to Assistant Estates Officer, Saskatchewan General Trusts, Regina, 1920-1926; Assistant Estates Officer, Canada Permanent Trust, Regina, 1926-1927; Salesman and then Manger, Bond Department, Clifton C. Cross and Company and their successors, Kern Agencies, 1927-1930; headed his own firms, Blair, Stephens Limited, 1930-1933 (bought out by James Richardson and Sons; employed by James Richardson and Sons, manager, bond department, 1933-1940. Enlisted in Regina, 4 September 1940 and commissioned in Administration Branch; posted that date to Trenton. Promoted Flying Officer, 19 October 1940. To No.4 SFTS, Saskatoon, 20 October 1940. To No.4 Training Command Headquarters, 15 November 1940. Promoted Flight Lieutenant, 15 June 1941. To AFHQ, 9 October 1942. Promoted Squadron Leader, 1 December 1942. To No.1 Training Command, 14 December 1943. To Trenton, 12 May 1944. Promoted Wing Commander, 12 May 1944. To Northwest Air Command Headquarters, 1 June 1944. To No.6 Release Centre, 1 October 1945. Retired 3 October 1945. Died in Calgary, 1961. Award sent by registered mail 18 November 1947.

This officer has filled the position of Senior Organization Officer at this Headquarters over a lengthy period of time. During this period he has displayed boundless energy and devotion to duty that have been exceptional. He has organized and participated in station activities and has accepted added duties and responsibilities with a cheerfulness that has been most infectious. Wing Commander Blair has played an important part in the development and organization of this Command.

Recommendation raised 21 August 1945 by A/V/M T.A. Lawrence (AOC, Northwest Air Command) as follows:

Wing Commander Blair has filled the position of Senior Organization Officer at this Headquarters since the inception of North West Air Command, in June 1944. During this period he has displayed an undiminished energy and devotion to duty that is exceptional. He has organized and participated in station activities and has accepted added duties and responsibilities with a cheerfulness that has been most infectious. Wing Commander Blair has played an important part in the development of North West Air Command.

Assessments: "This officer is turning out very well. He is able and willing to accept responsibility and works hard. He has a pleasant personality and possesses tact. In recent months I have sent him to meet incoming echelons of RAF units and conduct them to their stations and at this he has done exceedingly well. He is becoming increasingly valuable in handling Establishment matters." (W/C C.F. Falkenburg, 1 December 1941)

"Little or no station experience but would make an excellent administrative officer on a large station if given the opportunity." (W/C C.F. Falkenburg, No.4 Training Command Headquarters, 5 June 1942)

"This officer has exhibited above average judgement and tact in his work. An excellent administrative officer." (W/C W.H. Stapley, AFHQ, 6 December 1943)/

"A very excellent staff officer. Filling position of Staff Officer Organization at this Headquarters in a capable manner." (G/C C.G. Durham, Northwest Air Command Headquarters, 21 March 1945).

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BLAKE, LAC Arthur James (R174388) - **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

16 June 1915. Home in Montreal; enlisted there 3 July 1942 as Tradesman. To No.1 Manning Depot, 2 September 1942. Reclassified as Armourer (Guns), 1 November 1942. To Station Mountain View, 7 November 1942. To No.9 Repair Depot, 29 December 1942. To "Y" Depot, Halifax, 8 February 1943. To RAF overseas, 8 March 1943. Repatriated to Canada, 8 June 1945. To No.8 OTU, 4 July 1945. Released 6 September 1945. Employed again as an Armourer, 17 December 1946 to 12 September 1956 (service number 120311); retired as Flight Sergeant. 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 stating he had served eight months in Canada, 15 months overseas.

LAC Blake has been employed in the Repair and Inspection Section of the Armoury for the past year. He is a willing worker and cheerfully carries out any task given him. This airman is an excellent tradesman and his efforts have done much to maintain a high standard of serviceability of armament equipment on this station. Owing to increased commitments it is particularly important that this high serviceability be maintained and as LAC Blake has worked so cheerfully to maintain this high standard, it is strongly recommended that he be awarded a "Mention in Despatches".

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BLAKE, F/O Malcolm Richard (J86752) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 16 April 1923; home at Blairmore, Alberta; enlisted Calgary 13 July 1942. To No.3 Manning Depot, 13 July 1942. To No.11 SFTS (non-flying duties), 21 August 1942. To No.2 ITS, 26 September 1942; promoted LAC, 31 December 1942. To No.15 EFTS, 23 January 1943; to No.11 SFTS, 3 April 1943; graduated 23 July 1943 and promoted Sergeant. To "Y" Depot, Halifax, 6 August 1943. Commissioned 18 May 1944. Repatriated the Canada, 22 January 1945. To No.2 Air Command, 2 February 1945. To No.7 BGS, 14 March 1945. To UK again, 13 April 1945. Repatriated again, 13 June 1945. Released 18 September 1945. Rejoined again, 15 April 1949; may not have served after 1950. Award sent by registered mail May 1955.

Throughout his tour Flying Officer Blake has shown himself to be a skilful pilot and courageous captain of aircraft. His determination to press home his attacks to a successful conclusion and his enthusiasm for operational flying have been most praiseworthy and have set a sterling example to all his crew. On one occasion his aircraft was attacked by an enemy fighter. Flying Officer Blake employed skilful manoeuvres which, in co-operation with his gunners, resulted in its probable destruction.

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BLAKE, F/L Vincent James (J25281) - **Distinguished Flying Cross** - No.644 Squadron - Award effective 3 September 1945 as per **London Gazette** dated 14 September 1945 and AFRO 1672/45 dated 2 November 1945. Born 7 May 1923 in Winnipeg (birth date in obituary notice); home there; enlisted there 6 January 1942. Trained at No.4 ITS (graduated 17 July 1942), No.19 EFTS (graduated 18 December 1942) and No.10 SFTS (graduated 16 April 1943). Commissioned 1943. Released 25 September 1945. AFRO erroneously gives date as March **1944**. Award presented 11 June 1949. Served again in RCAF, 9 November 1955 to 4 October 1971, chiefly as a transport pilot (service number 230775). Died in Ottawa 25 February 1991.

Flight Lieutenant Blake has been flying operations continuously since March 1944. He has taken part in all the airborne operations in the Western European theatre of war including the landings in Normandy, at Arnhem and during the Rhine crossing. On all these occasions the gliders towed by him have reached their destination successfully and discharged their troops safely. He has also completed numerous special supply missions and on one occasion whilst flying to Holland his aircraft was badly damaged by anti-aircraft fire. Despite this he completed his task. On the return journey his aircraft was again subjected to intense fire from the ground forces, some of the instruments being rendered unserviceable. Both Flight Lieutenant Blake and his navigator were injured but by superb flying he flew the aircraft back to a coastal landing strip where he made a successful landing. He has at all times shown himself to be an officer of outstanding ability.

BLAKE, F/L Vincent James, DFC (J25281) - **Croix de Guerre (France)** -No.644 Squadron (AFRO gives unit only as "Overseas") - Awarded as per AFRO 1619/45 dated 19 October 1945. Public Records Office Air 2/9645 has citation.

As pilot of aircraft, Flying Officer Blake participated in a number of special supply missions to the Maquis both before and after the invasion of Normandy. These operations, many of which were completed during adverse weather, required a high degree of skill and accuracy. On one occasion his aircraft sustained much damage by anti-aircraft fire; in addition Flying Officer Blake and his navigator were wounded. Displaying courage and skilful airmanship, Flying Officer Blake brought the aircraft back to base and accomplished a masterly landing. On the night of 5th June, 1944, Flying Officer Blake towed a glider aircraft to Normandy successfully. The following day, despite intense enemy opposition, he succeeded in releasing another glider over the landing zone.

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BLAKE, F/O William Vincent (J14132) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 28 February 1944 as per **London Gazette** dated 10 March 1944 and AFRO 766/44 dated 6 April 1944. Born 6 November 1922 in Hamilton; home there (office boy and file clerk); enlisted there 9 September 1941. To No.1 Manning Depot, 7 October 1941. To No.13 SFTS, 31 October 1941 (guard duty). To No.3 ITS, 24 December 1941; graduated and promoted LAC, 14 February 1942 but not posted to No.4 EFTS until 28 February 1942; graduated 22 May 1942 and posted next day to No.11 SFTS; graduated and commissioned 11 September 1942. To No.1 Flying Instructor School, 10 October 1942. To No.8 SFTS, 29 November 1942. Promoted Flying Officer, 1 March 1943. To "Y" Depot, 28 March 1943. To RAF overseas, 18 April 1943. Disembarked in Britain, 5 May 1943. To No.20 (Pilots) AFU, 8 June 1943. Attached to No.1514 Beam Approach Training Flight, 3-9 August 1943. To No.23 OTU, 14 September 1943. To No.1664 Conversion Unit, 24 November 1943. To No.428 Squadron, 5 January 1944. Killed in action, 23/24 April 1944 (Halifax LW285); name on Runnymede Memorial. Award presented to his mother 28 February 1946. RCAF photo PL-28231 (ex UK-9014 dated 22 March 1944) is captioned as follows: "Flying Officer Bill Blake of Hamilton, Ontario, has been awarded an immediate Distinguished Flying Cross for his action in bombing Leipzig. After enemy attacks had crippled his aircraft during the operation, his Halifax which flies with the RCAF Bomber Group's Ghost squadron, sustained eleven separate attacks by night fighters." RCAF photo PL-28232 (ex UK-9016 dated 22 March 1944) shows two men recently awarded the DFC - F/O Bill Blake (left, Hamilton) and Warrant Officer Jim Houston (Carleton Place, Ontario, rear gunner) checking their Halifax. Photo PL-28233 (ex UK-9017 dated 22 March 1944) also shows Blake (left) and Houston (right).

One night in February 1944, this officer piloted an aircraft detailed to attack Leipzig. On the outward flight the aircraft was attacked by a fighter and before the enemy aircraft could be driven off the bomber sustained much damage. Soon afterwards three more fighters were encountered but they were successfully evaded. A little later the bomber was hit by fire from the ground defences, more damage was sustained rendering the inter-communication system inoperative and cutting off the supply of oxygen to the rear of the aircraft. Although the aircraft became difficult to control, Flying Officer Blake continued to the target which he successfully attacked, afterwards flying the damaged bomber to an airfield in this country. This officer displayed skill, courage and resolution of a high order.

The website "Lost Bombers" gives the following on his final sortie. Halifax LW285, No.428 Squadron (NA-Z), on Gardening (mining) operation in the Baltic, 23/24 April 1944. This aircraft

was initially issued to No.429 Squadron, then sent to No.428 Squadron on 15 September 1943. When lost this aircraft had only accumulated 133.10 hours, probably as a result of having to undergo repairs to battle damage on site on two occasions. Airborne at 2046 hours, 23 April 1944 from Middleton St. George. Attacked at 13,000 feet by a Ju.88 whose fire wounded Sergeant T. Terry, RCAF, and damaged the Halifax so severely that course was set for Sweden. Subsequently, the Halifax became uncontrollable and was abandoned from 9,000 feet. F/O Blake remained at his controls to keep the unstable aircraft as steady as possible to enable his crew to successfully abandon. Unable to leave the cockpit to bale out himself he was killed in the subsequent crash. Full crew was F/O W.V.Blake, DFC, RCAF (killed); Sergeant J. Danskin (evaded); F/O N.A.Bell, RCAF (evaded); F/O W.D.Watt, RCAF (evaded); Warrant Officer C.Graham (evaded); Sergeant T.Terry, RCAF (evaded); P/O J.T.Houston (evaded).

Assessment: "This instructor is very industrious and punctual. It is recommended that he be promoted to the rank of Acting Flying Officer." (F/L W.C. Drum, No.8 SFTS, 16 February 1943).

Training:

Course at No.4 EFTS was 2 March to 22 May 1942. Flew Finch aircraft (38.55 dual, 37.55 solo of which 10.20 was instruments and three hours at night. Also logged ten hours in Link. "This student has made good progress but requires more practice on aerobatics. Inclined to lose height on turns. Instrument flying very smooth." (D.B. McPherson, Chief Flying Instructor). Ground courses in Airmanship (178/200), Airframes (94/100), Aero Engines (87/100), Signals, practical (100/100), Theory of Flight (91/100), Air Navigation (155/200), Armament, oral (112/200). Placed fourth in a class of 40. "An excellent student, keen, determined and smart in appearance."

Course at No.11 SFTS was 25 May to 11 September 1942. Flew Cessna Crane aircraft - 53.00 day dual, 80.30 day solo, 9.35 night dual, 8.25 night solo. Of this, 26 hours on instruments. Also logged 25.30 in Link. "A good average pilot with no outstanding faults." (F/L G.H. Newsome, 9 September 1942). Ground courses in Airmanship and Maintenance (141/200), Armament, written (84/100), Armament, practical (85/100), Navigation and Meteorology (143/200), Signals, written (48/50), and Signals, practical (90/100). "Very good student." (S/L R.C. Woodhead, Chief Ground Instructor. Placed 15th in a class of 63

Instructor Categorization Course, Trenton was 14 October to 12 November 1942. Flew Elementary trainer (Fleet, Moth, 12.20 day solo, 13.45 day dual) and Twin-Engine Advanced type (Anson, 12.35 day solo, 3.00 night solo, 15.20 day dual, 2.00 night dual). "A capable pilot with a lot on the ball. Uses good airmanship at all times. Instrument flying and night flying above average. Ability as an instructor high average and should with a bit of experience become an above average instructor." (F/O Milton Stober). Ground training in Flight Administration

(87/100), Airmanship (71/100), Instruments (76/100) and Meteorology (70/100). Final test on 12 November 1942 in a Crane when noted his voice was clear, manner "very interesting", ability to impart knowledge "High average". Described as "A potential outstanding instructor. Interesting and practical application of all patter." (S/L E.R. Johnston).

Course at No.20 (P) AFU was 8 June to 14 September 1943. Flew Oxford aircraft (3.10 day dual to first day solo, 20.10 total day dual, 23.35 day solo, 4.20 night dual to first night solo, 8.25 total night dual, 11.45 night solo. Of these times, 45 minutes in formation and eight hours 15 minutes on instruments. Also logged 20.25 in Link. Marked on General Flying (300/400), Applied Flying (150/200), Instrument Flying (180/250), Night Flying (75/100) and Link (40/50). "An above average pilot who is keen and has set a good example; will be an asset to any unit." (W/C A.V. Rogers, 17 September 1943).

Course at No.1514 Beam Approach Training Flight was 3-9 August 1943 on Oxford aircraft (eleven hours, all dual plus five hours in Link). Marked on Beam Approach Procedure (172/200), Receiver Operation (65/100), Instrument Flying (133/250), Cloud and Night Flying (133/250) and General Application of Beam Approach Procedure and Flying (112/200). "Has worked well on the course and attained a satisfactory standard of Beam Flying. Instrument flying average. Needs more practice in co-ordination of throttles and elevator control."

Course at No.23 OTU was on Wellingtons - 3.45 day dual to first day solo, 7.00 total day dual, 13.25 day solo, 3.00 night dual to first night solo, 4.20 total night dual, 16.20 night solo. No instrument flying; logged 18 hours on Link Completed two daylight cross-country and two night cross-country flights. Only ground course on which he was marked was Airmanship (240/300); flying tests in General Flying (325/400), Applied Flying (170/200), Instrument Flying (200/250), Night Flying (80/100) and Link (35/50). "An experienced pilot with approximately 600 hours who has received full conversion day and night on to Wellington aircraft. He has shown above average ability as a pilot and he has a fair idea of captaincy from the four cross-countries, on which he has flown as second pilot. A steady and capable pilot, he will undoubtedly become a sound operational captain." (S/L P.R. Goodwin, 11 November 1943).

Course at No.1664 Conversion Unit comprised the following:

1. Familiarisation (.30 dual)
2. Dual, circuits and bumps (2.00 dual)
3. Dual, circuits and bumps, overshoots (2.00 dual)
4. Dual, three-engine flying, before solo (.30)
5. Solo, circuits and bumps (1.30 solo)
6. Dual check including overshoot (.45 dual)
7. Solo, circuits and bumps, three-engine flying (1.25 solo)

8. Solo, circuits and bumps, general flying, beam approach practice (3.20 solo)
9. Dual, three-engine landings and overshoots, two engine flying (4.05 dual)
10. Solo, complete crew, air-to-sea, bombing, W/T practice, Gee and map reading (4.05 solo)
11. Solo, complete crew, air-to-air, 16,000-foot climb, general flying (no times shown)
12. Dual, complete crew, fighter affiliation, air-to-sea, SBA (.35 dual)
13. Solo, complete crew, fighter affiliation (1.00 solo)
14. Solo, complete crew, air-to-air, bombing (no times shown)
15. Dual, night circuits and bumps (2.00 dual)
16. Solo, night circuits and bumps (1.25 solo)
17. Solo, full crew, day cross-country (6.35 solo)
18. Solo, full crew, night cross-country, night bombing (5.20 solo)
19. Solo, full crew, night cross-country (6.00)

Total - 9.20 dual, 30.40 solo

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BLAKENEY, FS Jill Adelaide (W302170) - **British Empire Medal** - RCAF Overseas Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Nelson, British Columbia, 23 January 1916. Home in Toronto (stenographer); enlisted Vancouver, 3 March 1942 under maiden name of Jill Wigg (Nelson, British Columbia). Posted to No.8 SFTS, 4 April 1942. To "Y" Depot, Halifax, 3 August 1942; posted overseas 20 August 1942 where she became secretary to Air Marshal Harold Edwards. Promoted Leading Airwoman, 3 September 1942. Promoted Corporal, 1 March 1943. Promoted Sergeant, 1 February 1944. Repatriated 13 August 1945. Released 2 October 1945. Married W.T. Blakeney, DFC. When he died, she married Donald Kennedy of Vernon. Died in Vernon, 18 January 2009. Award sent by registered mail. RCAF photo PL-28104 (ex UK-9125 dated 22 March 1944) shows marriage of Sergeant Jill Wigg to F/L W.T. Blakeney at Holy Trinity Brompton Parish Church, London; with Section Officer Marguerite Olsen (Winnipeg, bridesmaid) and F/L Stewart Chapman (Winnipeg, best man). Photo PL-45457 (ex UK-22930 dated 2 August 1945) taken following investiture ceremony: left to right are Flight Sergeant J.A. Blakeney (Nelson, British Columbia), W/C J.C. Outram and Miss Rita Hoffman (London).

This airwoman has worked at these headquarters for a period of two years and has proved a fine example to all other airwomen by her zeal, efficiency and helpfulness. She has at all times shown a devotion to duty of the highest degree and her outstanding services to the Royal Canadian Air Force is most praiseworthy.

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BLAKENEY, F/L William Tupper (J9940) - **Distinguished Flying Cross** - No.414 Squadron - Award effective 10 July 1945 as per **London Gazette** dated 24 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 4 January 1921 in Barrie, Ontario; educated in Toronto; home in Toronto (clerk, driver and machinist); enlisted there 30 April 1941 and posted to No.4A Manning Depot. To Trenton, 10 June 1941. To No.1 ITS, 16 July 1941; graduated and promoted LAC, 20 August 1941; to No.10 EFTS, 21 August 1941; graduated 7 October 1941 and posted to No.1 SFTS; graduated and commissioned 22 January 1942. To "Y" Depot, Halifax, 23 January 1942; to RAF overseas, 23 February 1942. To No.414 Squadron, 12 May 1942. Promoted Flying Officer, 1 October 1942. To No.16 Armament Practice Camp, Hutton Cranswick, 6 December 1943. Promoted Flight Lieutenant, 22 January 1944. Detached to No.12 Group, Stamford, 17-26 June 1944. To RCAF Overseas Headquarters, 27 June 1944. Special leave in Canada, 6 July to 30 August 1944. Embarked from Canada, 30 August 1944; arrived back in Britain, 5 September 1944. To No.83 Group Support Unit, 22 September 1944. To No.414 Squadron, 8 October 1944. Repatriated 13 August 1945; released 12 October 1945. RCAF photo PL-28104 (ex UK-9125 dated 22 March 1944) shows marriage of Sergeant Jill Wigg to F/L W.T. Blakeney at Holy Trinity Brompton Parish Church, London; with Section Officer Marguerite Olsen (Winnipeg, bridesmaid) and F/L Stewart Chapman (Winnipeg, best man). Died in Toronto, 2 October 1971. Award presented 22 November 1948. See Jill Blakeney (wife).

Throughout numerous operational sorties consisting mainly of tactical reconnaissances and low level photographic missions Flight Lieutenant Blakeney has displayed the utmost keenness and skill. This officer's outstanding leadership both in the air and on the ground has gained him the complete confidence of all his pilots in his flight. On occasions he has led a formation on most hazardous reconnaissance missions and has always been successful in obtaining the information required. Flight Lieutenant Blakeney's courage and devotion to duty has been worthy of the highest commendation.

Notes: Application for Operational Wing dated 4 May 1944 stated he had flown 45 sorties (70 operational hours), 30 March 1942 To 6 December 1943.

Application for Bar to Operational Wing dated 31 May 1945 stated he had flown 106 sorties (135 hours 20 minutes), 11 October 1944 to 4 May 1945.

Repatriation Form dated 8 August 1945 states he had flown 145 sorties (205 operational hours), last on 4 May 1945. Had also flown 440 non-operational hours. Types flown were Harvard (15 hours), Tomahawk (85), Mustang (310), Master (61) and Spitfire (174). Had also attended Central Gunnery School

Assessments: "This officer has been on this unit for a period of 20 months and at all times has

shown himself capable in every respect. He has attained a high standard of flying ability and has shown keenness to engage the enemy and can be recommended as an asset to any unit." (S/L C.H. Stover, No.414 Squadron, 5 December 1943). Noted he had flown 595 hours 45 minutes (91.25 in previous six months). Report filed on his posting to No.16 Armament Practice Camp, Driffield.

"A well liked officer possessed of common sense, tact and a good manner to subordinates. A reliable officer with good judgement and above average pilot." (F/L K.M. Frost, No.16 Armament Practice Camp, 14 July 1944).

Training: Interviewed 16 July 1940 in Toronto by F/O J.N. MacDonald - "Ordinary type of individual, neat, eager, pleasant, willing. Wants to be an Observer or Pilot, though I feel he might be better as gunner."

Course at No.1 ITS was 16 July to 20 August 1941. Courses in Mathematics (100/100), Armament, practical and oral (72/100), Signals (97/100), Hygiene and Sanitation (34/40), Drill (90/100) and Law and Discipline (60/60). Scored 64/100 on Link. Placed 24th in a class of 182. "An enthusiastic, intelligent, dependable youth who should improve rapidly, anxious to succeed. Second aircrew recommendation - Observer." (S/L Edward Kent).

Course at No.10 EFTS was 20 August to 7 October 1941. Finch II aircraft - 36 hours 15 minutes dual, 25.05 solo; times include 10.10 on instruments. Logged ten hours in Link. "This student tried exceptionally hard and with more practice on instrument flying should make a good safe pilot." (William Sumner, instructor). Courses in Airmanship (166/200), Airframes (84/100), Aero Engines (71/100), Signals, practical (94/100), Theory of Flight (86/100), Air Navigation (176/200), and Armament, oral (160/200). Graded 156/200 in "Qualifies as an Officer." Placed third in a class of 34. "Good average student. A little thoughtless in the air; tries hard. Bearing and discipline good. Keen and satisfactory on all respects." (John A. Barron, Chief Ground Instructor, 7 October 1941).

Course at No.1 SFTS was 12 November 1941 to 13 January 1942. Harvard and Yale aircraft - 47.30 day dual, 35.40 day solo, 7.30 night dual, 4.30 night solo. On instruments 21 hours 30 minutes; logged 20 hours in Link. "Progressed steadily after a slow start. Conscientious average pilot." Ground training in Airmanship and Maintenance (177/200), Armament, written (71/100), Armament, practical (84/100), Navigation and Meteorology (133/200), Signals, written (90/100), Signals, practical (44/50). "Slightly above average. Satisfactory all round." Placed 14th in a class of 41. However, a report on his progress dated 11 January 1942 suggested problems - "Should look around more in turns. Does not use sufficient control in spin recovery. Harsh use of elevators in aerobatics. Aircraft held in dive too long after spin recovery. This pupil has been slow but very steady in his training and flew a very good test. He has flying ability and confidence and should be successful as an operations pilot."

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BLAKESLEE, F/L Donald James Mathew (J4551) - **Distinguished Flying Cross** - No.133 Squadron - Award effective 23 July 1942 as per **London Gazette** dated 14 August 1942 and AFRO 1413/42 dated 4 September 1942. American in the RCAF. Born at Fairport Harbour, Ohio, 11 September 1917; home there. Second Lieutenant, U.S. Infantry Reserve, 1938-1940; part-owner of a Piper J-3 which he crashed in 1940. Enlisted Windsor, Ontario, 15 August 1940. Posted 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. Commissioned 17 March 1941. To "Y" Depot, Halifax, 27 March 1941; to RAF overseas, 4 April 1941; posted to No.401 Squadron. Transferred to American forces, 28 September 1942. Award presented 19 November 1948. Later transferred to USAAF with which he was awarded a Distinguished Service Cross, seven Distinguished Flying Crosses, and six Air Medals. Also flew in Korea. Died in Miami, 3 September 2008. Photo UK-1511 shows him. Credited with the following victories while a member of the RCAF: with No.401 Squadron: **18 November 1941**, one Bf.109 damaged; **22 November 1941**, one Bf.109 probably destroyed and one Bf.109 damaged; **8 December 1941**, one Bf.109 damaged; with No.133 Squadron: **28 April 1942**, two FW.190s probably destroyed; **30 May 1942**, one FW.190 damaged; **27 June 1942**, one Ju.88 damaged; **18 August 1942**, one FW.190 destroyed; **19 August 1942**, one Do.217 destroyed, one FW.190 probably destroyed and two FW.190s damaged.

This officer has completed a large number of sorties over enemy territory. He has destroyed one, probably two, and damaged several more hostile aircraft. He is a fine leader whose keenness has proved most inspiring.

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BLAMEY, F/L Douglas Owen (J19258) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 24 May 1944 as per **London Gazette** of that date and AFRO 1444/44 dated 7 July 1944. Born 3 February 1921 in Hamilton; home there; enlisted there 1 October 1941. Trained at No.3 ITS (graduated 6 June 1942), No.4 EFTS (graduated 1 August 1942) and No.5 SFTS (graduated 20 November 1942). Commissioned 1943. Served in postwar RCAF (number 22713) until 10 September 1968; retired in Ottawa. Award presented 19 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". Public Records Office Air 2/9149 has recommendation dated 21 February 1944 when he had flown 27 sorties (180 operational hours), 12 July 1943 to 20 February 1944.

12 July 1943 - NICKLING, France

27 September 1943 - Hannover
29 September 1943 - Bochum
1 October 1943 - Hagen
2 October 1943 - Munich
4 October 1943 - Frankfurt
7 October 1943 - Stuttgart
8 October 1943 - Hannover
20 October 1943 - Leipzig
3 November 1943 - Cologne
18 November 1943 - Berlin
22 November 1943 - Berlin
23 November 1943 - Berlin
25 November 1943 - Frankfurt
26 November 1943 - Stuttgart
23 December 1943 - Berlin
29 December 1943 - Berlin
1 January 1944 - Berlin
2 January 1944 - Berlin
5 January 1944 - Stettin
14 January 1944 - Brunswick
27 January 1944 - Berlin
29 January 1944 - Berlin
30 January 1944 - Berlin
15 February 1944 - Berlin
19 February 1944 - Leipzig
20 February 1944 - Stuttgart

This officer has completed 26 operational sorties against the most heavily defended targets in Germany whilst serving in the Pathfinder Force as a member of No.156 Squadron. Seventeen of these sorties have been on blind marking duties, ten on Berlin.

Pilot Officer Blamey has on every occasion displayed determination of the highest order and has pressed home his attacks in the face of strong enemy opposition. His determination and high sense of devotion to duty have been responsible for the highly successful sorties carried out by his crew. He is an excellent captain of aircraft and is strongly recommended for the award of the Distinguished Flying Cross.

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BLANCHARD, S/L Edward Alfred (C2074) - **Member, Order of the British Empire** - No.8 Bombing and Gunnery School - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Home in Winnipeg; enlisted there 30 May 1940. To No.4 Training Command Headquarters, 18 September 1941; to No.11 Equipment Depot, 19 November 1942; promoted Squadron Leader, 1 December 1942; to No.8 BGS, 6 September 1943; to No.4 Training Command, 6 May 1944; to "Y" Depot, Halifax, 21 September 1944; taken on strength of No.3 Personnel Reception Centre, Bournemouth, 4 December 1944; repatriated to Eastern Air Command, 30 May 1945; released 10 October 1945 in rank of Wing Commander. Award presented 30 October 1948. Died 1977.

This officer at all times has displayed a very high degree of initiative, forethought and ability as Senior Equipment Officer. During the last few months he has cheerfully undertaken many tasks beyond the normal requirements of his duty. His perseverance and determination in the face of any difficulties has been an inspiration to all members of the station.

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BLANCHARD, P/O Morrison Sutherland (J16663) - **Mention in Despatches** - No.22 Personnel Transit Centre (AFRO gives unit only as "Overseas") - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in St. Andrews, Manitoba, 29 April 1914. Home in Garson, Manitoba; educated there and University of Manitoba (premedical, 1930-1932, education, 1932-1933, accountancy, 1938-1940). Taught school in Manitoba, 1933-1938 but found pay too low and switched to being an accountant in Winnipeg. Enlisted Winnipeg 10 August 1940 and posted to No.2 Manning Depot, Brandon. To No.11 Equipment Depot, Calgary, 8 October 1940. To No.2 ITS, Regina, 8 November 1940; graduated and promoted LAC, 11 December 1940); posted next day to No.3 AOS, Regina; graduated 3 March 1941 when posted to No.2 BGS, Mossbank; graduated 14 April 1941 when promoted Sergeant; posted next day to No.1 ANS, Rivers; graduated 12 May 1941. To Halifax, 14 May 1941. To RAF overseas, 18 June 1941. Taken on strength of No.3 PRC, Bournemouth, 1 July 1941. To No.13 OTU, 9 July 1941. To No.226 Squadron, 11 September 1941. Promoted Flight Sergeant, 1 December 1941. To No.223 Squadron, 9 January 1942. Promoted WO2, 1 June 1942. Commissioned 25 January 1943. To No.205 Group, 6 June 1943; to No.216 Group, 20 June 1943. To No.22 PTC, 3 July 1943. To Defence Headquarters, Pretoria, South Africa, 22 July 1943; appears to have had at least one attachment to Egypt while on strength of Pretoria. Promoted Flying Officer, 25 July 1943. To No.21 PTC, 17 May 1944. Returned to No.22 PTC, 4 July 1944. To Defence Headquarters, Pretoria, 22 July 1944. Promoted Flight Lieutenant, 25 January 1945. To England, 6 May 1945. One assessment dated 17 May 1945 indicates that he had been on instructional staff of No.48 Air School, South Africa, and had flown 505 hours.

Repatriated 18 July 1945. Retired to Ottawa, 26 September 1945. Rejoined RCAF as an Accounts Officer, 6 December 1953, serving to 1 May 1958; all service with RCAF Auxiliary, including No.402 Squadron, Winnipeg, (to 1 May 1954) and No.17 Wing Headquarters thereafter. Died in Burnaby, British Columbia, 22 October 1987.

Note: Application for Operational Wing dated 1 March 1944 states that his first tour was with No.107 Squadron, Malta, on Blenheim IV (21 October 1941 to 9 January 1942, 21 sorties, 92 hours 50 minutes) and second tour with No.223 Squadron, Mediterranean on Baltimores, 24 June 1942 to 11 May 1943 (33 sorties, 58 hours 30 minutes). No other document links him to No.107 Squadron; posting lists have him going directly from No.226 to No.223 Squadron.

Training: When interviewed on 18 June 1940 he was described as "Good clean, clear, straight, quite personable and gentlemanly. Good education and experience. Officer calibre, was asking for air gunner because he thought it would give him earlier action."

At No.2 ITS, course was 9 November to 6 December 1940. He was placed in an Observer Class and graduated 13th in a group of 44. Courses and marks were Mathematics (91/100), Armament, practical and oral (71/100), Drill (69/100) and Law and Discipline (93/100).

Course at No.3 AOS was 9 December 1940 to 3 March 1941. Flew in Anson aircraft (22.10 day as first navigator, 20.25 day as second navigator, 6.30 night as first navigator, 4.50 night as second navigator, total 53 hours 55 minutes. Air instructor wrote, "This airman was not too sure of himself at the start, but has shown marked improvement." Ground school consisted of DR Plotting (133/150), DR Written (109/150), Compasses and Instruments (122/150), DF/WT (72/100), Signals (37/50), Maps and Charts (75/100), Meteorology (81/100), Photography (91/100) and Reconnaissance (77/100). "This student is keen, intelligent and had no difficulty in passing the classroom subjects." Placed seventh in a class of 42.

At No.2 BGS course was 3 March to 14 April 1941. Flew in Battle aircraft (16.10 on bombing, 4.25 on gunnery). Placed 16th in a class of 36. "This man possesses a very good knowledge of armament. Has studied considerably. Is above average in theory and practical" (G/C A.J. Ashton, 17 April 1941.)

Advanced Navigation Course at No.1 ANS was 14 April to 12 May 1941 on Anson aircraft *6.35 as first navigator by day, 6.50 as second navigator by day, 6.35 as first navigator by night, 12.10 as second navigator by night). "Considerably above average in day navigation. Average at night.. Placed 35th in a class of 73.

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BLANCHARD, Sergeant Robson Augustus (R76479) - **Mention in Despatches** - No.162 (Bomber Reconnaissance) Squadron (AFRO says only "Overseas" - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 25 February 1916 in Upper Dyke Village, Nova Scotia. Home in Kentville, Nova Scotia (car salesman); enlisted in Halifax 20 January 1941 as Equipment Assistant and posted to No.1 Manning Depot, Toronto. To School of Technical Training, St. Thomas. 1 March 1941. Promoted AC1, 10 April 1941. To No.119 (BR) Squadron, Yarmouth, 24 April 1941; to Station Yarmouth, 24 June 1941; promoted LAC, 1 January 1942; promoted Corporal, 13 December 1942; to No.162 (BR) Squadron, 31 September 1943; to Iceland, 31 December 1943; promoted Sergeant, 6 January 1944; to Moncton, 3 February 1945; to No.8 OTU, 20 March 1945; released 16 November 1945. Died in Kentville, Nova Scotia, 14 July 1997 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 1998.

Selected Assessments: "This airman has done a good job of setting up Barrack Inventory and his knowledge of the procedure is outstanding. He has worked exceptionally hard to complete the set-up." (F/L W.M. Richards, Station Yarmouth, 9 December 1942).

"Well versed in all phases of equipment. Knows his work and does it well." (S/L S.W. Chapman, Station Yarmouth, 25 August 1943).

"Thorough knowledge of Stores procedure and a diligent worker." ((F/L W.M. McWhirter, No.162 Squadron, 24 April 1944."

"Reliable, efficient, energetic Equipment Assistant." (F/L W.M. McWhirter, No.162 Squadron, 12 December 1944."

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BLANCHER, WO2 (now P/O) Charles Francis Lyon (R169265/J94609) - **Distinguished Flying Cross** - No.150 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 18 June 1924 in Brockville, Ontario; home given as Kingston and Morrisburg, Ontario (student), ex-Royal Canadian Artillery); enlisted Ottawa 22 June 1942. Trained at No.5 ITS (graduated 19 December 1942) and No.8 AOS (graduated 3 September 1943). Posted to No.1 GRS, 17 September 1943; to "Y" Depot, Halifax, 13 October 1943 for posting overseas. Commissioned 19 April 1945. Repatriated 23 April 1945. Released 26 July 1945. Award sent by registered mail 15 January 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". Public Records Office Air 2/9082 has recommendation dated 22 February 1945 when he had flown 28 sorties (171 hours 18 minutes), 5 October 1944 to 8 February 1945.

5 October 1944 - Saarbrücken
7 October 1944 - Emmerich
14 October 1944 - Duisburg
14 October 1944 - Duisburg
19 October 1944 - Stuttgart
31 October 1944 - Cologne
2 November 1944 - Düsseldorf
4 November 1944 - Bochum
11 November 1944 - Dortmund
16 November 1944 - Düren
21 November 1944 - Aschaffenburg
27 November 1944 - Freiburg
29 November 1944 - Dortmund
2 December 1944 - Urft Dam
4 December 1944 - Karlsruhe
6 December 1944 - Merseburg
22 December 1944 - Koblenz
27 December 1944 - Rheydt
28 December 1944 - Bonn
31 December 1944 - Osterfeld
2 January 1945 - Nuremberg
5 January 1945 - Hanover
14 January 1945 - Merseburg
28 January 1945 - Stuttgart
2 February 1945 - Weisbaden
3 February 1945 - Bottrop
7 February 1945 - Cleve
8 February 1945 - Politz

Warrant Officer Blancher, a Canadian navigator, was posted to the squadron on its reformation, having already eight operational sorties to his credit. Since then he has completed a further twenty missions with success, now making a total of 171.18 hours on his first operational tour. His missions include sorties to the distant and heavily defended targets of Stuttgart, Merseburg, Leuna (2), Nuremberg, Hanover and Politz.

Throughout his tour of operations this navigator has displayed a very high degree of technical efficiency enabling his captain to carry out their sorties with meticulous timing and accuracy. Often in the face of heavy opposition and

extremely bad weather conditions, Warrant Officer Blancher has always undertaken his allotted tasks fearlessly and with a fine offensive spirit, setting a magnificent example to the rest of the navigators on the squadron.

I strongly recommend the award of the Distinguished Flying Cross to this Warrant Officer in recognition of his excellent record and gallant achievements.

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BLANCHET, Sergeant Joseph Pierre Gaston (R56057) - **Distinguished Flying Medal** - No.35 Squadron - Award effective 11 May 1943 as per **London Gazette** dated 25 May 1943 and AFRO 1294/43 dated 9 July 1943. Born 27 June 1918 in St. Augustine, Quebec; home in Trois Rivieres, Quebec (bank clerk); enlisted there 17 April 1940. To No.1 ITS, 29 April 1940; graduated and promoted LAC, 23 May 1940; to No.1 WS that date; may have graduated 20 October 1940 but not posted to No.2 BGS until 27 October 1940; graduated and promoted Sergeant, 14 December 1940. To Halifax that date. To Eastern Air Command, 5 February 1941. To Embarkation Depot, 24 January 1941. To RAF overseas, 2 March 1941. To No.35 Squadron, 24 September 1941; promoted Flight Sergeant, 1 December 1941; first sortie was 15/16 January 1942; last sortie was 27/28 April 1942. Promoted WO2, 1 November 1942. Repatriated 31 July 1943. To No.10 EFTS, date uncertain but almost immediately after repatriation. To be Officer Cadet, 28 September 1943. Placed in Administration Branch, 30 September 1943; commissioned that date with simultaneous promotion to Flying Officer. To Recruiting Centre, Montreal, 28 October 1943. To No.3 Air Gunner Training School, 14 January 1944. To No.8 AOS, 14 November 1944. To Lachine, 12 April 1945. To Release Centre, 23 June 1945. Retired 27 June 1945. Award presented 24 April 1944. Cited with Sergeant R.H.D. Wilson (RAF, awarded DFM).

Sergeants Blanchet and Wilson have displayed high qualities of courage and fortitude in air operations. Their exemplary conduct has been worthy of the highest praise.

Public Record Office WO 208/3312 has MI.9 evasion report of both Blanchett and Wilson based on interview of 10 April 1943. They had left Stockholm on 8 April 1943, arriving Leuchars 9 April 1943.

Our craft was hit by light flak over Trondheim while we were bombing the **Tirpitz** and we crashed on a lake about 0050 hours, 28 April 1942. The other members of the crew were:

P/O MacIntyre (S/P.G. -746)

P/O Hewitt (S/P.G. - 747)
Sergeant Penny (S/P.G. - 1132)
Sergeant Stevens (left injured in Norway).

The whole crew continued together after landing, as described in P/O MacIntyre's and P/O Hewitt's report. P/O McIntyre, our captain, decided about 1800 hours that we should split up into two groups. He went with F/O Hewitt and Sergeant Perry, and we went with Sergeant Stevens who had broken the arch of his foot in landing. We were near Levanger when we split.

After leaving the others, our party continued walking across country. We had many fences to climb, and Sergeant Stevens fainted several times. His foot was badly swollen and a bone was sticking out. Eventually, on 29 April, we left Sergeant Stevens, at his own request, at a farm house about 15 miles from Levanger, where the people, who spoke English, promised to get him a doctor. We left him 150 kroner, half our rations, a compass and a map.

We then continued east to a frozen lake which we crossed three days after we had crashed (31 April) [sic]. On the day we left Sergeant Stevens we were almost caught by a party of about 25 Germans, who searched a house near the one where we were being sheltered. We left the house at once and got away through the woods.

We made east after crossing the frozen lake, to another large lake across the frontier in Sweden. We crossed the frontier about six days after we had crashed, at a point about ten miles north of Storlien. We got considerable help on the way from the Norwegians, and about two days before we reached the frontier we got food and shelter at a shack, where the people also supplied us with maps and a compass and showed us a route to the border.

We gave ourselves up after crossing the frontier and were taken to Storlien (one night in prison) and Ostersund (two days). We were then interned from 5 May to 5 April 1943 in Falun camp.

We had not been advised at briefing to tell the Swedish authorities that we had been in German hands in Norway, and were indeed told that the Swedes, being very pro-British, would repatriate us immediately. A Swedish corporal also told us that if we said we had not been in German hands we would have been repatriated at once. His idea was that if we said we had escaped from German hands, we would be sent to Germany.

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BLAND, S/L Eric Alexander (C1445) - **Air Force Cross** - No.8 SFTS - Award effective 26 October 1943 as per **London Gazette** of that date and AFRO 2386/43 dated 19 November 1943. Born 28 April 1913 in Winnipeg. Educated there to St.Paul's College. Press photographer for Calgary **Herald** and occasional aerial photography for commercial oil firm. Enlisted at Calgary, 2 January 1940 on General List. To Station Trenton, 5 April 1940. To No.1 ITS, 15 April 1940; graduated 17 May 1940 and posted that day to Station Trenton; to No.1 SFTS, 16 June 1940; graduated first phase on 19 August 1940 when qualified for wing and advanced phase 5 October 1940. To Trenton, 5 October 1940. To No.4 SFTS, 23 November 1940. Promoted Flight Lieutenant, 15 October 1941. To RAF overseas, 13 April 1942; emplaned from Canada, 14 April 1942, arriving in UK 15 April 1942. To No.53 OTU, 28 April 1942. To No.402 Squadron, 30 June 1942. Credited with the following: **19 August 1942**, one FW.190 damaged; **24 August 1942**, one FW.190 destroyed. To RCAF Overseas Headquarters, 11 January 1943. Repatriated on medical grounds, 23 January 1943. To No.8 SFTS, 26 March 1943. Promoted Squadron Leader, 1 July 1943. To No.4 SFTS, 30 July 1944. To No.124 (Ferry) Squadron, 16 August 1944. To No.170 Squadron, 6 September 1944. To No.124 Squadron again, 16 December 1944. To No.2 Release Centre, 6 February 1946. Retired 8 February 1946. On the staff of the Edmonton **Bulletin**, 1949. Award presented 6 June 1944. Died in Sidney, British Columbia, 15 February 1997 as per British Columbia Vital Statistics.

After serving overseas with a fighter squadron, this officer has been successively employed as Flight Commander, Examining Officer and Squadron Commander. His untiring zeal, devotion to duty and fine instructional ability have been of great value in the Training Wing and have inspired the confidence and respect of all personnel working with him.

Recommendation raised 15 July 1943 by S/L M.E. Ferguson as follows:

This officer graduated at No.1 SFTS, August 19, 1940 as a Flying Instructor. He instructed at No.4 SFTS, Saskatoon for a period of 16 months up to March 16, 1942, being successively employed as Flying Instructor and Flight Commander, obtaining his A2 categorization. He showed untiring zeal under all circumstances. After serving in a Fighter Squadron overseas, he was repatriated and posted to this Station on March 27, 1943. He has successively held the positions of Flight Commander, Examining Officer and Squadron Commander. His inspiring example and his fine instructional ability has been most valuable in the Training Wing. He is respected by all who come in contact with him. His instructional hours total 1,000 hours and his total flying time, including Operational Tour,

totals 1,400 hours.

This was endorsed the same day by G/C J.C. Huggard (commanding No.8 SFTS) and on 16 August 1943 by A/V/M A. De Niverville (Air Officer Commanding, No.3 Training Command).

Training: Attended No.1 SFTS, 17 June to 5 October 1940. Flew 76.10 day dual, 121.25 day solo, 4.25 night dual, 2.30 night solo. Logged 13.15 in Link. Marked in Navigation (128/200), Reconnaissance and Photography (60/100), Armament (126/200). Placed 33rd in a class of 40. Described as slow and quiet but conscientious.

Attended Central Flying School, 7 October to 18 November 1940. Flew Fleet, Harvard, Battle and Northrop aircraft (12.20 single engine dual, 33.55 single engine solo, 6.05 twin engine dual, 6.30 twin engine solo). "A bit too quiet and a bit lacking in confidence. I recommend re-categorization next Visiting Flight." (F/L A.J. Shelfoon). Courses in Airmanship (95/100), Meteorology (79/100) and Air Navigation (81/100). Tested on Lockheed 10, 22 November 1940 by F/L P.Y. Davoud. Assessed under following headings - Sequence (fair), Voice (good), Manner (good), Ability to Impart Knowledge (average), Ability as Pilot (average). Remarks - "Lacks confidence on type. Sequence sketchy and must be improved. Demonstrations satisfactory." Awarded Category "C".

Assessed again, 13 April 1941 when he had flown 309 hours instructing at No.4 SFTS. Rated Category "B".

Assessed again, 5 November 1941 when he had flown 665 instructional hours. Tested on Cessna Crane by S/L A.J. Shelfoon. Assessed under following headings - Sequence (faulty in spots), Voice (good), Manner (interesting), Ability to Impart Knowledge (above average), Ability as Pilot (above average except instrument). Remarks - "This instructor's work has been above average." Category raised to A2.

Attended No.53 OTU, 28 April to 30 June 1942. At that time he already had flown 115 hours day dual, 940 hours day solo, ten hours night dual and 75 hours night solo. At OTU he flew Master and Spitfire aircraft - 40 minutes day dual, 60.15 day solo, 15 hours in formation, five hours in Link. Fired 720 rounds air-to-ground and 4,100 air-to-air. Rated above average - "An extremely good pilot who has had a lot of experience."

Selected Assessments: "As a pilot this officer is very competent and capable. As an instructor he is outstanding, and has the confidence and respect of his pupils. His knowledge of airmanship is most complete, and he has shown originality and enterprise in lecturing both students and junior instructors in important advanced phases of airmanship. His carriage is good, his appearance is smart, and his personality is agreeable. He has been selected to

command Flights on most Station Parades due to his Service ability. He has done a very sound job in organizing the Station Trumpet Band. His conduct, both on and off the Station, is irreproachable. His judgement in the air and on the ground is satisfactory, and as a Flight Commander his administrative and executive ability is above average." (W/C E.A. McNab, No.4 SFTS, 17 September 1941)

"Flight Lieutenant Bland has been with this Squadron for the past seven months, during which time he has led his flight very efficiently. Through his reliability and leadership, he has inspired confidence in all the pilots flying behind him. During my absence, he has taken over the duties of Squadron Commander. On August 24th he destroyed a FW.190 after the Squadron had been bounced very badly and was shot up very badly himself. Through his skill and coolness he was able to successfully evade the enemy aircraft but had to crash land on return to base. He was wounded in several places and received a very bad cut on his forehead on landing. Since this accident he has suffered severe headaches when flying above 15,000 feet. He has completed 55.55 operational hours and was previously an instructor at an SFTS, holding an A.2 Category. I strongly recommend that he be sent back to Canada as a Squadron Leader Liaison Officer between the SFTS's and Fighter Squadrons in England where I'm sure his services would be invaluable." (S/L D.G. Malloy, No.402 Squadron, 17 December 1942).

"This officer is an extremely experienced and social officer. He is industrious and capable and always willing to do more than his share. Strongly recommend promotion to the rank of Temporary Squadron Leader." (S/L C.A. James. No.8 SFTS, 26 February 1944).

Operational Flying: Application for Operational Wing dated 9 January 1944 listed the following sorties with No.402 Squadron (Spitfires):

7 July 1942 - patrol (1.10 - Spitfire V)
11 July 1942 - patrol (1.00)
12 July 1942 - Escort (1.20, Somme Estuary)
13 July 1942 - Army Co-op (1.05)
13 July 1942 - Sweep (1.30, Abbeville)
14 July 1942 - patrol (50 minutes)
20 July 1942 - Scramble (1.35, south coast)
20 July 1942 - low level attack (1.25, Fecamp)
21 July 1942 - patrol (35 minutes)
22 July 1942 - patrol (1.30, Friston)
26 July 1942 - Army Co-op (50 minutes)
26 July 1942 - Army Co-op (1.00)
28 July 1942 - Escort (1.30, Le Havre)
30 July 1942 - Scramble (20 minutes, south coast)
30 July 1942 - Scramble (20 minutes, south coast)

30 July 1942 - Sweep (1.40, St. Omer)
30 July 1942 - Patrol (40 minutes, Tangmere)
31 July 1942 - Sweep (1.25, Le Havre)
31 July 1942 - Patrol (35 minutes)
3 August 1942 - Patrol (30 minutes, Spitfire IX from now onwards)
4 August 1942 - Patrol (35 minutes)
6 August 1942 - Patrol (35 minutes)
8 August 1942 - Escort (1.35)
12 August 1942 - Patrol (1.00)
16 August 1942 - Sweep (1.45, Rouen)
17 August 1942 - Air/Sea Rescue (1.15)
19 August 1942 - Escort (1.40, Dieppe)
19 August 1942 - Escort (1.45, Dieppe)
19 August 1942 - Escort (1.35, Dieppe)
20 August 1942 - Escort (1.40, Amiens)
20 August 1942 - Patrol (30 minutes)
21 August 1942 - Escort (25 minutes, Rotterdam)
22 August 1942 - Scramble (15 minutes, Friston)
22 August 1942 - Scramble (15 minutes, Friston)
24 August 1942 - Sweep (1.35, Le Trait, wounded)
18 September 1942 - Sweep (55 minutes)
23 September 1942 - Patrol (1.30)
26 September 1942 - Patrol (50 minutes)
26 September 1942 - Sweep (1.00, St. Malo)
29 September 1942 - Patrol (35 minutes)
1 October 1942 - Patrol (1.30)
2 October 1942 - Escort (1.50, Neaulat)
2 October 1942 - Scramble (40 minutes)
8 October 1942 - Sweep (1.50, Lille)
9 October 1942 - Patrol (1.30)
10 October 1942 - Patrol (1.25)
11 October 1942 - Patrol (1.25)
11 October 1942 - Sweep (1.25, St. Omer)
12 October 1942 - Shipping attack, English Channel (1.05)
16 October 1942 - Sweep (1.25, Le Havre)
19 October 1942 - Sweep (1.50)
21 October 1942 - Patrol (1.20)
21 October 1942 - Escort (50 minutes, Lorient)
21 October 1942 - Patrol (1.20)
26 October 1942 - Patrol (55 minutes)

26 October 1942 - Patrol (1.00)
31 October 1942 - Scramble (1.00)
1 November 1942 - Scramble (ten minutes)
6 November 1942 - Sweep (1.45, Boulogne)
8 November 1942 - Sweep (1.45, Lille)
8 November 1942 - Sweep (1.15, Abbeville)
9 November 1942 - Sweep (1.10, Dunkirk)
10 November 1942 - Sweep (1.25, Le Havre)
29 November 1942 - Patrol (1.45)
2 December 1942 - Patrol (1.10)
4 December 1942 - Sweep (1.10, Audrico)
4 December 1942 - Air/Sea Rescue (1.30)
5 December 1942 - Scramble (1.30)
6 December 1942 - Scramble (1.00)
6 December 1942 - Sweep (1.00, Lille)

Wounded 24 August 1942 on Spitfire BS198 - moderate shrapnel wounds to left arm, gash over right eye. Crash landed at base with wounds and control damage. Fuselage broken, main plane shot up and further damaged on landing.

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BLATCHFORD, F/L Ross Thomas (J7644) - **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 9 March 1915. Home in Toronto; enlisted there 3 September 1940. To No.5 SFTS, 5 November 1940. To No.1 ITS, 10 December 1940; graduated and promoted LAC, 15 January 1941 when posted to No.7 EFTS; ceased training, 10 February 1941; to No.4 AOS, 14 April 1941; graduated 7 July 1941 when posted to No.4 BGS; graduated 16 August 1941 and posted next day to No.2 ANS; graduated and commissioned 15 September 1941. To No.115 Squadron (this is uncertain), date unknown. Promoted Flying Officer, 15 September 1942. To Eastern Air Command, 3 February 1943. To No.5 (BR) Squadron, 23 February 1943. Promoted Flight Lieutenant, 1 September 1943. To "Y" Depot, Lachine, 11 February 1944. To No.45 (Air Transport) Group, 29 February 1944. Repatriated 8 August 1945. Retired 28 September 1945. Living in Noranda, Quebec as of 1950.

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BLEAKLEY, F/L Roland MacKay (J19669) - **Distinguished Flying Cross** - No.578 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 24 February 1916 in Kindersley, Saskatchewan; home in Winnipeg; enlisted there 23 March 1942. To No.2 Manning Depot, 12 May 1942. To No.7 BGS

(guard duty), 27 July 1942. To No.7 ITS, 29 August 1942; graduated and promoted LAC, 23 October 1942 but not posted to No.19 EFTS until 7 November 1942; may have graduated 30 December 1942 but not posted to No.15 SFTS until 9 January 1943; graduated and promoted Sergeant, 30 April 1943. To "Y" Depot, 14 May 1943. To RAF overseas, 26 May 1943. Commissioned 21 January 1944. Promoted Flying Officer, 21 June 1944. Repatriated 15 January 1945. Retired 28 February 1945. Died in Winnipeg, 1983. 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 fortitude, courage and devotion to duty." Public Records Office Air 2/8827 has recommendation dated 21 August 1944 when he had flown 37 sorties (160 hours 21 minutes).

Flight Lieutenant Bleakley has completed 37 operations totalling 160.21 hours including many sorties upon a wide range of targets which have included industrial, strategical and tactical objectives.

Flight Lieutenant Bleakley possesses a forceful character with a keen understanding of his responsibilities as a captain; he has led his crew with brilliant success throughout a large number of sorties. In addition to his fine operational record he has acted in the capacity of Air Sea Rescue and Safety Officer, devoting a considerable amount of his own time, thought and energy towards ensuring that all his comrades in the squadron were fully equipped and trained. Thus he has contributed not only with his own crew, but through the medium of his work with other crews, a very considerable portion towards the successful completion of many operations.

It is strongly recommended that Flight Lieutenant Bleakley's exceptional work should be recognized by the award of the Distinguished Flying Cross.

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BLEICH, F/O Erwin (J87491) - **Mention in Despatches** - No.427 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 1 February 1924 in Kiev, Russia. Home in Morse, Saskatchewan; enlisted Regina 12 March 1942. To No.2 Manning Depot, 3 April 1942. To No.2 BGS (guard duty), 23 May 1942. To No.2 ITS, 18 July 1942; graduated and promoted LAC, 12 September 1942 but not posted to No.2 BGS until 23 10 October 1942; promoted Sergeant, 5 November 1942; to No.7 AOS, 27 December 1942. Graduated 5 February 1943. To "Y" Depot, 19 February 1943; to RAF overseas, embarking 8 March 1943. Disembarked 18 March 1943. Promoted Flight Sergeant, 6 April 1943. Attached to No.9 EFTS, 22 May to 4 June 1943. To No.9 (Observer) AFU, 8 June 1943. To No.24 OTU, 13 July 1943. To No.1659 Conversion Unit, 10 October 1943. To No.427 squadron, 14 November

1943. Commissioned 2 June 1944. To No.1659 Conversion Unit, 22 August 1944. Promoted Flying Officer, 1 October 1944. Repatriated 14 November 1944. Retired 23 February 1945. Died in Saskatoon, 6 February 1982 as per **Legion Magazine** of May 1982. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD.

Note: On repatriation reported he had flown 28 sorties (162 hours 20 minutes).

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BLINKINSOP, S/L Edward Weyman (J3467) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 11 April 1944 as per **London Gazette** of 21 April 1944 and AFRO 1186/44 dated 2 June 1944. Born 8 October 1920 in Victoria, British Columbia; educated and home there (chartered accountant); enlisted in Vancouver, 4 June 1940. Trained at No.1 ITS (24 June to 20 July 1940), No.8 EFTS (23 July to 15 September 1940) and No.4 SFTS (15 October to 20 December 1940). Further trained at No.1 ANS; subsequently assigned for 14 months to No.2 ANS. Commissioned 1941. To New Zealand 25 April 1942 to inspect their navigation training procedures (not sure when he returned). Posted overseas January 1943; trained at No.3 (P) AFU, No.22 OTU and No.311 FTU. To North Africa, 10 July 1943 for service with No.424 Squadron but transferred almost immediately to No.425 Squadron, with whom he flew until 27 February 1944 when transferred to No.405 Squadron. In March 1944, at Pathfinder Night Training Unit, he was in Lancaster EE120 (QF-P), taking off from Warboys at 2045 hours for dual night conversion. At 2130 hours, gathering speed for another take-off, a tyre burst and aircraft was wrecked beside runway (no injuries). Instructor was S/L M. Sattler, DFC (RCAF). Shot down with No.405 Squadron, 27/28 April 1944 (Lancaster JA976) during raid on Montzen marshalling yards; only survivor. Picked up by Belgian Underground, he obtained papers which enabled him to pass as a Belgian national. However, while in Meensel-Kiesegem a German round-up netted 80 members of local Resistance including Blenkinsop. Held at St.Gilles Prison, Brussels. While detained he transmitted his identity to an American officer POW by tapping in morse code over steam pipes. Sent to work in a factory in Hamburg. May have spent time in Bergen-Belsen. Died 23 January 1945 in concentration camp at Neuengamme (heart failure, possibly caused by lethal injection). Body cremated; name on Runnymede Memorial.

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

BLINKINSOP, S/L Edward Weyman, DFC (J3467) - **Croix de Guerre 1940 with Palm (Belgium)** - (deceased) - Awarded 17 July 1948 as per **Canada Gazette** of that date and AFRO 455/48 dated 23 July 1948.

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).

Further Note: On 21 January 1942 the following report was filed on his performance at No.2 ANS, Pennfield Ridge and suggesting accelerated promotion:

This officer is employed as navigation instructor in G.I.S. this School. He has had ten months service on his present duties and has done an excellent job at all times. He is industrious, keen and very intelligent. During the ten months he has been employed on instructional duties he has flown approximately 335 hours with his classes. It is considered that this officer has well merited this recognition.

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BLINKHORN, F/L Jack George (J12694) - **Commended for Valuable Services** - No.11 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 10 March 1916. Home in Dauphin, Manitoba; enlisted in Hamilton, Ontario, 2 July 1940. To No.1 ITS, 20 July 1940; graduated and promoted LAC, 7 October 1940 when posted to No.3 EFTS; graduated 25 November 1940 when posted to No.6 SFTS; graduated and promoted Sergeant, 10 February 1941. To Central Flying School, Trenton, 11 February 1941. To No.10 SFTS, 10 April 1941. Promoted WO2, 10 February 1942. To No.3 EFTS, 15 May 1942. To No.9 SFTS, date uncertain. To No.11 SFTS, 3 November 1942. Commissioned 30 June 1943. To No.6 OTU, 11 July 1944. To "Y" Depot, 25 November 1944. To No.3 PRC, Bournemouth, 20 November 1944. Repatriated 10 September 1945. Retired 19 October 1945. Living in Dauphin, Manitoba as of 1950.

This officer graduated as a Sergeant Pilot. By his continued enthusiasm and devotion to duty, he has successfully filled all positions up to Flight Commander. During a prolonged period of instructional flying, he has maintained consistent

interest in his duties and made unceasing efforts to improve the standard of flying instruction. His marked ability, fine leadership and exceptional keenness have been outstanding and an inspiration to all who have come in contact with him.

BLINKHORN, F/L Jack George (J12694) - **Croix de Guerre with Silver Star (France)** - Overseas - Award as per AFRO 866/46 dated 6 September 1946. For this French award, DHist file 181.009 D.1554 (RG.24 Vol.20601) gives the following:

Pilot of great valour. Has been successful in pick-up operations in occupied Indochinese territory, thus helping materially the Resistance Movement in Indochina.

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BLISS, WO Osborne Lloyd (R88244) - **Distinguished Flying Cross** - No.35 Squadron (presumed dead) - Award effective 22 August 1943 as per **London Gazette** dated 20 March 1945 and AFRO 721/45 dated 27 April 1945. Born 6 April 1915 in Westchester Station, Nova Scotia; home in New Glasgow (garage manager); enlisted Halifax, 24 March 1941. To No.1 Manning Depot, Toronto, 15 May 1941. To No.1 SFTS, Camp Borden (guard duty), 10 June 1941. To No.4 WS, Guelph, 5 August 1941. Promoted LAC, 4 September 1941. His academic standing was so low that there were suspicions he failed numerous courses deliberately; "It is hard to believe that anyone after 21 weeks of instruction can fail in so many subjects." Posted to Composite Training School, Trenton, 9 January 1942. Reclassified from Wireless Air Gunner to Air Gunner, 15 January 1942; to No.6 BGS, Mountain View, 1 March 1942. While there he flew 14 hours 20 minutes in Fairey Battle aircraft; fired 900 rounds on ground, 426 rounds air to ground and 1,971 rounds air-to-air. He placed 24th in a class of 30 and was described as follows: "His air firing results were below average, and he will require further training before becoming a fully reliable Air Gunner." Graduated and promoted Sergeant, 30 March 1942. To "Y" Depot, 1 April 1942. To RAF Trainee Pool, 30 April 1942. Disembarked in United Kingdom, 12 May 1942 and posted to No.3 PRC, Bournemouth. To No.7 AGS, 20 June 1942; to No.35 Conversion Flight, 14 July 1942; to No.35 Squadron, 21 July 1942. Returned to No.35 Conversion Flight, 13 August 1942; returned to No.35 Squadron, 3 September 1942. Promoted Flight Sergeant, 1 February 1943. Promoted WO2, 30 March 1943. Killed in action 23/24 August 1943 on Halifax HR928; buried in Germany. HR928 was one of four No.35 Squadron Halifaxes lost on this operation, the others being HR846, HR865 and JB786. See entry for Walter D. Craig for details of loss plus combat reports. Award sent by registered mail to next of kin, 8 March 1946.

The efficient manner in which this officer has directed his captain in avoiding attacks by enemy fighters and engagement by searchlights and anti-aircraft fire

has been very largely responsible for the excellent results attained by his crew. Warrant Officer Bliss has proved himself to be a keen and cool air gunner whose record of operations has been most meritorious. He has invariably displayed a high order of courage and devotion to duty.

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BLISSETT, FS Leonard Frank (Can 7572) - **Mention in Despatches** - No.22 Sub Repair Depot - Western Air Command Headquarters - Award effective 2 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Born in Ottawa, 2 September 1908. Employed as an upholsterer at places as diverse as Rideau Hall (one year), General Motors (two years) and Ford Motor Company (one year) before embarking on private business which he ran four years. Enlisted in Ottawa, 24 April 1939 as fabric worker. To No.8 (BR) Squadron, 28 August 1939. Promoted AC1, 24 October 1939. Promoted LAC, 29 February 1940. Promoted Corporal, 1 July 1940. Promoted Sergeant, 1 July 1941. To Sea Island, 31 March 1942. Promoted Flight Sergeant, 1 August 1942. On 19 May 1944 he applied for training as a Safety Equipment Worker. At that time he described his duties as "NCO in charge of Parachutes and Dinghies; NCO in charge of Parachute Section four years. Made a special study of safety equipment for last six months. NCO in charge of Dinghy Section for last six months." To Technical Training School, 24 October 1944. Reclassified as Safety Equipment Technician, 20 January 1945. To No.3 Repair Depot, Vancouver, 26 January 1945. To Station Sea Island, 4 February 1945 for employment at No.22 Sub-Repair Depot. To Technical Equipment School, Aylmer, 5 February 1946. To United Kingdom, 8 April 1946. Disembarked 15 April 1946 and posted to Station Leeming. Repatriated 17 June 1946. To No.9 (Transport) Group, 25 June 1946. Retained rank of Flight Sergeant in postwar RCAF, serving at Station Rockcliffe. Retired 30 March 1948, settling in Vancouver. Died there 10 January 1987.

This non-commissioned officer has displayed exceptional organizing ability and efficiency in the operation of a comparatively new branch of the service. His keenness, loyalty and unfailing energy have most decidedly resulted in superior workmanship being displayed. His record is a most praiseworthy example to all ranks of the Royal Canadian Air Force.

The above award began as a recommendation for a BEM, raised by W/C D.D. Millar, Officer Commanding, No.22 Sub-Repair Depot, Sea Island on 3 July 1945; wording as above. Supported by W/C E.B. Hale, 5 July 1945 and subsequently by A/V/M F.E. Heakes. Reduced to a Mention in Despatches, 2 January 1946 by A/C M. Costello, Honours in War Committee.

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BLONDON, Corporal Irwin William (R72901) - **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. 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. Born on Dixon Road, Rose Valley, Prince Edward Island, 20 February 1918. Part-time farmer and a school teacher for three years. Military training, 10 January to 8 February 1941. Home in Kingston, Nova Scotia; enlisted Charlottetown, 16 April 1941 as an Armourer; subsequently reclassified as Armourer (B). To Trenton on 16 April 1941. To Station Mountain View, 16 May 1941. Promoted AC1, 11 August 1941. To No.2 AOS, Edmonton, 12 August 1941; regularly flew with that unit (80 hours 20 minutes up to 31 October 1942). Promoted LAC, 1 April 1942. Promoted Corporal, 1 August 1942. To "Y" Depot, Halifax, 16 November 1942; to RAF overseas, 28 December 1942. Disembarked in Britain, 7 January 1943. To No.424 Squadron, 25 January 1943 and accompanied that unit with No.331 Wing to North Africa. Promoted Temporary Sergeant (paid), 1 April 1943. To No.432 Squadron, 10 August 1943. To No.62 Base, 6 December 1943. Injured 14 September 1944 when left foot run over by wheel of a bomb truck. Repatriated 18 June 1945. To Station Debert, 19 June 1945. Released 10 September 1945. Died in Truro, Nova Scotia, 31 March 1980. No citation in AFRO. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945, noting that when recommended he had served 21 months in Canada, 24 months overseas.

Corporal Blondon has been NCO in charge of the High Explosive Area of the Bomb Stores for the past year. During this period he and his men have been called upon to work exceedingly long hours in all weathers at the arduous task of preparing operational bomb loads. Corporal Blondon by his untiring efforts and initiative organized his work so that in spite of shortage of time and increased commitments, bomb loads are prepared in an exceedingly short time and his efforts have done much to increase the efficiency of the station.

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BLOOM, WO Robert John (R58524, later J88765) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 19 October 1943 and AFRO 2457/43 dated 26 November 1943. Born 15 April 1917 in Vancouver; home there where he was a warehouseman (three months, 1936), rope maker (18 months, 1936-1937), labourer for B.C. Electric Gas Division (18 months, 1937-1938) and postal clerk (five months, 1938-1939); enlisted there 21 August 1940. To No.10 Equipment Depot, 10 November 1940. To No.1 ITS, 11 December 1940. Promoted LAC, 15 January 1941. To 1 WS, 3 February 1941; to No.6 BGS, 22 June 1941; graduated 20 July 1941 and promoted Sergeant. Warned for embarkation that date. To RAF Training Pool overseas, 14 August 1941. Taken on strength of No.3 PRC, 15 September 1941. To No.1 Signal School, 29 September 1941. To No.19 OTU, 23 December 1941. To No.78 Squadron, 21 May 1942. He flew one sortie (4.46 hours) before being hospitalized. To

Station Middleton, 11 August 1942. To No.78 Squadron again, 28 August 1942, flying a further 24 sorties. Promoted Flight Sergeant, 20 January 1942. Promoted WO2, 1 November 1942. Promoted WO1, 1 May 1943. To No.35 Squadron, 14 May 1943. To No.15 OTU, 28 September 1943. To No.1 Radio School, 16 February 1944. Commissioned 31 August 1944. Repatriated to Canada, 23 September 1944. At No.5 OTU, 6 November 1944 to 14 February 1945 when posted to No.5 Repair Depot. Promoted Flying Officer, 28 February 1945. To Release Centre, 5 September 1945. Released 7 September 1945. Enlisted as an LAC in postwar Auxiliary RCAF, Communications Technician, 10 January 1952 and posted to No.3055 Technical Training Unit. To No.442 Squadron, 16 May 1952. Attended summer camps at Comox, 1958 through to 1963. Promoted Corporal, 1 October 1956. Promoted Sergeant, 1 April 1961. Retired 31 March 1964, retiring in Vancouver with rank of Sergeant. Died in New Westminster, British Columbia, 9 September 1990 as per British Columbia Vital Statistics. Photo PL-23724 is a portrait. Award presented 27 November 1948.

Warrant Officer Bloom has completed many bombing attacks on distant and heavily defended objectives in Germany and the occupied countries. He has always displayed great coolness when his aircraft has been subjected to heavy enemy attacks and his sound technical knowledge has, on several occasions, greatly assisted in the safe return of the aircraft to its base. He has shown courage and tenacity of purpose on all his missions.

Notes: On repatriation he states he had flown 45 sorties (283 hours), last sortie being on 16 September 1943. Aircraft experienced were Whitley (61.20), Anson (11.40), Halifax I and II (389.00) and Wellington I and XX (44.00).

Application for Operational Wing dated 7 December 1943 stated he had flown 45 sorties (282 hours), 10 May 1943 to 29 September 1943 (but see above).

Sample Assessments:

When first interviewed in Vancouver, 7 June 1940, the recruiting officer described him as poorly dressed and untidy. Nevertheless, he wrote, "A bright young fellow who has had to fight all the way through life. Intelligence well above the average - very keen to fight. Father a war veteran of the right type. This man should make a first class Air Gunner."

"This officer is well versed on his knowledge of radio theory and is considered to be a very capable Signals Training Instructor. Recommended for retention in the service and promotion." (W/C H. Malkin, No.5 OTU, 7 March 1945)

Assessment dated 13 September 1960 by F/L J.E. Vernon (Education Officer, No.442 Squadron) - "Corporal Bloom is a long-time member of this unit and can always be depended on to give a

good showing. His attendance is above average and he has a high sense of loyalty. His appearance on parade is satisfactory. He has demonstrated on many occasions his ability as a tradesman. He works well with others in his section and with other trades. On mobility exercises and summer camps he demonstrates a willingness to work long and hard hours that most younger members of the unit have not learned. His upward rise to Sergeant level has been blocked only by lack of unit vacancy. His dress and deportment are good."

Assessment dated 1 September 1962 by F/L J.E. Vernon, No.442 Squadron - "Sergeant Bloom is probably the steadiest NCO in the unit and his loyalty and reliability are well proven to be excellent. As the only qualified Auxiliary Telecom Man in 442 or 443 Squadrons, he is often called upon to carry out tradesmans' tasks and constantly demonstrates his proficiency on this line. His trade knowledge is such that he is capable of giving excellent off-the-cuff lectures on telecom theory and equipment on a few minutes notice when other lecturers fail to show up. Sergeant Bloom can always be relied upon to take charge of crews for our away-from-home operations when many of the married senior NCOs have difficulty getting away from home. His appearance and ability to carry out parade duties in front of a flight are not as good as that of the other squadron NCOs. This NCO is definite asset and he is suitable and recommended for promotion."

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BLOOMFIELD, P/O Melvin Russell (J88466) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 13 May 1924 in Hudson, Ontario; home in Windsor, Ontario (florist); enlisted Hamilton 11 June 1942 and posted to No.1 Manning Depot. To No.6 BGS (non-flying duties), 1 August 1942. To No.1 ITS, 26 September 1942. Promoted LAC, 4 December 1942. To No.7 BGS, 27 December 1942; to No.7 AOS, 21 February 1942; graduated 2 April 1943 and promoted Sergeant. To "Y" Depot, date uncertain; to RAF overseas, 26 May 1943. Commissioned 11 August 1944. Repatriated 1 February 1945. To No.1 Air Command, 11 February 1945. To No.16 SFTS, 8 April 1945. To Station Moncton, 27 May 1945. Date of release uncertain. Postwar RCAF service as Flying Controller (service number 38736), 7 June 1951 to uncertain date. Award presented. Died 31 October 1994 in White Rock, British Columbia. 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 21 September 1944 when he had flown 41 sorties (176 hours 45 minutes), 2-28 January 1943 and 4 February to 13 September 1944. Why the short 1943 tour and long absence? Sorties from 25 June onwards were as part of Pathfinder Force.

2 January 1943 - GARDENING, Friesians (3.30)

6 January 1943 - GARDENING, Bordeaux (8.35)

14 January 1943 - Special Bombing Op (3.35)
20 January 1943 - GARDENING, Friesians (3.10)
21 January 1943 - Special Bombing Op (3.40)
25 January 1943 - Special Bombing Op (3.45)
28 January 1943 - GARDENING, Baltic (6.00)

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4 February 1944 - GARDENING, Bordeaux (8.20)
20 February 1944 - GARDENING, St.Malo (4.00)
21 February 1944 - GARDENING (2.50)
22 February 1944 - GARDENING, Baltic (6.45)
7 March 1944 - Special Bombing Op (6.30)
10 March 1944 - Special Bombing Op (7.40)
13 March 1944 - GARDENING, Lorient (6.00)
15 March 1944 - Special Bombing Op (6.20)
16 March 1944 - Amiens (3.45)
9 April 1944 - Paris (4.10)
11 April 1944 - Aachen (3.20)
24 April 1944 - Karlsruhe (5.35)
26 April 1944 - Essen (4.00)
27 April 1944 - Friedrichshaven (7.45)
1 May 1944 - Chambly (3.35)
22 May 1944 - Dortmund (4.30)
25 May 1944 - Aachen (3.25)
25 June 1944 - Pas de Calais (2.15)
12 July 1944 - Paris (3.25)
18 July 1944 - Cagny (3.25)
22 July 1944 - Abbeville (2.50)
23 July 1944 - Kiel (5.30)
25 July 1944 - Stuttgart (5.10)
5 August 1944 - Noyelle en Chausse (3.05)
7 August 1944 - Battle area (3.05)
17 August 1944 - Caen (3.05)
1 September 1944 - Lumbres (2.10)
3 September 1944 - Velno (3.10)
9 September 1944 - Le Havre (2.30)
10 September 1944 - Le Havre (2.35)
10 September 1944 - Le Havre (3.05)
11 September 1944 - Kamen (3.45)

12 September 1944 - Munster (3.35)
13 September 1944 - Nordstern (3.20)

This officer has now completed 41 operational sorties of which seventeen have been with this squadron including ten as a member of a Marker crew.

Pilot Officer Bloomfield has always shown himself as of high courage. At all times he sets his mind to the task in hand and his cheerfulness and quiet determination to overcome all difficulties have gained him the respect and confidence of his crew.

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BLOWER, Corporal George Alfred (R75381) - **Mention in Despatches** - No.404 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 9 October 1906 in Nottingham, England. His father was a Hudson Bay Company port manager and he learned to speak Cree. Educated in Lloydminster public schools Interpreter and driver for RCMP in Western Canada, 1926-1936. From 1936 to 1940 he worked for the Department of Indian Affairs in control of a Diesel lighting plant; also farming. Home in Saskatoon. Enlisted in Saskatoon, 29 November 1940 as Airframe Mechanic. To School of Technical Training, St. Thomas, 6 December 1940. Promoted AC1, 26 April 1941. To No.4 SFTS, 30 April 1941. Promoted LAC, 1 October 1941. Warned for embarkation, 20 August 1941. To RAF overseas, 2 November 1941. Taken on strength of No.3 PRC, Bournemouth, 14 November 1941. To No.404 Squadron, 21 November 1941. Promoted Corporal, 1 October 1942. To Station Wick (non-effective), 25 September 1943. To No.7 Canadian General Hospital, November 1943. To Repatriation Depot, 1 March 1944. Repatriated to Canada aboard hospital ship, 13 June 1944; taken on strength of No.1 Repatriation Depot, Rockcliffe, 14 June 1944. To No.1 Training Command, 25 August 1944. Released 30 November 1944. Dinghy expert. Died in Victoria, British Columbia, 9 July 1971.

He sustained an injury while working on aircraft in November 1942 which appears to have developed into long-term neurological difficulties. At the time of his release it was stated at the Christie Street Hospital (Toronto) that he had flown about 150 hours. The following statement was remarkable but is unsubstantiated by medical records: "While on test flight in vicinity of aerodrome (Scotland) and unarmed was attacked by two ME's and shot down, severely wounded in head."

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BLUETHNER, P/O Paul Daniel (J88289) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1147/45 dated 13 July 1945. Born 12 May 1923 in London, Ontario; educated in Toronto; home in Toronto (bank clerk); enlisted there 28 October 1942. Granted Leave Without Pay until 16 February 1943 when posted to No.1 Manning Depot. To No.4 BGS (guard), 7 April 1943. To No.23 Pre-Aircrew Training Detachment, 2 May 1943. To No.2 Air Gunner Ground Training School, 11 June 1943. Promoted LAC, 24 July 1943 when posted to No.3 BGS; graduated and promoted Sergeant, 3 September 1943. To "Y" Depot, 17 September 1943; taken on strength of No.3 PRC, Bournemouth, 8 October 1943 (date of embarkation from New York). Disembarked in Britain, 16 October 1943. To No.82 OTU, 26 October 1943. To No.61 Base, 25 January 1944. To No.429 Squadron, 15 March 1944. Commissioned 8 July 1944. To No.405 Squadron, 21 September 1944. Promoted Flying Officer, 8 January 1945. Repatriated 15 April 1945. To No.2 Air Command, 2 May 1945. To No.6 Repair Depot, 3 June 1945 where he was employed as a personnel counsellor and was described as an "outstanding success." - on release it was noted, "His knowledge of Rehabilitation measures and his interest in the problems of others won for him the highest commendation of his superior officers." To No.9 Release Centre, 14 October 1945. Retired 29 November 1945. Award sent by registered mail 26 September 1949. RCAF photo PL-31919 (ex-UK14054 dated 18 August 1944) is captioned as follows: "Flight Sergeant Gordon Ritchie, DFM of Montreal, Bison Squadron rear gunner, demonstrates to his mid-upper gunner, Flight Sergeant P.D. Bluethner of Toronto how an Me.410 attacked before falling to their guns. With other RCAF Bomber Group planes they were on their way back from attacking Brunswick when the Nazi struck. They opened fire, the Jerry burst into flames and then exploded 'on the deck'. Flight Sergeant Ritchie was invested with the Distinguished Flying Medal by the King two days before this raid." Died in Winnipeg, 9 October 1984.

This officer has 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 20 December 1944 when he had flown 49 sorties (234 hours six minutes), 9 April to 18 December 1944.

* denotes 1/3 sortie

9 April 1944 - Villeneuve-St. Georges (5.50)*

10 April 1944 - Ghent (4.40)*

26 April 1944 - Essen (4.40)

27 April 1944 - Aulnoye (4.05)*

30 April 1944 - Somain (5.00)

1 May 1944 - St.Ghislain (4.45)

9 May 1944 - St.Valery en Caux (4.00)

11 May 1944 - Boulogne (4.20)
12 May 1944 - Louvain (4.55)
19 May 1944 - Le Clipon (3.50)
24 May 1944 - Aachen (4.25)
27 May 1944 - Bourg Leopold (5.35)
7 June 1944 - Acheres (4.45)
8 June 1944 - Mayennes (5.55)
12 June 1944 - Arras (5.15)
14 June 1944 - Cambrai (3.45)
15 June 1944 - Boulogne (3.40)
17 June 1944 - Oisemont-au-Bois (4.25)
21 June 1944 - Oisemont-au-Bois (4.15)
24 June 1944 - Bonnetot (4.30)
25 June 1944 - Godenflos (4.10)
27 June 1944 - Wizernes (3.45)
28 June 1944 - Metz (6.45)
4 July 1944 - Villeneuve-St.Georges (5.40)
20 July 1944 - Ferme du Grande Bois (3.46)
24 July 1944 - L'Hey (3.40)
25 July 1944 - Stuttgart (8.30)
28 July 1944 - Hamburg (4.55)
30 July 1944 - Amaysur Suelle (4.00)
1 August 1944 - L'Hey (3.20)
3 August 1944 - Foret de Nieppe (3.50)
5 August 1944 - St.Leu Dressevent (5.05)
8 August 1944 - Chantilly (4.30)
12 August 1944 - Brunswick (5.40)
14 August 1944 - Aisy (4.25)
15 August 1944 - GARDENING (6.25)
30 September 1944 - Bottrop (3.07)
5 October 1944 - Saarbrucken (4.39)
6 October 1944 - Sterkrade (3.02)
12 October 1944 - Wanne Eickel (3.27)
14 October 1944 - Duisburg (3.22)
15 October 1944 - Duisburg (3.22)
23 October 1944 - Essen (4.02)
28 October 1944 - Cologne (3.57)
30 October 1944 - Cologne (4.12)
9 November 1944 - Wanne Eickel (3.37)
16 November 1944 - Julich (3.39)

22 November 1944 - Castrop (4.20)
27 November 1944 - Neuss (3.48)
30 November 1944 - Duisburg (4.15)
2 December 1944 - Hagen (5.34)
18 December 1944 - Duisburg (4.22)

Pilot Officer Bluethner is a very capable and efficient Air Gunner who is now on his second tour of operations. He has participated in attacks on many of the enemy's most heavily defended areas, invariably displaying a fine fighting spirit and a dogged determination which is very commendable. Although of a quiet, reserved disposition, the enthusiastic manner in which he has performed his allotted operational tasks, even under the most difficult and adverse conditions, has had an inspiring effect on all members of his crew and spurred them on to greater achievements.

Notes: Application for Operational Badge dated 17 October 1944 stated he had flown 33 sorties (170 hours 45 minutes) with No.429 Squadron and six sorties (21 hours 20 minutes) with No.405 Squadron, 16 March to 14 October 1944.

Application for Bar to Operational Badge dated 31 March 1945 stated he had flown 33 sorties with No.429 Squadron (171 hours 35 minutes) and 25 sorties with No.405 Squadron (105 hours 40 minutes).

Form on repatriation dated 3 April 1945 stated he had flown 58 sorties or 61 trips (not clear the distinction), 277 hours 15 minutes on operations, 221 hours 15 minutes non-operational, and last sortie was 14 March 1945. Types experienced overseas were Wellington (71.25), Halifax (260.10) and Lancaster (166.55),

Training: Interviewed 22 October 1942 by a F/L M. Powell. "Fine type of chap. Pleasant, easy, assured manner. Self reliant and dependable. Frank, sincere and cooperative. Good motivation and mental attitude. Active in team sports at school (made senior teams). Excellent material. Hopes for pilot but quite content with any category in aircrew."

Course at No.3 BGS was 14 June to 3 September 1943. Flew in Battle aircraft with Vickers Gas Operated gun and Anson with Browning gun; total air time was 30 hours 15 minutes. In air he experienced Bristol turret. On ground he experienced Bristol, Boulton Paul and Frazer Nash turrets. Fired 785 rounds on 25-yard range, 600 rounds air-to-ground and 3,850 rounds, air-to-air (six percent hits on air-to-air). Ground courses in Guns, pyrotechnics and ammunition (175/200), Guns, practical (75/100), Sighting, oral (175/250), Turrets, practical (175/200), Aircraft recognition (139/150), and Signals (55/100). Leadership assesses as 70/100. "Average

student, clean cut, industrious worker; good Air Gunner type.”

Course at No.82 OTU was 26 October 1943 to 7 January 1944. Flew in Wellington aircraft (Frazer Nash turret and Browning machine guns in the air) - 35 hours ten minutes by day, 36 hours 15 minutes by night. Of this time, five hours 20 minutes spent in fighter affiliated. Fired 350 rounds on 25-yard range and also 30 rounds on clay pigeons (two hits). On ground experienced Boulton Paul turret (again with Browning guns). Air Tests in Cine Camera (seven daylight exercises, scored 70 percent); also one daylight and three night air-to-sea exercises and one daylight air-to-air exercise (three percent hits). Ground tests in Aircraft Recognition (176/200), Guns (136/200), Reporting and Fighting Control (140/200), Sighting, including practices in GTST (130/200), Turrets, drill and components (136/200). “Moderate air gunner. Nothing outstanding in his training. Discipline fair.”

At No.1659 Conversion Unit, assessed on Browning gun (88 %), Boulton-Paul turret (94 %), Aircraft Recognition (96 %), and Sighting (79 %). Radio Telephone Patter described as “Very good commentary and good timing.” He had completed 16 hours of night vision training. “Very keen and reliable - slightly above average.”

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BLUETT, WO (now P/O) Wallace Robert (R98770/J86230) - **Mention in Despatches** - No.8 Squadron (AFRO says only “Overseas”) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Brock, Saskatchewan, 3 July 1919. Home in Carruthers, Saskatchewan (store clerk); militia service with Prince Albert and Battleford Volunteers, 30 July 1940 to 23 April 1941; enlisted in RCAF, Saskatoon, 23 April 1941. To No.2 Manning Depot, 9 June 1941. To No.3 BGS (guard duty), 7 August 1941. To No.2 ITS, 1 September 1941; graduated and promoted LAC, 9 October 1941 when posted to No.15 EFTS; graduated 6 December 1941 and posted on 10 December 1941 to No.11 SFTS; graduated and promoted Sergeant, 27 March 1942. To “Y” Depot, 28 March 1942. To RAF overseas, 30 April 1942. Disembarked in United Kingdom, 12 May 1942. Taken on strength of No.3 PRC, 13 May 1942. To No.6 (Pilots) AFU, 24 June 1942. To No.13 OTU, 1 September 1942. Promoted Flight Sergeant, 27 September 1942. To No.2 Personnel Despatch Centre, 2 December 1942; to Middle East, 11 December 1942. Disembarked in Aden, 28 March 1943 and posted that date to No.8 Squadron. Assigned to Communications Unit, Khormansar, 1 February 1944. Flew in Aden and South Africa. Promoted WO2, 27 March 1943. Promoted WO1 on 27 September 1943. Commissioned 7 March 1944. Promoted Flying Officer, 7 September 1944. Embarked from Aden, 22 September 1944. Disembarked in Britain (tour expired), 2 December 1944. Repatriated 22 January 1945. To No.2 Air Command, 2 February 1945. To No.6 Release Centre, Regina, 23 March 1945. Retired 24 March 1945. Died while vacationing in Australia, 2 December 1986; ashes sprinkled on his favourite golf course there. No citation in AFRO.

Notes: Assessment dated 5 January 1945 stated he had flown one operational and one non-operational tour and had experience on Beechcraft, Baltimore, and Vincent aircraft - had flown 35 sorties (175 operational hours) with the last sortie on 12 January 1944.

Involved in incident, 12 November 1943, Bander Kassim, 0823 hours. It was an operational sortie (daylight convoy escort), Blenheim V, BA333. At the time he had 155 hours 35 minutes on type; others in crew were 133490 F/O R. Hay (navigator) and 1292218 Sergeant W.T. Melhuish (WOP/AG). "On the morning of 12th November 1943 at 0741 Local Time left Bander Kassim to carry out a convoy escort and at 0802 hours the starboard oil pressure was dropping and in a few minutes was completely gone. I throttled back the starboard engine and set course for Bander Kassim.. At 0810 hours smoke was coming from the starboard engine and the bombs were jettisoned and at 0820 hours the outer tanks were jettisoned of fuel. I proceeded back to Bander Kassim using the port engine but keeping the starboard engine idling in case of an emergency. Bander Kassim reached at 0823 hours where a successful landing was carried out. The starboard engine was still running when I landed and did not seize up after stopping."

Application for operational wing dated 10 July 1944 stated he had flown 38 sorties (160 hours), Blenheim V aircraft, 28 April 1943 to 12 January 1944.

Form signed on repatriation (5 January 1945) gave sorties as 35, with 175 operational hours on Blenheims. Communications flying was 254 hours 15 minutes.

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BLUMENAUER, P/O Charles Richardson (J16226) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 11 March 1943 as per **London Gazette** dated 26 March 1943 and AFRO 757/43 dated 30 April 1943. Born 11 August 1917. Home in British Columbia. Enlisted in Vancouver, 29 May 1941 and posted to No.2 Manning Depot. To No.2 ITS, 28 July 1941; graduated and promoted LAC, 10 September 1941 when posted to No.18 EFTS; graduated 22 November 1941 when posted to No.7 SFTS; graduated and promoted Sergeant, 13 March 1942. To "Y" Depot, 14 Marh 1942; to RAF overseas, 30 April 1942. Commissioned 2 December 1942. Repatriated as Flight Lieutenant, 25 December 1944. Retired 8 February 1945. Award presented 13 July 1943. Name mis-spelled in AFRO as "Bleumenauer". RCAF photo PL-19320 (ex UK-4506 dated 15 July 1943) shows F/O P.M. Anderson (left, Winnipeg) and F/L Charles R. Blumenauer after being invested with DFC. 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. Blumenauer (Enderby, British Columbia), P/O John Van Rassel (Timmins) and F/L J.A. Spence (Guelph).

Since the beginning of February 1943, this officer has completed a number of night sorties against targets in Germany, Italy and Northern France. He has never failed to reach his objective and has pressed home his attack with accuracy and determination. In operations against Lorient, Milan and Cologne, Pilot Officer Bleumenauer obtained excellent photographs. By his courage and skill this officer has won the admiration of all with whom he has flown.

NOTE: Public Record Office Air 2/4951 has recommendation drafted 5 March 1943 when he had flown twelve sorties (68 hours 40 minutes). Sortie list (with photographic results) and submission as follows:

7 February 1943	Lorient - fire traces
11 February 1943	Wilhelmshaven - cloud
13 February 1943	Lorient - slight ground detail
14 February 1943	Milan - ground detail
16 February 1943	Lorient - smoke and fire traces
18 February 1943	Wilhelmshaven - ground detail
21 February 1943	Bremen - cloud
25 February 1943	Nuremberg - ground detail
26 February 1943	Cologne - ground detail
28 February 1943	St. Nazaire - very slight ground detail
1 March 1943	Berlin - very slight ground detail, fire traces, possible ground detail
3 March 1943	Hamburg - ground detail

This Canadian officer made his first operational sortie on 7th February, 1943, and then carried on to complete twelve night sorties on targets in Germany, Italy and occupied France, totalling 68.40 hours flying within 25 days. On all these sorties he has shown the greatest determination to press home his attacks with accuracy and to bring back photographic evidence of the results of his attacks.

His photographic efforts have always been successful, particularly in the case of attacks of [on] Lorient on 13/14th February (1,700 yards from point of aim), on Milan on 14/15th February (3,000 yards from point of aim) and on Cologne on 26/27th February (point of aim).

It is considered that this officer's outstanding record of achievements are worthy of recognition and he is strongly recommended for the immediate award of a Distinguished Flying Cross.

On 6 March 1943 the Officer Commanding, Station Elsham Wolds, added his remarks:

This officer, by outstanding courage and grim determination to press home his attacks regardless of opposition, has set a very fine example to all other crews in the squadron. He has never failed to reach his primary target and the way he has carried out missions allotted to him has won the admiration of his crew and the squadron generally. Strongly recommended for the immediate award of the Distinguished Flying Cross.

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BLUNDELL, WO1 James Henry (R56724) - **Member, Order of the British Empire** - No.3 Manning Depot - Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Born 12 December 1909. Home in West Kildonan, Manitoba. Enlisted in Winnipeg, 5 February 1940 as Service Policeman. Reclassified as Disciplinarian, 1 June 1940. Promoted Sergeant, 24 June 1940. Promoted Flight Sergeant, 22 August 1940. Promoted WO2, 1 April 1941. To No.3 Manning Depot, 21 July 1941. Promoted WO1, 1 January 1942. Reclassified as Physical Training and Drill Instructor, 16 July 1943. To "Y" Depot, Halifax, 11 October 1943. Award presented 18 March 1944. To No.2 Release Centre, 25 October 1944. To Lachine, 11 December 1944. To AFHQ, 12 March 1945. Retained rank of WO1 in postwar RCAF, 1 October 1946 (service number 21265), still in Physical Training and Drill trade. To Station Winnipeg, 1 April 1947. To Station Rivers, 3 April 1947. To St. John's, Newfoundland, 18 February 1952. To Winnipeg, 5 January 1954. To Station Edmonton, 21 July 1955. Died of injuries (non-flying), 16 November 1956 (still a WO1).

Since the opening of this Depot in July 1941, Warrant Officer Blundell has acted as Station Warrant Officer, and during the organization stages maintained discipline of a high standard. He organized training instruction without adequate assistance and under trying conditions. In addition to performing his regular duties in an exemplary manner, he has given his own time to instruct senior and junior NCOs. He organized and operated a continuous course of instruction for disciplinarians. As a result of his loyalty, leadership and fine example, he has built up and maintained an exceptionally high state of morale at this Depot.

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BLY, F/O Kenneth Eric (J27322) - **Distinguished Flying Cross** - No.57 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 293/45 dated 16 February 1945. Born 4 November 1915; home in Toronto; enlisted there 15 April 1942 and posted to No.2 Manning Depot. To No.4 BGS, 26 June 1942 (guard duty). To No.1 ITS, 15 August 1942; graduated and promoted LAC, 9 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 commissioned, 30 April 1943 when posted to No.1 BGS again. To "Y" Depot, 14 May 1943; to RAF overseas, 26 May 1943. Promoted Flying Officer, 30 October 1943. Repatriated 28 February 1945. Retired 17 April 1945. Award presented 14 June 1949.

Throughout his operational tour this officer has participated in many sorties against vital targets. He has shown courage and determination of a high order. His skill and accuracy as bomb aimer have been confirmed by excellent photographs. During a number of attacks his aircraft has been in combat with enemy fighters and casualties have been sustained. On one occasion the mid-upper gunner was killed and the rear gunner was wounded. During two other sorties in July 1944 his aircraft was detailed to attack a target at Culmont-Chalindres. On the outward flight, encountered by two Junkers 88, the aircraft was damaged and the rear turret put out of action. Flying Officer Bly manned

the front turret and gave the captain a concise report of the enemy's movements, which in conjunction with his accurate fire, resulted in the probable destruction of the enemy aircraft.

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BLYTHE, F/O Thomas Reid (C18093) - **Mention in Despatches** - Middleton St. George - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation submitted to OC No.64 Base, 4 May 1945, giving name as "Thomas Robert". Born 28 January 1913. Home in Kapuskasing; enlisted North Bay, Ontario, 10 May 1941. To No.1 ITS, 27 May 1940; graduated and promoted LAC, 22 June 1940. To No.3 EFTS, 21 June 1940 (one day before his promoted to LAC). To No.2 SFTS, 31 August 1940. Ceased training and posted to No.1 Manning Depot, 10 May 1941 when reduced to AC2. Reclassified as Radio Mechanic under Training that date. To Queen's University, 13 June 1941. Reclassified as Radar Mechanic, 20 September 1941, when promoted again to LAC. To No.1 Manning Depot, 5 December 1941. To No.31 Radio School, 28 December 1941. To "Y" Depot, 26 February 1942. To RAF overseas that same date. Promoted Corporal, 1 July 1942. Promoted Sergeant, 10 December 1942. Promoted Flight Sergeant, 29 May 1943. Commissioned 19 August 1943. Promoted Flying Officer, 19 February 1944. Repatriated 5 September 1945. Retired 22 October 1945. As of recommendation he had spent ten months in Canada, three years overseas. Certificate sent to him 10 August 1948. RCAF photo PL-2184 circa 1941 shows LAC T.R. Blythe (Kapuskasing) and LAC D.C. Gray (London, Ontario) pointing to air activities.

Flying Officer Blythe has been for the past year and a half the Radar Officer in charge of all Servicing and Repair work carried out at Middleton St. George. His keenness and technical ability have been instrumental in achieving the highest state of serviceability of any station in 6 Group.

His interest in the men under his charge, and his actions to further develop the many ingenious improvements to Radar equipment has definitely proved him to be an outstanding leader of men.

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BRACKEN, F/L Harry Dalbert (J14133) - **Distinguished Flying Cross** - No.408 Squadron (NOTE - THIS WAS GIVEN AS No.403 SQUADRON IN AFRO) - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 22 September 1920. Home in Borden, Saskatchewan; enlisted Saskatoon 26 August 1941. To No.2 Manning Depot, 17 September 1941. To No.33 SFTS (guard), 12 November 1941. To No.2 ITS, 21 December 1941; graduated and promoted LAC, 14 February 1942 but not posted to No.15 EFTS until 14 March 1942; graduated 23 May 1942 when posted to No.11 SFTS;

graduated and promoted Sergeant, 11 September 1942. To No.2 Flying Instructor School, 9 October 1942. To No.4 SFTS, 6 December 1942. Promoted Flying Officer, 11 March 1943. To No.17 SFTS, 2 May 1943. To "Y" Depot, 31 October 1943. Taken on strength of No.3 PRC, Bournemouth, 15 November 1943. Promoted Flight Lieutenant, 11 September 1944. Repatriated 14 May 1945. Retired 30 June 1945. Award presented 18 June 1949. Photo PL-43739 shows F/L H.D. Bracken with his wireless operator, F/O M.W. Andrews of Semans, Saskatchewan. Photo PL-43742 shows F/L H.D. Bracken (pilot, Borden, Saskatchewan, left) and Sergeant F.E. Thornton (RAF flight engineer, Dublin) on completion of tour. Died in Borden, Saskatchewan, 18 March 2013. 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 18 April 1945 when he had completed 35 sorties (220 hours eight minutes) between 12 October 1944 and 31 March 1945.

Flight Lieutenant Bracken has recently completed a tour of operations on four-engined bombers. This officer has displayed exceptional ability in his capacity as captain of aircraft. His quiet determination and keen sense of duty have been outstanding characteristics. Always displaying admirable coolness and great skill, he has taken part in many long and difficult sorties against heavily defended German targets. At all times he has inspired confidence in all who have flown with him.

The sortie list was as follows:

12 October 1944 - Wanne Eickel (5.00)
2 November 1944 - Dusseldorf (6.15)
4 November 1944 - Bochum (5.25)
6 November 1944 - Gelsenkirchen (5.00)
16 November 1944 - Julich (4.50)
18 November 1944 - Munster (5.55)
5 December 1944 - Soest (6.35)
6 December 1944 - Osnabruck (6.20)
18 December 1944 - Duisburg (5.45)
24 December 1944 - Dusseldorf (4.40)
28 December 1944 - Opladen (6.05)
29 December 1944 - Trois Dorf (7.00)
30 December 1944 - Cologne (6.20)
2 January 1945 - Ludwigshaven (7.15)
16 January 1945 - Magdeburg (7.00)
1 February 1945 - Mainz (7.10)
2 February 1945 - Wanne Eickel (5.35)
4 February 1945 - Bonn (6.05)
7 February 1945 - Goch (6.25)
13 February 1945 - Bohlen (9.10)

14 February 1945 - Chemnitz (8.10)
17 February 1945 - Wessel (6.15)
5 March 1945 - Chemnitz (8.55)
7 March 1945 - Hemmingstadt (6.10)
8 March 1945 - Hamburg (6.15)
11 March 1945 - Essen (6.15)
12 March 1945 - Dortmund (6.25)
13 March 1945 - Wuppertal (6.10)
15 March 1945 - Castrop Rauxel (5.35)
19 March 1945 - Witten (7.25)
21 March 1945 - Rheine (5.25)
22 March 1945 - Dorsten (5.20)
24 March 1944 - Gladbach (5.50)
25 March 1945 - Munster (5.50)
31 March 1945 - Hamburg (5.50)

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BRACKEN, F/O William James (J6279) - **Distinguished Flying Cross** - No.681 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2138/43 dated 22 October 1943. Born 27 March 1921 in Leeds County, Ontario. Home in Seeley's Bay, Ontario; spent one year at Queen's University before enlisting in Kingston, 15 October 1940. Trained at No.1 ITS (graduated 11 February 1941), No.9 EFTS (graduated 21 April 1941) and No.9 SFTS (graduated 14 July 1941). Retired 9 March 1945. Rejoined RCAF, 5 March 1948 (27823), retiring 19 August 1971. Award sent by registered mail 19 February 1946. After the war he completed his degree in Civil Engineering, rejoining the RCAF in 1948. Retired with the rank of Colonel. Died in Newmarket, Ontario, 13 January 2000. Photo PL-18547, dated 3 December 1943 and assigned to No.681 Squadron has following caption: "Three officers of the Royal Canadian Air Force who are flying with a Photographic Reconnaissance Unit on the India-Burma front are, left to right, F/O William J. Bracken, DFC (J6297) of Seeley's Bay, Ontario, F/L W.D.P. Jarvis (C1474) of Toronto and P/O A.R. Lehman (J21858) of Welland, Ontario." Photos PL-18551 and PL-18552, also dated 3 December 1943 are captioned, "One of the most outstanding reconnaissance pilots of today, F/O William James Bracken of Seeley's Bay, Ontario has been awarded the Distinguished Flying Cross. F/O Bracken is a nephew of Progressive Conservative Party Leader John Bracken. In the course of his duty he has carried out reconnaissance flights over Norway, France, Germany, Libya, Crete and Burma and has completed more than 75 trips over enemy held territory from Great Britain, the Middle East and India."

Flying Officer Bracken has completed a large number of high level photographic reconnaissance flights and has served in England, the Middle East and India. His sorties have been over Norway, France, Greece, Libya, Crete, and Burma. Throughout them all he has displayed exceptional navigational ability combined with dogged determination to obtain good photographic results.

RCAF Press Release No. 90 (India) dated 31 October, 1943 from "Wright", transcribed by Huguette Oates, reads:

CALCUTTA: -- "One of the most outstanding single-engined reconnaissance pilots operating today," F/O William James Bracken, (J6279), of Seeley's Bay, Ontario, has been awarded the Distinguished Flying Cross. Bracken is the first member of the Royal Canadian Air Force in the Far East to have been decorated for many months.

The photographic reconnaissance unit pilot is a cousin of F/L John Bracken, pilot in the Canadian Catalina squadron in Ceylon, and therefore nephew of Progressive Conservative Party Leader John Bracken. He has completed more than 75 operational reconnaissance flights from Britain, the Middle East and India. His sorties have taken him over Norway, France, Germany, Greece, Libya, Crete and Burma. Bracken "has displayed exceptional navigational ability combined with great determination to obtain good photographic results," the citation continues. "He has and is setting an excellent example to all pilots in his squadron."

William James Bracken was born and went to school at Seeley's Bay, Ontario, which is "near Kingston", he explains to the uninitiated. He entered Queen's University as a science student in the 1939-40 session but, instead of returning to university, joined the Royal Canadian Air Force in September, 1940. After training at St. Catharines, Ontario, and Summerside, P.E.I., he went to Britain in July, 1941. After further training, he joined a Spitfire interception squadron where he remained until January, 1942 when he was posted to a photographic reconnaissance unit in the South of England. From this squadron, he made 25 trips over Norway, France and Germany, but "nothing ever happened to me," he relates. He was "chased" once by an enemy fighter, and has had quite a lot of flak thrown at him, but always returned to his base without incident.

One of his outstanding exploits was the finding of the German warship 'Prince Eugen' while he was flying off the Norwegian coast. For this discovery and for shadowing her on behalf of the British Navy, the Commander-in-Chief of the Scapa Flow Fleet sent a message of hearty congratulations to the flight of which Bracken was a member.

In August of last year, Bracken was posted to the Middle East, and operated with the desert force on the El Alemein front. He made some 30 trips during this tour, doing reconnaissance work over enemy airdromes and also over Greece and Crete. In December, he was posted to India, and since has done some 35 trips over Burma. In all, he has nearly 400 operational hours in his log book.

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BRACKENBURY, FS Easton Bennett (Can 2248) - **Mention in Despatches** - No.433 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. **No.6 Group Monthly Summary of Operational and Training Activities** (January 1944), say No.419 Squadron. Born 13 September 1916. Home in Ottawa; enlisted there 1 June 1937 as Airframe Mechanic. With No.5 (BR) Squadron as of 27 August 1939. Promoted Corporal, 1 December 1939. Promoted Sergeant, 1 July 1940. To Trenton, 31 August 1940. Promoted Flight Sergeant, 1 February 1941. Promoted WO2 (unpaid), 2 November 1942. Reverted to Flight Sergeant, 25 January 1943 on posting to "Y" Depot. To RAF overseas, 19 February 1943. Repatriated 25 March 1946. To Trenton, 3 April 1946. Retained rank of Flight Sergeant in Regular Force, 1 October 1946. Promoted W)2, 1 November 1947. Promoted WO1, 1 April 1951. Commissioned 4 August 1952. Promoted Flight Lieutenant, 1 January 1957. Retired as a Flight Lieutenant; died in Ottawa, 7 December 1998.

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BRACKETT, P/O Edgar William Charles (J87278) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 8 June 1924. Home in Toronto; enlisted there 26 August 1942. To No.1 Manning Depot, 14 September 1942. To No.5 SFTS, 23 November 1942 (guard). To No.9 Pre-Aircrew Education Detachment, 21 February 1943. To Trenton, 20 March 1943. Promoted LAC and posted to No.3 BGS, 1 May 1943; graduated and promoted Sergeant, 11 June 1943. To "Y" Depot, 20 June 1943. To RAF overseas, 22 June 1943. Commissioned 14 May 1944. Promoted Flying Officer, 13 November 1944. Repatriated 5 August 1945. Retired 17 September 1945. Award presented 22 June 1949. Died 10 June 2002 in Brantford, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2002. 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 24 October 1944 when he had flown 47 sorties (227 hours 40 minutes), 9 September 1943 to 15 October 1944.

8 September 1943 - Boulogne
21 January 1944 - Magdeburg
22 January 1944 - Berlin
28 January 1944 - Berlin
30 January 1944 - Berlin
24 February 1944 - Schweinfurt
1 February 1944 - Stuttgart
15 February 1944 - Stuttgart
18 February 1944 - Frankfurt
22 February 1944 - Frankfurt
24 February 1944 - Berlin

30 February 1944 - Nuremburg
18 April 1944 - Rouen
20 April 1944 - Cologne
22 April 1944 - Dusseldorf
26 April 1944 - Villeneuve
27 April 1944 - Friedrichshafen
1 May 1944 - St.Ghislain
3 May 1944 - Montdidier
7 May 1944 - Nantes
11 May 1944 - Hasselt
19 May 1944 - Orleans
22 May 1944 - Orleans
7 June 1944 - Foret de Cerisy
8 June 1944 - Rennes
15 June 1944 - Lens
17 June 1944 - Montdidier
27 June 1944 - Oisemont Neuville
2 July 1944 - Oisemont
7 July 1944 - Vaires
10 July 1944 - Nucourt
11 July 1944 - Gappene
23 July 1944 - Donges
24 July 1944 - Stuttgart
25 July 1944 - Stuttgart
28 July 1944 - Hamburg
4 August 1944 - Paulliac
14 August 1944 - Falaise
16 August 1944 - Kiel
18 August 1944 - Connantre
25 August 1944 - Russelheim
26 August 1944 - Kiel
12 September 1944 - Frankfurt
15 September 1944 - Boulogne
17 September 1944 - Kiel
20 September 1944 - Calais
5 October 1944 - Saarbrucken

Pilot Officer Brackett has completed 47 operational sorties, 42 of which have been Marker sorties with the Pathfinder Force. Half of this total have been on heavily defended German targets.

This officer has had encounters with enemy aircraft in which he has always admirably acquitted himself. His alertness and keen determination as an operational Gunner has been contributory to the successful career of one of the squadron's best Blind Marking crews. He is a capable and efficient officer, and is an asset to his section.

Pilot Officer Brackett has set a high example of devotion to duty and is eminently suitable for the award of the Distinguished Flying Cross.

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BRADDELL, F/L Eberhard Sylvester Patrick (C10837) - **Mention in Despatches** - Croft - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388 dated 12 April 1946. AFRO gives unit only as "Overseas". Born at East Bay, Manitoba, 16 December 1920 on a homestead but spent most of his early years in the United States, Switzerland, and Ireland. Returned to Canada to attend the University of Manitoba, graduated in Engineering in 1932, and in Arts in 1936. He was working for Northern Electric when he "married the girl next door, Mary McLeod", in 1940. Enlisted in Winnipeg, 3 April 1942 in Engineer Branch, commissioned that date and posted to No.1 Manning Depot. To Aero Engineer School, 29 April 1942, Promoted Flying Officer, 3 October 1942 on which date he was posted to No.4 Training Command. To No.2 Flying Instructor Schhol, 7 October 1942. To No.8 BGS, 30 November 1942. To "Y" Depot, 16 February 1944. Taken on strength of No.3 PRC, Bournemouth, 5 March 1944. Promoted Flight Lieutenant, 3 April 1944. Repatriated 11 June 1945 by air. To Eastern Air Command, 11 August 1945. To No.5 Release Centre, 4 September 1945. Retired 20 September 1945. In 1947 he joined Air Canada (then TCA) as an Electrical and Mechanical Engineer in the Chief Architect's Dept. He was soon transferred to Montreal, where he worked until his retirement in 1975. Died in Vancouver, 19 March 2008. Certificate mailed 8 October 1948. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation for an MBE dated 22 May 1945 which also identifies unit. Station Electrical Officer.

This officer enlisted April 3rd, 1942 and came overseas March 15th, 1944. He came first to this Station in the same month, and during his tour of duty here has performed his duties in a most outstanding manner. Capable in his duties, he has by instruction, supervision and guidance created an Electrical Section of great worth. Skilled in leadership, he has secured remarkable results from those working under him, and has gained their confidence and respect. The most arduous duties and trying conditions have found him still cheerful and enthusiastic, and transmitting those qualities to others. His work has been done so quietly and efficiently that aircrew personnel have accepted the products of

his direction with complete confidence.

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BRADFORD, F/L Cecil Ronald (J12027) - **Distinguished Flying Cross** - No.212 Squadron - Award effective 15 June 1945 as per **London Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born in Lacombe, Alberta, 5 July 1923. Home in Winnipeg; enlisted Regina 8 July 1941 and posted to No.2 Manning Depot. To No.15 SFTs (guard), 14 August 1941. To No.4 ITS, 25 September 1941. Graduated and promoted LAC, 22 November 1941 when posted to No.5 EFTS; graduated 30 January 1942 and posted next day to No.7 SFTS; graduated and commissioned 5 June 1942. To No.31 GRS, 26 June 1942. To "Y" Depot, 19 September 1942. To RAF overseas, 2 October 1942. Promoted Flying Officer, 5 December 1942. Promoted Flight Lieutenant, 5 June 1944. Repatriated 1 August 1945. To No.5 Release Centre, 14 August 1945; retired 22 September 1945. Attended University of Manitoba (MD, 1951). Family doctor, Taber, Alberta (four years), then took postgraduate studies in gynaecology (University of Manitoba and Louisiana State University). Fellow, Royal College of Physicians and Surgeons, November 1959. Returned to practice in Winnipeg, 1960. Member of the Council, Manitoba College of Physicians and Surgeons. In 1979 accepted a position in Western Samoa as a consultant obstetrician and gynaecology. On return to Canada became head of the Division of Clinical Obstetrics, Health Sciences Centre, Winnipeg. Retired in 1987 and moved to Richmond, British Columbia. Died there, 23 August 2001. Award presented 30 October 1948. Cited with F/L Maurice Shnider (RCAF navigator, awarded DFC).

These officers as pilot and navigator respectively have completed many long and arduous sorties and have consistently displayed a high standard of skill and determination. On two occasions they have flown with great distinction in air/sea rescue missions during which they have succeeded in rescuing a number of personnel. These operations called for the highest standard of flying and navigational skill and the successes obtained reflect the greatest credit on the ability of these officers.

Note: The Toronto Globe and Mail of 24 May 1945 carried a brief story about Catalina operations in the Far East, part of which read: "In recent weeks Flt. Lt. R. Bradford, Winnipeg, took part in the rescue of two American Superfortress crews. On one trip he had to fly 1,150 miles from base to recover 10 members of an aircraft which had ditched in the sea."

The Operational Record Book of No.212 Squadron has several interesting mentions of him and Shnider.

11 January 1945: Catalina JX335, X/212 - Air Sea Rescue Cover Patrol, 0526Z to 1727Z hours.

Took off from Bally, landed Cocanada. Crew were Captain F/L C.R. Bradford, Navigator F/L M. Shnider (both RCAF), Second Pilot FS. C. Pleasance, and Flight Sergeants D. Limbeck, H. Harlock, G. Todd, E. Lovett, H. Forbes, E. Baines and C. Bourne. "There were no sightings during this patrol which was without incident. The aircraft landed at Cocanada because of the difficulties of landing at night at Bally at this time of year." Course flown was as follows: 0711 hours, 2042N 8900E; 0905 hours, 1825N 9127E; 1140 hours, 1823N 9128E; 1310 hours, 1903N 8918E when set course for Cocanada.

18 January 1945: Form 540 reads "Catalina B/212 (F/L Bradford, C.R.) returned to Base from Bally to undergo repairs to the petrol tanks." Main base was Korangi.

7 February 1945: Form 540 reads, "Catalina B/212 (F/L Bradford, C.R.) proceeded on Detachment to Bally."

11 February 1945: Catalina JX324, B/212 - described as "Safety patrol to cover return route of strike aircraft." Crew were Captain F/L C.R. Bradford, Navigator F/L M. Shnider (both RCAF), Second Pilot F/O C.R. Hines (J35322), Warrant Officer F. Beckett (Aus 408271) and Flight Sergeants D. Limbeck, H. Harlock, G. Todd, E. Lovett, H. Forbes, E. Baines and C. Bourne. Take off and landing at Bally, 0057 to 1153 hours. "At 0204 the patrol was commenced at Sagar Light. At 0247 a small coastal freighter was sighted at 2103N 8804E, course 305/7 knots. At 0420 hours four B-29s on a course of 130° at 8,000 feet were sighted at 1933N 9186E. A plank was sighted at 0530 hours and a flame float was dropped and the aircraft circled it. An island was sighted on the port beam - probably Foul Island - at 0631. At 0646 some rocks were sighted on the port bow from position 1721N 9413E. St. John's Rocks in position 1726N 9420E were reached at 0653 and B/212 set course for Sagar Light. At 0705 an object was seen in the sea in position 1726N 9302E and proved to be a log. A Liberator on a course of 307° at a height of 6,000 feet was seen at 0751 in position 1807N 9305E. More pieces of wood were observed in the sea at 0819 hours. At 1845N 9225E a coastal freighter, course 270/8 knots was sighted in position 2054N 9914E at 1033 hours. Weather - 0653 position 1726N 9420E, wind 353/3 knots - sea slight - no clouds - General conditions good."

14 February 1945: Catalina JX324, B/212 - described as "Creeping Line Ahead Search , 1550N 9339E - 1550N 9210E - 1650N 9210E - 1650N 9300E - possible dinghy position 1640N 9210E. Crew were Captain F/L C.R. Bradford, Navigator F/L M. Shnider (both RCAF), Second Pilot F/O J. Fisher, Warrant Officer D. Mitchell Flight Sergeants D. Limbeck, R. Harlock, G. Todd, E. Lovett, H. Forbes, E. Baines and C. Bourne. Take off from Bally at 0853 hours, 14 February 1945, landing back at Bally, 0503 hours of 15 February 1945. "At 1083 hours a Liberator on a course of 243° was sighted from position 1953N 8920E. The CLA search was commenced at 1550N 9210E at 1352 hours. At 1604 hours the aircraft was in position 1600N 9210E and saw a light. At 1613 the light flashed again and at 1624 a Marine Marker was dropped in position 1610N 9152E and

the position was circled. The light continued to be seen at 1636 hours and at 1656 two more flares were dropped. At 1754 a further marker was dropped and then another at 1802 hours. At 1803 the patrol was continued in position 1610N 9152E. At 2148 hours a Marine Marker was dropped at 1610N 9153E and the place was circled. The light was now considered to have been caused by a Marine Marker. The CLA patrol was continued at 2226 in position 1609N 9150E and was concluded at 2153 hours at 1640N 9210E. Nothing was seen of the possible dinghy. Weather - 141720Z 1610N 9152E. No cloud; sea calm. Wind 307/7 knots. Visibility clear. Temperature + 27. Aircraft at 700 feet."

26 February 1945: Catalina JX324, B/212 - described as "Cover route of returning B-29s in distress, route Base-Akyab-Base." Crew were Captain F/L C.R. Bradford, Navigator F/L M. Shnider (both RCAF), F/L B. Thompson (J13759 as Second Pilot), F/O J. Fisher, Flight Sergeants D. Limbeek, R. Harlock, W. Todd, E. Lovett, H. Forbes, H. Baines and C. Bourne. Take off from Bally at 0653 hours, 26 February 1945, landing back at Bally, 0158 hours of 27 February 1945. "Soon after becoming airborne message received - proceed Preparis and await instructions. At 0736 Sagar Light was reached and course set for Preparis. At 0740 message received - crew baled out position 1255N 9658E being circled by escort - proceed. At 1050 hours this position revised to 1305N 9045E and C/S of homing aircraft passed. 1251 over Preparis, set course Narcondam. At 1254 a light was seen bearing 110T and presumed a flame float. Message from Base at 1400 - CLA 'Search' first leg 1310N 9630E to 1310N 9650E working south to PLE [Prudent Limit of Endurance]. This search commenced at 1506. At 1534 circling light in position 1316N 9700E, marine marker dropped with six hour delay. At 1615 CLA was recommenced and at 1700 in position 1254N 9650E course was set for Base. At 2050 message from Base - anything to report. Replied No. Aircraft 'B' was waterborne at Bally at 270158. Weather 1254N 9650E. Cloud nil. Visibility very good. Sea slight swell. Wind Velocity 025/8 knots."

On this same day Catalina AH550, M/212 (F/O E.A. Lickorish and crew, which included J35322 F/O C.R. Hines) landed and picked up five survivors who reported the possibility of seven more being south of the position. This led to Bradford's next mission:

27 February 1945: Catalina JX324, B/212 - mission stated as "Proceed to position 1310N 9630E and commence square search for remaining 3 or 4 survivors of B-29 crew." Crew were Captain F/L C.R. Bradford, Navigator F/L M. Shnider (both RCAF), Second Pilot), F/O J. Fisher, Flight Sergeants D. Limbeek, R. Harlock, W. Todd, E. Lovett, H. Forbes, H. Baines and C. Bourne. Take off from Bally at 1707 hours, 27 February 1945, landing back at Bally, 1355 hours of 28 February 1945. "At 271707 aircraft 'B' was airborne Bally and set course Preparis. At 1938 in position 1925N 9039E sighted one destroyer 070/18 knots. At 2258 at Preparis set course Narcondam. At 2354 from Narcomdan set course position 1310N9630E and CLA commenced from this position at 280127. At 0223 two unidentified aircraft were sighted three mile in port beam. At

0420 in position 1321N 9615E contact made with Submarine. Messages were exchanged and aircraft agreed to take off four survivors rescued by submarine on previous day. At 0448 aircraft landed, took on survivors and was airborne again at 0458 when course was set for Preparis. At 0738 Preparis set course Sugar Light - at 0830 Base were advised - four survivors on board, and at 1355 aircraft 'B' was waterborne Bally. Weather; 280127 1310N. Wind variable at three knots easterly. Clouds 2/3 tenths cumulus. Scattered showers few. Sea, slight ground swell."

The Form 540 entry for this date includes the following: "Catalina B/212 (F/L Bradford, C.R., J12027) proceeded on the same ASR operation {as Lickorish} and landed in the open sea to pick up a number of survivors from a launch [sic] who were in an extremely exhausted condition."

On this same day Catalina JX341, A/212 had been sent on a similar mission but was recalled after final rescue. Crew included Captain J12032 F/L D. Bennett and two other members of the RCAF - 35342 F/O D.J. Arondeous and J21054 F/O W. Wiltshire.

3 March 1945: Catalina JX324, B/212 - mission stated as "Proceed to Auriol J. Island and locate survivors B-29 crew." Crew were Captain F/L C.R. Bradford, Navigator F/L M. Shnider (both RCAF), Second Pilot), F/O J. Fisher, Flight Sergeants D. Limbeek, R. Harlock, W. Todd, E. Lovett, H. Forbes, H. Baines and C. Bourne. Take off from Bally at 1330 hours, 2 March 1945, landing back at Bally, 1245 hours 3 March 1945. "The aircraft was warned of the operation in the late afternoon of the 2nd March. The captain and the navigator were called to 231 Group for a special briefing. B/212 was airborne at Bally at 1330Z and at 2013 hours Narcondam Island was sighted. Course was then set for Chance Island which was sighted at 2334. After setting course from Chance Island towards the position of the survivors, a submarine was sighted but no reply was received from it to the visual signal from the aircraft. At 2345 a Verey Light was seen by the second pilot and on investigation a large dinghy containing six survivors was found. While this dinghy was being circled two other men were observed floating in the water, a mile from the large dinghy. At 2353 the aircraft was waterborne in position 0930N 9810E and all the survivors were brought on board. At 030053 B/212 was airborne again and continued the search. A Liberator was seen soon after the aircraft became airborne and was seen to drop a smoke float. B/212 investigated and two more men were sighted in the water. It was decided not to risk another landing with the survivors aboard but to let the Liberator home the submarine to the men in the water. However these plans were changed and at 0136 the aircraft was waterborne again and the two survivors were picked up. B/212 was airborne once more at 0155 and course was set for Narcondam. At 0730 the first message was sent to base still in position 0922N 9813E ETA Base 1245Z. At 0930 hours base inquired how much fuel was left and the aircraft replied that it had sufficient for four hours. During the return trip the survivors were fed on bacon and eggs and hot tea; only one of the men was suffering badly from exposure. At one period a 20 knot headwind was encountered on the return to base, but though it seemed doubtful whether or not there was sufficient petrol for B/212 to return safely,

the aircraft was eventually waterborne at 1245. Weather 030211 0949N 9758E Cloud 3/10s cumulus. Wind 350/9 knots. Sea slight. Temperature plus 30.”

The Form 541 also lists the survivors (all USAAF) as follows: Lieutenants Ellestad, Wills, Wolfe, Light, Barton, Ellenberger, Halliday, T/Sergeant Thomas, S/Sergeant Peterson and Sergeant Speer.

The Form 540 includes the following “Catalina B/212 (F/L C.R. Bradford) proceeded on an Air Sea operation to pick up survivors of a B-29 crew. Ten survivors were rescued in all - eight survivors were rescued in position 0930N 9810E and two were rescued in position 0926N 9810E. The crew was located 1,150 miles from base and the operation entailed a round trip of 2,300 miles. This was F/L Bradford’s second rescue within four days.”

17 March 1945: Catalina JX324, B/212 - mission stated as “Cover patrol Sagar-Preparis-Sagar.” Crew were Captain F/L C.R. Bradford, Navigator F/L M. Shnider (both RCAF), Second Pilot), F/O J. Fisher, Flight Sergeants D. Limbeek, R. Harlock, W. Todd, E. Lovett, H. Forbes, H. Baines and C. Bourne. Take off from Bally at 0006 hours, 17 March 1945, landing back at Bally, 1213 hours 17 March 1945. Three freighters sighted but otherwise an uneventful patrol.

25-27 March 1945: This is a period of intense SAR activity searching for B-29 survivors. The Form 540 noted under 25 March 1945, “Catalina H/212 (S/L P.A.S. Rumbold) carried out an Air Sea Rescue search for survivors with Catalina B/212 (F/L C.R. Bradford) in the area of the Sunderbands. The crew of H/212 picked up three survivors and the crew of B/212 two survivors, a total of five.” The survivors picked up by Rumbold were Sergeants McLeary and Hyde and Sergeant Gray. The entry for 26 March 1945 stated that F/212 (F/O H. Galbut) and L/212 (F/O W.J. Winkley) continued the search near Sunderbands; Hinkley’s crew had two members of the RCAF (J13759 F/L K.R. Thompson, navigator) and J25322 F/O C.R. Hines). The Form 540 entry for 27 March 1945 states that S/L Rumbold (H/212) continued the search and picked up one further survivor (Lieutenant W.J. Davies, 678 Squadron, 20th Bomber Command). Bradford in B/212 conducted a further search on 28 March 1945 with no results.

The Form 541 entry for 25 March 1945 relating to Bradford states the mission as “ASR search for B-29 survivors 2136N 8841E.” Crew were Captain F/L C.R. Bradford, Navigator F/L M. Shnider (both RCAF), Second Pilot), F/O J. Fisher, Flight Sergeants D. Limbeek, R. Harlock, E. Lovett, and C. Bourne. Take off from Bally at 0410 hours, 25 March 1945, landing back at Bally, 1142 hours 25 March 1945. “On arriving in the area parts of the crashed aircraft were seen scattered over a large area. Two parachutes were seen on the shore in position 2137N 8844E and a short distance away. Soon afterwards two survivors and four natives were seen along the shore of Dalhousie Island. H/212 arrived shortly afterwards: R/T contact was made and a marker was dropped near the men on shore to give their position. H/212 landed to pick up their

survivors and base was informed by W/T. H/212 instructed B/212 to look for survivors further north. At 0720 two more survivors were sighted: one man on land in position 2142N 8851E and one man in a dinghy in position 2141N 8851E. At 0720 B/212 was waterborne and the two survivors picked up. At 0847 B/212 was airborne again and resumed the search. At 0955 an American Catalina was spotted in shallow water and appeared to be in trouble. B/212 again at 1006 hours. Two members of the crew of the American Catalina rowed out to B/212 and passed the message that their Captain and one other member of his crew had been ashore investigating a parachute a mile inland. B/212 was airborne again at 1020 to look for the parachute and members of the American Catalina crew. A native boat with five white men in it were seen in position 2144N 8907E. They were directed towards the American Catalina on the water and they showed that they had understood these directions. The search was continued and it was presumed that the five men in the boat included three survivors and two members of the crew of the American Catalina. Weather 251100 2148N 8850E no cloud. Wind 190/10 knots. Visibility ten miles. Aircraft at 50 feet. Sea moderate. Temperature plus 35. Conditions good." The survivors are identified as 2/Lieut Walls and 1/Lieut.Coulter.

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BRADFORD, F/O John William (C18598) - **Distinguished Flying Cross** - No.681 Squadron - Award effective 27 April 1945 as per **London Gazette** dated 8 May 1945 and AFRO 966/45 dated 8 June 1945. Born 6 May 1920. Home in Hamilton; enlisted there 24 June 1940 and posted to Trenton. Promoted Sergeant and posted to No.7 EFTS, 22 July 1940, apparently on leave without pay. Promoted WO1, 1 June 1942. Posted from No.7 EFTS to No.5 Manning Depot, 13 September 1942. To No.6 SFTS, 10 October 1942. To "Y" Depot, 13 January 1943. To RAF overseas, 25 January 1943. Commissioned 6 September 1943. Promoted Flying Officer, 6 March 1944. Repatriated 5 August 1945. Retired 14 September 1945. Award presented in Hamilton 27 July 1949. Died in British Columbia, 24 September 2014. Jerry Vernon of Vancouver writes: "He had a remarkable aviation career, accumulating just over 29,000 flying hours in an active 59-year period, in the RCAF, with 2 major international airlines and in the world of corporate flying. After having a ride over Niagara Falls in a Ford Trimotor in 1927, he got the flying bug and took flying lessons while in Grade 12. He had his Private Licence in 1938, at age 18, and his Commercial and Instructor's Licences by 1940, when he joined the RCAF. They promptly made him a Flying Instructor. He managed to escape overseas after 2 1/2 years and got his wish to be a Photo Recce Spitfire pilot. He earned his DFC in Burma during a tour of 60 trips and 322 Operational Hours with 681(PR) Sqn. He turned in his licences in 1997, at age 77, after a final 5 years/1000 hrs flying the Cessna Caravan Cargomaster for FedEx. He had flown something like 75 aircraft types, including the DC-3, -4, -6, -7, -8, -9 and -10, all Convair models, Constellation, Electra, Learjet, Beech 18, Dove, etc."

This officer has completed a large number of low level photographic

reconnaissance sorties over enemy occupied Burma. He has always displayed outstanding determination, tenacity and courage and has flown throughout the worst possible monsoon weather. As a flight commander Flying Officer Bradford has set a high standard of perseverance and devotion to duty.

NOTE: Public Records Office Air 2/9078 has recommendation dated 28 February 1945. He had flown 269 hours ten minutes on operations. Wing Commander F.D. Proctor (CO) wrote:

This officer has carried out 53 high and low level photographic reconnaissance sorties over enemy-occupied Burma since April 1944. He has at all times, even in the worst possible monsoon weather conditions, shown outstanding determination, tenacity and courage to bring back the required photographs which have given invaluable information.

Flying Officer J.W. Bradford is a born pilot and by his excellent personal example of perseverance and devotion to duty he has set a very high standard, in his capacity as Flight Commander, which has always been a great source of inspiration to his fellow pilots. He has always been the first to volunteer for any task involving more danger or flying skill than is normal, and has carried out the special sorties in a most distinguished manner. Flying Officer Bradford is a most brave and gallant officer.

To the above, Group Captain S.G. Wise (Officer Commanding, RAF Element, Photographic Reconnaissance Force) adds, "I strongly agree with this recommendation. F/O Bradford is a skilful and an above average single engine operational P.R. pilot. He has always taken his operational flying and ground duties seriously and conscientiously."

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BRADLEY, FS Charles Campbell (R91106) - **British Empire Medal** - No.4 Release Centre - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 6 February 1914. Home in Toronto; enlisted there 21 January 1941 as Airframe Mechanic and posted to No.1 Manning Depot. To Technical Training School, 14 February 1941. Reclassified as General Duties, 8 April 1941. Promoted Corporal (Unpaid), 21 May 1941. Reverted to AC1 rank, 8 July 1941 and reclassified as Clerk Accounts. Promoted LAC, 8 October 1941. Promoted Corporal, 3 February 1942. Promoted Sergeant, 1 April 1942. Reverted to LAC, 1 July 1942. Promoted Corporal, 1 September 1942. Promoted Sergeant, 1 November 1942. To AFHQ, 16 March 1943. Promoted Flight Sergeant, 1 May 1944. To No.1 Manning Depot, 11 October 1944. To No.4 Release Centre, 31 October 1944. Discharged 3 January 1946. Award sent by registered mail 13 February 1948.

This non-commissioned officer has been employed on release work for over a year and has continually displayed an untiring enthusiasm which is an excellent example to all those associated with him. He is spontaneous in his desire to assist in every way possible and his initiative and efficiency when meeting heavy commitments have been of exceptional value. Throughout he has displayed splendid devotion to duty.

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BRADLEY, F/L Clare Willis (J5994) - **Distinguished Flying Cross** - No.423 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1724/43 dated 27 August 1943. Born 5 April 1917. Home in Montreal; enlisted there 9 October 1940. To Trenton, 23 October 1940. To No.1 ITS, 22 December 1940; graduated and promoted LAC, 27 January 1941 when posted to No.13 EFTS; graduated 17 March 1941 when posted to No.4 Manning Depot; to No.8 SFTS, 7 April 1941; graduated and commissioned 3 July 1941. To No.31 GRS, 25 July 1941. To "Y" Depot, 19 October 1941; to RAF overseas, 2 November 1941. Promoted Flying Officer, 4 July 1942. Promoted Flight Lieutenant, 1 November 1942. Repatriated 7 September 1943. To Halifax, 7 October 1943, To No.10 (BR) Squadron, 19 October 1943. Promoted Squadron Leader, 11 September 1944. Promoted Wing Commander, 1 May 1945. To Torbay, 14 August 1945. Retired 20 February 1946. Recalled to RCAF duty, 16 May 1946. To AFHQ, Ottawa, 27 May 1946. Reverted to Squadron Leader in postwar RCAF, 1 October 1945 (19991). Resigned his commission, 30 August 1947 and was thereafter living in Venezuela for uncertain period. Award presented 11 August 1944. Recommended when he had flown 48 sorties (652 operational hours).

In March 1943, Flight Lieutenant Bradley was instrumental in saving a tanker which was threatened by a submarine. In April 1943, he delivered a most skilful attack on a U-boat which was attempting to intercept a ship he was escorting. This attack achieved complete surprise and resulted in serious damage to, or destruction of the submarine. Despite severe weather and engine trouble Flight Lieutenant Bradley has several times flown his aircraft safely to base in harassing circumstances. He has achieved well deserved success on many flights.

NOTE: Public Record Office Air 2/8964 has recommendation drafted 12 May 1943 when he had flown 48 sorties (652 operational hours out of a total of 1,044 flying hours).

In March 1943, by attacking a U-boat, Flight Lieutenant Bradkey was instrumental in saving a tanker which was being menaced. Again in April 1943 he delivered a most skilful attack in a U-boat proceeding to intercept a ship

which he was escorting. This attack achieved complete surprise and resulted in serious damage or destruction to the submarine. On several occasions Flight Lieutenant Bradley has continued sorties in spite of engine trouble and twice has landed back at base in bad weather with three engines. The success he has achieved is due to his enthusiastic determination and unselfish devotion to duty.

On 26 May 1943, the Officer Commanding, Station Castle Archdale, added his comments:

This officer has displayed a most commendable flying enthusiasm and has shown great determination in persevering in the face of all weathers. His efforts have been rewarded by two attacks on U-boats, in the first of which he was guilty of an error in manipulation due to over-eagerness (but he undoubtedly saved a tanker) but his second attack was most promising and has been favourably assessed.

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BRADLEY, FS Erskine Lyall (R53501) - **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 27 February 1910. Home in Ottawa; enlisted there 10 October 1939 as Wireless Electrical Mechanic. To No.1 WS, 25 March 1940. Promoted AC1, 29 May 1940. Reclassified as Wireless Operator (Ground), 1 June 1940. To No.2 SFTS, 20 August 1940. Promoted LAC, 1 January 1941. Reclassified as Wireless Electrical Mechanic, 1 July 1941. To "Y" Depot, 2 January 1942. To RAF overseas, 7 January 1942. Promoted Sergeant, 1 July 1942. Reclassified as Wireless Mechanic, 1 September 1942. Promoted Flight Sergeant, 19 April 1943. Repatriated 4 July 1945. Retired 22 July 1945. RCAF photo PL-40408 (ex UK-17555 dated 16 December 1944) describes him as "Nighthawk Squadron radio section chief" and shows him using a captured German amphibious jeep to move among the aircraft; "The flying helmet comes in handy when the cold French winds whistle across the airfield. 'I don't need an oxygen mask', says Bradley, 'there's plenty of fresh air here.'"

BRADLEY, FS Erskin Lyall (R53501) - **Mention in Despatches** - No.6409 Servicing Echelon (AFRO gives unit only as "Overseas" - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388 dated 12 April 1946. In charge of Signals Section. Certificate sent by mail, 8 October 1948. DHist file 181.009 D.5529 (RG.24 Vol.20667) has recommendation dated 13 June 1945.

Flight Sergeant Bradley has been with No.409 Squadron Servicing Echelon for two and a half years. During this time he has proved himself an outstanding technician, and has shown marked ability in training his personnel. It is believed

that he has the highest record of serviceability of VHF Radio Telephony in No.85 Group and previous to that in the Night Fighter Squadrons of Air Defence Great Britain.

Same file has recommendation for BEM dated 9 June 1945 reading as follows:

During the period that this NCO has been in charge of the Signals Section of this squadron a very high and unbroken record of serviceability has been attained. This has been due to the unfailing interest and constant supervision of Flight Sergeant Bradley. In his outstanding ability as a technician and as a supervisor of the work of his section, he has contributed in no small way to the potency of this unit. Originally a wireless operator, he was remustered to wireless operator mechanic. His knowledge of the stringent operational requirements of VHF has enabled him, as a mechanic, to get at all times maximum and consistent performance from all equipment and instruments in his charge. He is recommended for the British Empire Medal in view of his exceptional record, unstinted and arduous effort.

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BRADLEY, FS John Gerald (R62557) - **Mention in Despatches** - No.9420 Servicing Echelon (AFRO gives unit as No.62 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 19 September 1912. Home in Smiths Falls. Instrument Repairman; enlisted in Brockville 31 January 1940. To Technical Training School, 2 February 1940. Promoted AC1, 30 April 1940. Promoted LAC, 30 July 1940. To Halifax, 21 August 1940. To Overseas, 21 August 1940. Assigned to No.112 (Army Cooperation) Squadron, 6 September 1940. To No.1 (Fighter) Squadron - later No.401 Squadron, 2 January 1941. Promoted Sergeant, 15 August 1941. Promoted Flight Sergeant, date uncertain. Promoted WO2, 1 September 1943. Repatriated 8 December 1944, To No.1 SFTS, 15 January 1945. To No.3 Release Centre, 2 April 1945; retired 5 April 1945. Died in Scarborough, Ontario, 25 January 2013. RCAF photo PL-15987 (ex UK-3855 dated 21 May 1943) shows, kneeling, left to right, Sergeant J.G. Bradley (Smith Falls, Ontario), Sergeant W. McCullough (Sudbury) and standing, left to right, AC1 A.R. Meadows (Newcastle), LAC K.R. Paul (Carleton Place), Corporal M.E. Costello (Ottawa), LAC B. Pullen (St. Thomas), Corporal .G.A. Deverell (Mount Forrest, Ontario), LAC M.L. Mounk (Keewatin), Corporal R.J. McMillan (Listowel, Ontario), Corporal M.J. Jackson (Prescott), Corporal J.G. Edwards (Peterborough) and LAC J.C. Collins (London, Ontario). DHist file 181.009 D.1719 (RG.24 Vol.20606) has recommendation forwarded to No.6 Group HQ, 15 August 1944 when he had served seven months in Canada, five months in North Africa, 41 months in UK.

During four years of overseas service, including the Sicilian campaign, this NCO has carried out his duties in a meritorious manner. His faithful devotion to duty, loyal support to superiors and full co-operation to subordinates in the face of many hardships has marked Flight Sergeant Bradley as an exceptionally outstanding NCO.

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BRADLEY, S/L Leonard Orville (C3967) - **Mention in Despatches** - No.6 Aircrew Convalescent Hospital - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 17 June 1914. Degree in Medicine, 1938. Home in Victoria; enlisted in Winnipeg, 16 November 1940. Commissioned as Flight Lieutenant, 16 December 1940 in Medical Branch with rank of Flight Lieutenant and posted to No.2 Manning Depot. To No.8 Repair Depot, 30 September 1942. To No.2 Training Command, 3 February 1943. Promoted to Squadron Leader, 15 June 1943. To No.2 Manning Depot, 30 September 1943. To No.6 Aircrew Convalescent Hospital, 26 July 1944. To No.8 Release Centre, 30 September 1945. Released 30 November 1945. Re-engaged with RCAF Auxiliary 18 September 1946 in rank of Squadron Leader (120008). Attained rank of Wing Commander, 4 December 1952. Released 1 October 1955. Obituary stated he was a pioneer in post-war hospital administration, having studied at the University of Chicago and helped develop and teach courses at University of Toronto. His career included many senior positions including Administrator of the Calgary General Hospital (1952-56), Executive Director of the Winnipeg General Hospital (1956-67), President of the Minneapolis Medical Centre (1967-69), Executive Director of the Canadian Council on Hospital Accreditation (1969-1974), and Medical Director of the Vancouver General Hospital (1975-78). He received a number of honours for his work including the George Findlay Stephens Memorial Award (1980), the Outstanding Achievement Award for 1984 from the Medical Alumni Assoc. of the University of Alberta, and the Extencicare Award from the Canadian College of Health Service Executives (1988). Died in Calgary, 4 March 2005 as per **Legion Magazine** of March 2006.

This Medical Officer was appointed to highly responsible positions due to his professional, administrative and leadership capabilities. He performed these tasks by working far beyond ordinary hours of duty. His unusual efforts as Commanding Officer of No.6 Convalescent Hospital are entirely responsible for the outstanding success of convalescent treatment at that hospital. His great devotion to duty has set a splendid example for those with whom he serves.

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BRADNER, FS (now WO2) Ralph Joseph (R260308) - **Distinguished Flying Medal** - No.170

Squadron - awarded effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/45 dated 8 February 1946. Born 2 December 1925. Home in Toronto; enlisted there 3 June 1943 and posted to No.1 Manning Depot. To No.3 Training Command Headquarters, 27 June 1943. To No.1 Manning Depot again, 3 September 1943. To No.5 ITS, 2 October 1943; to No.9 BGS, 26 November 1943; promoted LAC, 29 January 1944; graduated and promoted Sergeant, 10 March 1944. To No.4 Aircrew Graduate Training School, 24 March 1944. To "Y" Depot, 22 April 1944. Taken on strength of No.3 PRC, Bournemouth, 3 May 1944. Promoted Flight Sergeant, 10 September 1944. In No.427 Squadron after No.170 Squadron. Promoted WO2, date uncertain; promoted WO1, 10 December 1945. Repatriated 31 March 1946. Retired 2 May 1946. Award sent by registered mail 23 January 1956. Reported to have died in Toronto in 1974. RCAF photo PL-44745 (ex UK-22184 dated 14 June 1945) is captioned as follows: "While F/L W.O. Simpson, DFC (left), Lancaster pilot of Semans, Saskatchewan and Oak Park, Chicago, stuck to the controls of his blazing British bomber, WO2 R.J. Bradner (Toronto, on right) first fought the flames, then climbed back into his mid-upper turret and shot down an attacking FW.190. On another trip, attacked three times by fighters, they damaged two and blew up the third in mid-air."

This airman was displayed coolness and courage of the highest order. In March 1945, his crew were detailed to attack Dessau. On reaching the target area his aircraft was damaged by anti-aircraft fire which set fire to the bomb bay. Orders were given to abandon the aircraft. On leaving his turret, Flight Sergeant Bradner found the rear gunner wedged in the turret doors. He immediately went to his aid and released him. He then attempted to extinguish the flames in the bomb bay but while doing so the aircraft was attacked by an enemy fighter. He at once went to his turret and engaged the enemy aircraft which was damaged and driven off. Flight Sergeant Bradner then returned to the fire and finally extinguished the flames. He received several burns. By his presence of mind he extricated his aircraft from a perilous position and probably saved the lives of his crew. His other sorties have included attacks on Dortmund, Gelsenkirchen, Kiel and Plauen. His skill and determination have set a fine example in his squadron.

NOTE: Public Records Office Air 2/9137 has recommendation dated 3 June 1945 when he had flown 23 sorties (156 operational hours); text gives a few specifics beyond what was published:

27 December 1944 - Rheydt
28 December 1944 - Bonn
2 January 1945 - Nuremburg
7 January 1945 - Munich
23 January 1945 - Duisburg

28 January 1945 - Stuttgart
1 February 1945 - Ludwigshaven
2 February 1945 - Wiesbaden
7 February 1945 - Cleve
8 February 1945 - Politz
13 February 1945 - Dresden
24 February 1945 - Pforzheim
1 February 1945 - Mannheim
7 February 1945 - Dessau (hit by flak)
12 February 1945 - Dortmund
13 February 1945 - Gelsenkirchen
4 April 1945 - Ludzkendorf
9 April 1945 - Kiel
10 April 1945 - Plauen
18 April 1945 - Heligoland
23 April 1945 - Bremen
7 May 1945 - MANNA, Rotterdam
11 May 1945 - EXODUS, Brussels

Flight Sergeant Bradner, a Canadian, has successfully completed 23 operational sorties against the enemy with a total of 156 operational flying hours to his credit.

On the night of the 7th March, 1945, he was Mid-Upper Gunner of a Lancaster which was detailed to attack Dessau. Shortly before reaching the target his aircraft was hit by flak which set the bomb bay on fire. The captain gave the order to abandon aircraft, but Flight Sergeant Bradner on getting out of his turret noticed that the Rear Gunner was wedged in the turret doors, and so he immediately went aft and released him; he then returned and fought the flames regardless of the fact that the aircraft was on fire and carrying a full bomb load. As he was fighting the fire the aircraft was attacked by an enemy fighter; he at once jumped into his turret and scored hits on the enemy aircraft. By this time the fire was almost out but he got down again and completely extinguished the flames, receiving several burns to himself.

Throughout the whole incident Flight Sergeant Bradner displayed great presence of mind and gallantry, without any consideration for his personal safety and he was mainly responsible for extricating his aircraft from a perilous situation.

Since this occurrence Flight Sergeant Bradner has completed a further nine

sorties on such heavily defended targets as Dortmund, Gelsenkirchen, Kiel and Plauen. His skill, courage and determination in action have been an inspiration to the whole squadron, and I therefore recommend him for the award of the Distinguished Flying Medal.

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BRADSHAW, W/C Douglas Alexander Ransome (C166) - **Mention in Despatches** - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born in Ottawa, 15 May 1912 (see **Canadian Who's Who**, 1968). Educated in London, Ontario. Graduated from RMC, 1934. First in the Royal Canadian Dragoons, he transferred to the RCAF as P/O/O, 12 June 1935. Trained at Camp Borden, awarded wings 26 May 1936. Later instructed at Camp Borden and Trenton. Appointed CFI at Camp Borden in late 1940; posted overseas December 1941. Commanded No.420 Squadron, March 1942 to April 1943 after which he went to No.6 Group Headquarters. Repatriated to Canada in 1944; from April 1944 to March 1945 commanded OTU at Boundary Bay, British Columbia. Remained in postwar RCAF. Appointed CO at Trenton, 1947. Later attended National Defence College, Kingston. To AFHQ in 1950 to lead Technical Services Branch. Air Commodore January 1953 when he was made Chief of Training. Commandant, RMC, September 1954 to 1957 when appointed Deputy Air Officer Commanding (Operations), Air Defence Command Headquarters. In November 1959 appointed Deputy Commander (Operations), Northern NORAD Headquarters; Chief Staff Officer, No.1 Air Division, Metz, France, July 1961; AOC of Air Division, July 1963; retired 1966. DFC presented 7 March 1944; awarded Queen's Coronation Medal 21 October 1953 while an Air Commodore in AFHQ. Founding President, Confederation College, Thunder Bay, 1967-1974. Retired to Florida but returned to Canada in 1987. Wartime photos include PL-24513 and PL-24514. PL-26915 (ex UK-8715 dated 10 March 1944) shows S/L James Walker (Edmonton), F/O G.K. Finnie (Ottawa), F/L R.M. Williams (Vancouver), G/C D.A.R. Bradshaw (London, Ontario) and S/L G.U. Hill (Pictou, Nova Scotia) after investiture. Photo PL-26916 (ex UK-8716 dated 10 March 1944) shows him after investiture. Died in Thornhill, Ontario, 10 January 1988.

BRADSHAW, W/C Douglas Alexander Ransome (C166) - **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.

This officer has a splendid record both as an operational pilot and as a squadron commander. He has set a splendid example by displaying, to an outstanding degree, the qualities of leadership, courage and determination. During his command of the squadron the personnel under his command have won many distinctions. Wing Commander Bradshaw has taken part in many operational

sorties to difficult targets and through adverse weather, always completing his task in an exemplary manner.

NOTE: Public Record Office Air 2/8955 has recommendation drafted by A/C A.D. Ross (Officer Commanding, Middleton St. George), 7 April 1943 when he had flown 22 sorties (126 hours five minutes) of which eight sorties (46 hours 20 minutes) had been since his previous award (Mention in Despatches). Sorties list and submission as follows:

16 February 1942 - GARDENING, Frisians (5.10)
25 February 1942 - GARDENING, Frisians (2.45, bad weather)
27 February 1942 - GARDENING, Frisians (3.15)
9 March 1942 - GARDENING, Frisians (3.45)
13 March 1942 - Cologne (5.50)
6 April 1942 - Essen (6.15)
29 April 1942 - Paris, Ghome-Rhone Works (5.30)
30 May 1942 - Cologne, 1,000-bomber raid (5.30)
25 June 1942 - Bremen (6.15)
22 July 1942 - Sea Search (4.05)
6 October 1942 - Osnabruck (6.15)
6 November 1942 - GARDENING, Frisians (5.00)
20 November 1942 - Turin (7.55)
22 November 1942 - Stuttgart (7.35)
9 December 1942 - Turin (7.30)
26 January 1943 - Lorient (7.10)
3 February 1943 - Hamburg (3.25, unsuccessful, bad weather)
4 February 1943 - Lorient (6.15)
14 February 1943 - Cologne (5.55)
19 February 1943 - Wilhelmshaven (4.55)
28 February 1943 - St. Nazaire (6.45)
26 March 1943 - Duisburg (5.45)
28 March 1943 - St. Nazaire (6.15)

This officer has had a splendid record both as an operational pilot and as a squadron commander. He has set a fine example by displaying to an outstanding degree the qualities of leadership, courage and determination. He has commanded No.420 Squadron since March 1942 and during this period personnel under his command have been awarded 20 DFCs and DFMs and two Mentions in Despatches, which is an indication of the results of his leadership and the high state of efficiency in which he has kept his squadron.

Wing Commander Bradshaw has taken part in many operational sorties to difficult targets and through adverse weather. He has carried out these duties in an exemplary manner. I consider this officer merits recognition by the award of the Distinguished Flying Cross.

BRADSHAW, G/C Douglas Alexander Ransome, DFC (C166) - **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.

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BRADSHAW, F/L Frederick Blair (J12278) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born in Edmonton, 11 February 1921. Home in Widewater or Edmonton, Alberta; fish packer and apprentice mechanic. Enlisted Edmonton 15 March 1941 and posted to No.2 Manning Depot. To No.7 BGS (guard), 2 May 1941. To No.4 ITS, 20 June 1941; graduated and promoted LAC, 26 July 1941 when posted to No.16 EFTS. To No.3 SFTS, 12 September 1941. Accident with Anson 6245, date uncertain, Category "B"; landing in 30 m.p.h. wind (gusting to 45), ground looped causing undercarriage to sheer off and damaging port airscrew and starboard wing. Attributed to wind and inexperience. Report dated 8 November 1941 stated, "Actual ability to manoeuvre aircraft is average but air sense and judgement is below average. Has had four progress checks and found to be unsatisfactory." Ceased training on 18 November 1941 and posted to Trenton. To No. 2 AOS, 18 December 1941; may have graduated 23 March 1942 but not posted to No.8 BGS until 28 March 1942; graduated and promoted Sergeant, 9 May 1942 when posted to No.1 ANS; graduated and commissioned 8 June 1942. To No.10 AOS, 15 July 1942; assessed 25 February 1943 as "Very conscientious and hard working as an instructor" (F/L J.F. Heard). Promoted Flying Officer, 1 March 1943; to No.1 GRS, 30 April 1943. To No.31 OTU, 11 June 1943. To "Y" Depot, 25 August 1943. Embarked from Canada, 13 September 1943; disembarked in United Kingdom, 18 September 1943 and posted to No.3 Personnel Reception Centre. To No.23 OTU, 26 October 1943. To No.61 Base, 18 February 1944. Attached to No.1661 Conversion Unit, 27 March to 14 April 1944. To No.424 Squadron, 14 April 1944. Promoted Flight Lieutenant, 8 June 1944. To No.1666 Conversion Unit, 11 September 1944 as navigation instructor. To No.76 Base, 28 March 1945. Repatriated by air, 12 June 1945. To Debert, 20 July 1945. Retired 26 September 1945, intending to go into mink farming (apparently had prewar experience and owned 75 mink on discharge). Joined the RCN 30 January 1950 at HMCS **Nonsuch** To HMCS **Shearwater**, 1 February 1950. To HMCS **Magnificent** for 18th Carrier Air Group in 825 Squadron, 6 February 1950 to 3 December 1950; to Shearwater, still with 825 Squadron, 4 December 1950; to 826 Squadron, Shearwater, 11 December 1950; to HMCS **Magnificent** with 826 Squadron, 15 January 1951; to 30 Carrier Air Group and No.881 Squadron, HMCS **Magnificent**, 1 May 1951; dtill with 30 Carrier Air Group

and 881 Squadron when sent to Shearwater, 26 October 1951; to HMCS **Niagara** for Air Intelligence Course, Naval Intelligence School, Anacostia, 2 November 1951; to 30 Carrier Air Group, No.881 Squadron, Shearwater, 21 January 1952; appointed Assistant Operations Officer, Shearwater, 6 May 1952; to HMCS **Stadacona**, 18 September 1953 for Junior Officers Technical Leadership Course; promoted Lieutenant-Commander (Observer), 20 November 1953; to Shearwater, 26 April 1954 for 31 Support Air Group, VS880; to HMCS **Stadacona**, 4 October 1954 for further Junior Officers Technical Leadership Course; to HMCS **Athabaskan**, 22 February 1955. To HMCS **Venture**, 4 September 1956; to HMCS **Ontario**, 6 January 1957; to HMCS **Venture**, 4 May 1957; to Shearwater, 4 October 1957 as Officer in Charge, Observer School; to Headquarters, Shearwater, 29 October 1959; to HMCS **Chippawa**, 10 July 1961 as Staff Officer Administration; granted rehabilitation leave, 8 September 1965; retired 11 February 1966. Died in Maple Ridge, British Columbia, 21 January 1979 as per British Columbia Vital Statistics. Award presented 9 July 1949. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy...numerous operations against the enemy in the course of which [he] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 13 September 1944 when he had flown 35 sorties (173 hours), 30 April to 27 August 1944.

Flight Lieutenant Bradshaw has completed 35 sorties over enemy territory. While on this squadron he put to good use the knowledge he acquired as navigational instructor before starting his tour of operations. His experience and his determination to maintain the highest standard of navigation have been a fine example to his Section. The courage which he at all times displayed in the performance of his duties was an inspiration to his crew and to all the Squadron

The sortie list was as follows:

30 April 1944 - Somain (5.05)
9 May 1944 - St. Valery-en-Caux (4.35)
10 May 1944 - Morlaix, Mining (4.40)
12 May 1944 - Borkum, Mining (3.40)
24 May 1944 - Aachen (4.45)
27 May 1944 - Bourg Leopold (6.00)
31 May 1944 - Au Fevre (4.50)
5 June 1944 - Houlgate (4.55)
6 June 1944 - Conde sur Noireau (5.55)
8 June 1944 - Mayenne (5.45)
10 June 1944 - Versailles (5.55)
12 June 1944 - Arras (4.15)
14 June 1944 - Cambrai (4.40)

15 June 1944 - Boulogne (3.50)
16 June 1944 - Sautrecourt (3.55)
21 June 1944 - Oisemont (4.40)
24 June 1944 - Bonnetot (4.00)
25 June 1944 - Gorenflos (4.05)
6 July 1944 - Siracourt (4.30)
8 July 1944 - St. Nazaire (7.00)
12 July 1944 - Bremont (4.20)
14 July 1944 - Anderbelck (3.05)
17 July 1944 - Heligoland (5.05)
18 July 1944 - Wesselling (5.05)
20 July 1944 - Anderbelck (3.20)
24 July 1944 - Lorient, Mining (6.05)
25 July 1944 - Stuttgart (9.50)
3 August 1944 - Foret de Nieppe (3.25)
12 August 1944 - Brunswick (5.40)
14 August 1944 - Falaise (4.10)
15 August 1944 - Tassilly (3.55)
16 August 1944 - Kiel (5.20)
18 August 1944 - Connantre (6.05)
25 August 1944 - Brest (7.30)
27 August 1944 - Mimoyecoues (3.05)

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BRADSHAW, F/O Mervyn William (J19529) - **Distinguished Flying Cross** - No.138 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born in Winnipeg, 28 February 1923; home in White Rock or Nanaimo, British Columbia (student); enlisted Vancouver. 24 October 1941. Trained at No.7 ITS (graduated 23 May 1942), No.6 EFTS (ceased training 12 June 1942 after twelve hours of instruction; did not solo), No.7 BGS (graduated 12 September 1942) and No.5 AOS (graduated 6 November 1942). Arrived in UK, 20 November 1942; to No.23 OTU, 29 December 1942; in No.420 Squadron, 26 March to 28 September 1943 (35 trips, 211 hours; in North Africa, 2 June to 23 October 1943); to No.19 OTU 9 December 1943; to No.10 ARC, 31 January 1944. On leave to Canada, 27 May to 20 July 1944; to No.31 Base (training), 19 August 1944; to No.138 Squadron, 22 August 1944 (tour ended 15 May 1945. LAC 8 May 1942; Sergeant, 23 October 1942; Flight Sergeant, 23 April 1943; WO2, 23 October 1943; commissioned 6 December 1943. F/O 6 June 1944. Application for 1939-1945 Star indicated his first sortie with No.420 Squadron was 2 April 1943, target was Lorient. Application for Italy Star indicated his first sortie in Mediterranean theatre was 27 June 1943, target Pavillier. Application for France and Germany

Star indicated his first sortie with No.138 Squadron was 28 August 1944. Total operational flying was 55 trips, 346 hours 20 minutes. Returned to Canada, 14 June 1945; released 14 September 1945. Award presented at Sea Island, 22 October 1949. RCAF photo PL-15971 (ex UK-3839 dated 21 May 1943) taken in No.420 Squadron, showing Sergeant E. Wormald (Leeds, England), Sergeant M.W. Bradshaw (Victoria), Sergeant E.P. Mailman (Bayend Post Office, Manitoba), F/O S.D. Campbell (Argyle, Ontario) and P/O R.F. Nasstrom (Lac du Bonnet, Manitoba, seated). 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 2/8750 has recommendation dated 17 April 1945 when he had flown 53 sorties (331 hours 30 minutes), which does not fully square with applications for campaign stars. The sortie list for the first tour is detailed but for the second no targets are indicated (the duty is described only as "Operations as Ordered") except for the last.

First Tour

2 April 1943 - GARDENING, Lorient (6.20)
4 April 1943 - Kiel (6.45)
10 April 1943 - Frankfurt (4.00)
16 April 1943 - Mannheim (6.30)
27 June 1943 - San Giovanni (5.40)
29 June 1943 - Messina (5.05)
30 June 1943 - Cagliana (5.05)
3 July 1943 - Trapani (3.05)
8 July 1943 - Catania (5.25)
12 July 1943 - Enna (5.25)
15 July 1943 - Reggio de Calabria (5.40)
19 July 1943 - Naples (6.00)
21 July 1943 - Naples (7.00)
23 July 1943 - Gionani (5.40)
26 July 1943 - Mante Corivino (7.10)
2 August 1943 - Naples (6.45)
3 August 1943 - Paola (6.30)
5 August 1943 - Messina (5.50)
7 August 1943 - Cape Barbi (5.50)
11 August 1943 - Messina Beaches (5.15)
14 August 1943 - Pizzo (5.45)
15 August 1943 - Viterbo (6.25)
17 August 1943 - Pizzo (5.40)
24 August 1943 - Torre Annunziato (6.35)
27 August 1943 - Salerno (5.45)

29 August 1943 - Pisa, Leghorn and Viareggio (7.05)
1 September 1943 - Aversa (6.00)
4 September 1943 - Grazzanaize (6.25)
7 September 1943 - Viterbo (6.55)
10 September 1943 - Formia (6.30)
12 September 1943 - Castelnovro (6.50)
14 September 1943 - Battapaglia (6.50)
16 September 1943 - Cisterna (6.10)
18 September 1943 - Viterbo (5.35)

Second Tour

28 August 1944 - Ops as ordered (3.15)
29 August 1944 - ditto (7.30)
5 September 1944 - ditto (7.00)
6 September 1944 - ditto (5.35)
10 September 1944 - ditto (4.00)
21 September 1944 - ditto (3.40)
28 September 1944 - ditto (7.00)
1 November 1944 - ditto (7.45)
8 November 1944 - ditto (8.45)
26 November 1944 - ditto (9.30)
29 November 1944 - ditto (6.45)
2 December 1944 - ditto (4.30)
31 December 1944 - ditto (6.50)
21 February 1945 - ditto (9.30)
22 February 1945 - ditto (7.10)
26 February 1945 - ditto (7.20)
28 February 1945 - ditto (9.05)
4 February 1945 - ditto (6.20)
9 April 1945 - Bombing Kiel (5.55)

Flying Officer Bradshaw has completed a large number of bombing and special operations in this country and the Middle East. On every occasion he has proved himself to be an efficient and capable Air Bomber and the high standard of success achieved by his crew is largely due to his efforts.

Many of the operations which he has carried out have been conducted at a very low level, under conditions which have demanded ability in map reading and navigation of the highest order. The determination and perseverance shown by

Flying Officer Bradshaw have at all times been worthy of the highest praise.

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BRADSTOCK, F/L John Herbert (J24612) - **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. Born 3 December 1917. Enlisted in Winnipeg, 18 June 1942 and sent to No.2 Manning Depot.. To No.2 SFTS, 1 August 1942; to No.2 ITS, 12 September 1942; to No.5 AOS, 21 September 1942; commissioned 19 March 1943; to No.1 CNS, 3 April 1943; to No.7 AOS, 30 April 1943. Promoted Flying Officer, 1 March 1944. Promoted Flight Lieutenant, 1 January 1945. To No.3 ANS, 31 March 1945; to No.6 OTU, 25 April 1945 To "Y" Depot, 24 August 1945; to RAF overseas, 5 September 1945. Repatriated 17 January 1946. Released 28 February 1946. Unit identified in DHist file 181.009 D.1124 (RG.24 Vol.20595) and Public Record Office Air 2/9670, the latter having citation drafted when he had flown 440 hours, 370 on current duties, 70 in past six months.

This officer is employed as a navigator in a transport squadron. Previous to this he served as a navigation instructor under the Joint Air Training Plan from March 1943 to April 1945. By his exceptional high standard of instructional results achieved by him, he made a valuable contribution to the war effort. He joined his present squadron in September 1945 when it was being re-formed in the United Kingdom for occupational duties. In his new role, Flight Lieutenant Bradstock has continued to display the same outstanding spirit of keenness and devotion to duty which has been so marked throughout his service career.

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BRADY, F/O Bernard Lester (J19443) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 14 February 1921 in Ponoka, Alberta; educated and home there (pharmacy clerk and physical training instructor). Enlisted Calgary, 13 February 1941 and posted to No.2 Manning Depot. To No.3 SFTS, 29 March 1941. To No.2 WS, 25 May 1941; promoted LAC, 28 June 1941. Failed to graduate having been unable to attain minimum standards despite added eight weeks on instruction. Posted to Trenton, 9 December 1941 to remuster as Straight Air Gunner. To 7 BGS, Paulson, 2 January 1942; graduated and promoted Sergeant, 2 February 1942. To "Y" Depot, 3 February 1942. To RAF Trainee Pool, 27 February 1942. Taken on strength of No.3 PRC, Bournemouth, 10 March 1942. To No.7 Air Gunner School, 23 May 1942 (Whitleys, ten hours). To No.16 OTU, 23 June 1942 (Wellington, 40 hours). To No.103 Conversion Flight, 16 September 1942. To No.103 Squadron, 1 October 1942 (Lancasters, 195 hours). Promoted Flight Sergeant, 1 December 1942. Promoted WO2, 2 February 1943. To

No.1481 Bombing and Gunnery Flight, 13 May 1943 (instructing on Wellingtons, 180 hours.. Promoted WO1, 2 August 1943. Commissioned 12 December 1943. To RCAF Overseas Headquarters, 20 May 1944 for Special Leave in Canada (20 May to 18 July 1944 when taken on strength of No.3 PRC, Bournemouth again; had been promoted Flying Officer, 16 June 1944). To No.61 Base, 8 August 1944, attending Dalton Battle School, 8-10 August 1944. Attached to No.1659 Conversion Unit, 10 August to 18 September 1944. To No.424 Squadron, 18 September 1944. Repatriated 6 February 1945. To No.2 Air Command, Winnipeg, 14 February 1945. To No.7 Release Centre, Calgary, 9 April 1945. Released 17 April 1945. Award presented 9 July 1949. Died in Wetaskiwin, Alberta, 28 September 1994 as per **Legion Magazine** of January 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". DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 21 February 1945 when he had flown 46 sorties (311 hours 45 minutes). At the time of recommendation he had been repatriated to Canada and details of first tour were not available. On second tour (25 September to 17 December 1944) he had flown 26 sorties (116 hours 25 minutes).

Flying Officer Brady has completed two operational tours and one non-operational tour.

During his stay here on his second operational tour, he has displayed a high sense of duty which has in no small degree contributed to the morale of his crew and squadron alike. His keen, efficient work, ability and co-operation, has given his crew complete confidence to deal with any situation which might have arisen in the execution of their successful sorties over enemy territory.

On several occasions his alertness and skill has been responsible for the safe return of his aircraft to base.

The sortie list for the second tour was as follows:

25 September 1944 - Calais (4.20)
27 September 1944 - Sterkrade (5.35)
28 September 1944 - Cap Gris Nez (4.05)
4 October 1944 - Bergen (6.35)
6 October 1944 - Dortmund (6.00)
9 October 1944 - Bochum (6.15)
14 October 1944 - Duisburg (6.00)
14 October 1944 - Duisburg (5.35)
15 October 1944 - Kattegat (6.10)
23 October 1944 - Essen (6.40)

25 October 1944 - Hamburg (4.55)
28 October 1944 - Cologne (5.40)
30 October 1944 - Cologne (6.00)
1 November 1944 - Oberhausen (6.00)
2 November 1944 - Dusseldorf (5.50)
18 November 1944 - Munster (5.40)
27 November 1944 - Fredrichstadt (6.5)
30 November 1944 - Duisburg (6.15)
6 December 1944 - Osnabruck (6.30)
17 December 1944 - Duisburg (5.25)

Notes: Application for first tour operational wing dated 26 November 1943 stated he had flown 196 hours five minutes on operations with No.103 Squadron, 30 September 1942 to 10 May 1943.

Repatriation Form dated 24 January 1945 stated he had flown 50 sorties (320 hours) plus 270 non-operational hours.

Assessment dated 29 April 1944 when he had flown 573 hours 55 minutes (35.20 in past six months). "Has been an excellent instructor during the time he has been on the strength of this unit. Is a sound and reliable officer who has always shown himself willing to carry out any duties and his cheerful disposition has been an asset to this unit." (S/L D. Murphy, No.1481 Bomber Gunnery Flight, endorsed by G/C G.F. MacPherson).

Training: Interviewed in Calgary, 5 August 1940 by F/O E.J. Christie. "Good type of applicant. Quick, confident and pleasant. O.K. Air Gunner."

Having failed Wireless School, attended No.7 BGS, 6 January to 2 February 1942. Battle aircraft (ten hours). Fired 570 rounds on ground, 300 rounds air-to-ground and 2,083 rounds air-to-air. Also spent 15 minutes in Frazer-Nash turret (900 rounds, 12 percent hits) and fired 36 skeet rounds (five hits). Scored 2.2 percent hits in Beam Test, three percent in Beam Relative Speed Test and 8.2 percent hits in Under Tail Test. Scored 83 percent on written test, 80 percent in practical and oral exam. Rated 159/250 in Ability as Firer. Placed 15th in a class of 36. "Bright, alert, enthusiastic, good material." The Commanding Officer, G/C W.E. Dipple, added his remarks - "Young and keen. While at this school, this airman stood out in his keenness to become an efficient Air Gunner."

Undated report from No.1659 Conversion Unit had Assessment on Browning Gun (75 percent), Assessment on Boulton-Paul Turret (71 percent), Aircraft Recognition (58 percent) and Sighting (70 percent). From Fighter Affiliation and Camera Gun he was described as follows: "Aiming

point blank throughout. Opening at extreme ranges. Turret manipulation steady. Aiming high in line." Patter described - "R.T. patter good. Visual range estimation good. Timing good." He had received nine hours of Night Vision Training. "This officer is commencing his second tour. He needs some brushing up on ground school work. In the air he is efficient and keen." (F/O D.M. McArter).

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BRADY, F/L Charles Stewart (J15499) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 17 March 1920. Home in Toronto; enlisted there 1 July 1940. To No.1 ITS, 20 July 1940; graduated and promoted LAC, 16 September 1940 when posted to No.2 WS; graduated 17 January 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 15 February 1941. To Embarkation Depot, 11 March 1941. To RAF overseas, 5 April 1941. Injured 24 October 1941 in crash of No.236 Squadron Blenheim that killed Sergeant Douglas Woodman (RCAF) and Sergeant Paul Webster; interned in Eire; escaped or released in 1943, by which time he had been commissioned (25 October 1941) and promoted Flying Officer (1 October 1942). Promoted Flight Lieutenant, 23 October 1943. Repatriated 7 February 1945. Retired 28 March 1945. Award sent by registered mail 16 November 1948. Died in Kelowna, British Columbia, 21 June 2000. 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 dated 15 January 1945 when he had flown 31 sorties (183 hours 20 minutes), of which the first ten sorties (60 hours) were with No.236 Squadron, Coastal Command; the balance were from 10 June to 4 December 1944.

Flight Lieutenant Brady has successfully completed a second tour of operations as wireless operator. He has at all times displayed a fine offensive spirit and devotion to duty of a very high order. On one occasion during an attack on Bochum [9 October 1944], Flight Lieutenant Brady's skilful and accurate work enabled the crew to successfully evade through fighter attacks under harassing circumstances. He has been recently employed as signals leader in the squadron and as such has carried out his task in a highly efficient manner. His efficiency both in the air and on the ground has contributed greatly to the success of the unit.

The sortie list for No.434 Squadron was as follows:

10 June 1944 - Paris (5.35)
12 June 1944 - Arras (4.25)

14 June 1944 - Cambrai (4.20)
16 June 1944 - Saurcourt (4.55)
17 June 1944 - Disemount Neuville (4.20)
28 June 1944 - Metz (7.15)
4 July 1944 - Paris (6.00)
25 July 1944 - Stuttgart (9.35)
31 August 1944 - Isle de Cezembre (5.50)
27 September 1944 - Sterkrade (5.20)
9 October 1944 - Bochum (5.50)
15 October 1944 - Wilhelmshaven (5.10)
25 October 1944 - Homburg (4.50)
30 October 1944 - Cologne (5.35)
16 November 1944 - Julich (5.15)
18 November 1944 - Munster (6.00)
21 November 1944 - Castrop Rauxel (6.35)
27 November 1944 - Neuss (5.15)
30 November 1944 - Duisburg (7.05)
2 December 1944 - Hagen (6.55)
4 December 1944 - Karlsruhe (7.15)

RCAF Press Release No. 8175 dated 4 January 1945 from Sergeant John Badger reads:

WITH RCAF BOMBER GROUP IN BRITAIN: - Recently finished his second tour, Flight Lieutenant C.S. "Chuck" Brady will be introducing his British wife to Canada shortly – if he is not already doing so by the time this is published. The former Signals Leader of the Bluenose Squadron is that rarest phenomenon in Bomber Command, a wireless air-gunner who actually fired a set of machine guns in a flying battle. The regular gunners in the rear and mid-upper turrets usually guard the heavy bombers so well that the wireless operator is hardly ever called in as reinforcement. But Brady was not flying in a bomber at the time. It happened on the last sortie of his first tour which he put in with a Coastal Command Squadron of Blenheim night-and-day fighters.

Brady's aircraft and another were patrolling around a convoy in British waters when one of his Blenheim's two engines made trouble – at the very moment that an enemy plane appeared. The Blenheim was already slanting toward the waves as Brady trained his guns on the attacker, an Me.109, and fired. Then the Blenheim's remaining engine packed up, but the Nazi was already streaking for the horizon while the aroused convoy pelted it with flak. Meantime, the Blenheim crashed, fatally injuring the navigator. Brady and the pilot launched

the dinghy and helped their comrade in. Later they were picked up by a fishing smack.

After beginning his second tour with the Bison Squadron elsewhere in the Canadian bomber Group, the 24-year-old Toronto, Ontarian (175 Glencairn Avenue) came to the Bluenose unit as signals leader. Apart from a couple of night-fighter attacks, his bomber tour was without incident.

The tall dapper redhead enlisted as aircrew in March '40, came overseas a year later. His wife, Joan, of Newcastle-on-Tyne and London, worked in the British War Office until Brady married her.

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BRADY, F/O Edward John (J13994) - **Mention in Despatches** - No.10 (BR) Squadron - Award effective 8 June 1944 as per **Canada Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in Vancouver, 4 March 1916; educated there and Washington State College (Mechanical Engineering). Enlisted in Vancouver, 17 July 1940. To Trenton, 16 August 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 12 October 1940 when posted to No.12 EFTS; graduated 10 October 1940 when posted to No.4 SFTS; graduated and promoted Sergeant, 21 February 1941. To Trenton, 2 March 1941. To No.11 SFTS to instruct, 27 April 1941. To No.5 BGS, 17 July 1941. To No.13 (Operational Training) Squadron, 9 January 1942. Promoted WO2, 21 February 1942. To Eastern Air Command, 5 April 1942. To No.113 (BR) Squadron, 29 April 1942. Commissioned 10 August 1942. Promoted Flying Officer, 1 March 1943. To No.10 (BR) Squadron, 8 May 1943. Promoted Flight Lieutenant, 31 August 1944. To No.5 OTU, 10 September 1944. To Release Centre, 4 May 1945; retired 10 May 1945. As of award had flown 1,624:15 hours, including 691:55 operational hours (110 sorties). See entry for DFC to R.M. Aldwinckle for report of attack on U-420.

This pilot has completed many flying hours on anti-submarine operations in the North Atlantic area. He has shown himself to be an outstanding leader with exceptional ability. He was recently co-pilot of a VLR Liberator which made a successful attack on an enemy submarine.

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BRAGG, FS George Cecil (R205591/J93984) - **Distinguished Flying Medal** - No.420 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 26 August 1923 in Blenheim, Ontario. Home in Sombra, Ontario; enlisted London, Ontario, 11 November 1942. To No.5 Manning Depot, 13 June 1943. To

Technical Training School, date uncertain. To No.4 BGS, 14 September 1943. To No.10 BGS, 15 October 1943; promoted LAC, 29 November 1943; graduated and promoted Sergeant, 14 January 1944. To No.3 Aircrew Graduate Training School, 20 January 1944. To "Y" Depot, Lachine, 28 February 1944. Taken on strength of No.3 PRC, Bournemouth, 15 March 1944. Commissioned 29 January 1945. Repatriated by air, 12 June 1945. Promoted Flying Officer, 28 July 1945. Retired 14 September 1945. Worked for Ministry of Natural Resources and retired in 1975. Died in Huntsville, Ontario, 7 August 2012. Award sent by registered mail 17 December 1948. No citation in AFRO other than the following: "This airman has 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.3456 (RG.24 Vol.20639) has recommendation dated 18 December 1944 when he had flown 25 sorties (140 hours 45 minutes), 28 August to 6 December 1944.

This airman has taken part in a large number of attacks on strongly defended targets in Germany. His skill and determination were well in evidence during a raid on Cologne on the 30th October 1944 when his aircraft was attacked by a spirited enemy fighter. Throughout the encounter his cool directions enabled the pilot too evade the fighter. Throughout his tour this airman has displayed sterling qualities of vigilance and devotion to duty and he has set a fine example to all.

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BRAGG, F/O Joseph Parsons (J16937) - **Mention in Despatches** - No.7 Squadron - Award effective 24 December 1946 as per **London Gazette** of that date and AFRO 17/47 dated 10 January 1947. Born 4 September 1920. Home in St.John's Newfoundland (engineer's apprentice); enlisted Montreal, 7 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; graduated 14 September 1941 and posted next day to No.4 BGS; graduated and promoted Sergeant, 13 October 1941. To Embarkation Depot, date uncertain; to RAF overseas, 2 November 1941. Commissioned 16 January 1943. Reported missing, prisoner of war, 3 February 1943, prisoner of war (No.7 Squadron, Stirling R9264). Promoted Flying Officer, 16 July 1943. Promoted Flight Lieutenant, 16 January 1945. Reported safe, 9 May 1945. Repatriated 7 July 1945. Retired 19 November 1945. Died 11 June 1947.

The website "Lost Bombers" provides the following details of his last flight. Stirling R9264 of No.7 Squadron (MG-L) was to bomb Cologne. Airborne at 1926 hours, 2 February 1943 from Oakington. Shot down at 2205 hours, 2 February 1943 by a night-fighter (ObLt Reinhold Knacke, 1./NJG1) and crashed at Hendrik-Ido-Ambacht (Zuid Holland), 13 km SE of Rotterdam, where those killed are buried in the city's Crooswijk General Cemetery. Publication of the awards to

Flight Sergeant Brooker and Flight Sergeant Dempster took place 9 February 1943 and 17 April 1945 respectively. S/L Smith's DFC was gazetted 9 February 1943, while his MiD had appeared 1 January 1942. Oblt Knacke was killed later that night. From the wreckage of the Stirling was captured the first H2S unit to fall into enemy hands. An account of how S/L Smith had tried to save his aircraft was communicated from his PoW camp by Sgt Newman. Full crew was S/L W.A.Smith, killed in action, Flight Sergeant R.N.B.Brooker, DFM, killed in action, F/L B.Martin DFC (RNZAF), killed in action, Flight Sergeant W.J.Dempster, DFM (RCAF), killed in action, Flight Sergeant F.Quigley (RCAF), killed in action, Flight Sergeant J.Bragg (RCAF), POW, Sergeant R.G.Newman, POW.

Directorate of History and Heritage file 181.001 D.24 has report of interrogation of F/L J.P. Bragg on 18 May 1945 re the loss of Stirling R9264, 2 February 1943.

We took off from Oakington about 8.00 p.m., 1 February 1943. Not much to relate on the way in - very quiet. As we neared target area navigator informed pilot that we were 20 minutes late due, he said, to trouble he was having with H2S. Experienced some flak target but it was inaccurate. We put our markers down and photographed, and then set course home. It was a very dark night and we could not see very far. Just over Dordrecht we were hit in the port inner engine, which broke out in flames right away. I reported to the pilot that engine was on fire and he said, "I got it"; assuming that he could control it, I remained in position. Perhaps 30 seconds later I noticed a glow below me and after a little trouble I got out of turret. Intercom had failed and aircraft started to dive. I could not reach front of aircraft due to fire and as aircraft dived I crawled through to rear escape hatch. When I opened hatch flames were licking past this also. I baled out and landed in Dordrecht, Holland. Aircraft passed over my head, when I left, but I didn't see it crash.

I think that we received two attacks and that the people up front were wounded or killed in the second attack. I hurt right leg as landing.

Directorate of History and Heritage file 181.009 D.624 has the following narrative which appears to incorrectly state the date of his final mission but otherwise describes his experiences after being shot down,

I left base about 1900 hours on 1 February 1943 for a raid on Cologne. I was flying as mid-upper gunner and the port inner engine was hit and fired by night fighter attack on the way home. The aircraft started to burn and the intercom was dead so I baled out. I landed near Utrecht and buried my parachute and harness and started walking southwest. After an hour or so I stopped at a

farmhouse for help but they refused. I was near a railway line which I followed to a station hoping to catch a train for Paris. There were two old gentlemen in the station who at first said they would help me but changed their minds and called the police. My leg was hurt and I couldn't walk very well so I burned my escape equipment and waited for the police. They took me to jail, I think in Utrecht, where I remained for four or five hours, then they drove me to an army barracks where I was interrogated.

The next day I was taken by car to Amsterdam where I remained for two or three days in solitary confinement in a Luftwaffe jail. Then I was taken by train to Dulag Luft, Frankfurt. On the station platform at Amsterdam I saw the rear gunner of my crew, Sergeant Newman, RAF, with his legs in splint but was not allowed to talk with him. At Dulag Luft I was given seven or eight days solitary confinement with daily interrogations and then sent by train to Stalag 8B at Lamsdorf where I arrived on 10 February.

In April I exchanged identity with Private Henry Roberts of the British Army and went out on a working party to Stramberg near Sternburg in Czechoslovakia. I was working in a cement plant where an underground organization was in operation but shortly after my arrival it was exposed, allegedly by a British Army Private named Oscar who acted as out interpreter. About the end of May, seven of us broke a hole through the wall and went under the wire. I paired off with a Flight Sergeant Morrison, RCAF, and we travelled southward with the intention of trying to reach Sarajevo. We boarded a freight train near Walmesertsch but about 20 miles further, we were discovered and captured by an army patrol. They took us to a military jail at Olmutz and held for seven days before being returned to Stalag 8B.

A New Zealand pilot named Flight Sergeant Galbrith Hyde and myself made plans to escape by air, so in August we went out on a work party to Gleiwitz. My identity was Private MacGregor, New Zealand Expeditionary Force. At Gleiwitz we made an attempt to escape in a Ju.34 with a Flight Sergeant MacLeod, RCAF [James Ronald McLeod, DCM, whose account says it was a Junkers 52] and Able Seaman O'Shaunessy, Royal Navy. We were discovered before we could take off and returned to Stalag 8B. Our identity was discovered and we were court martialled in January 1944, and given two years in military prison. However, we were returned to Stalag 8B; the camp authorities had been informed of my commission and I was transferred to Oflag 8F near Zwittau.

After my court martial I was returned to Oflag 8F where I remained until April [1944] when the whole camp was moved because of a big escape project led by

Colonel Stirling of the British Army. I was moved to Stalag 8C by mistake and then on to Stalag Luft III at Sagan. In August I was informed that I was to be sent on my prison term which had been shortened to six months. I left that day, August 14th, 1944, for military prison at Graudenze. The only other British officer there was a British marine, Lieutenant D. Hunter, who related the story of the murder of Pilot Officer Anthony Thompson, RAF, by Feldwebel Erster Richtar and Major Kluger, the commanding officer of the prison.

About a month later a British merchant marine named Fry was brought to the prison under sentence of death for inciting mutiny in a ship at Hamburg. I think he escaped at Stargard when we were being moved to Bremen in February 1945. In October 1944 a Flight Sergeant Panniers, RAF, arrived in the prison for stealing clothing while evading. He had stomach ulcers but they put him in a basement below ground level and refused him medical attention. In November the International Red Cross visited the prison and I told them about Panniers and they managed to get him moved. We left Graudenze in February 1945, because of the Russian advance and after about ten days march my leg gave out and I was sent to hospital at the Hammerstein prison camp,

After about three weeks I was sent by freight train to Sand Borstel near Bremen. A week later I was moved on to Marlag Melag Nord where I remained until the British approach in April. Then we were marched eastward and arrived in Lubeck about the first of May. The British army liberated me on 8 May and flew me back to England.

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BRAGG, S/L Russell Machie (C15132) - **Member, Order of the British Empire** - No.401 Squadron (AFRO gives unit as "Overseas (No.125 Wing Headquarters)") - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 809/44 dated 14 April 1944. Born 14 September 1914 in Gleichen, Alberta. Attended Normal School and taught at Wheatacres. Home in Calgary; enlisted in Calgary, 28 May 1937 as Aero Engine Mechanic. Promoted LAC, 1 July 1939. Promoted Corporal, 1 September 1939. To No.1 (Fighter) Squadron, 5 November 1939 and proceeded overseas with them. Promoted Sergeant, 1 June 1940. Promoted Flight Sergeant, 1 January 1941. Commissioned 13 June 1942. Attended No.2 School of Technical Training, Cosford, graduating 2 July 1942. Promoted Flight Lieutenant, 9 July 1942. To No.126 Wing, 9 July 1943 as Officer Commanding, Repairs and Chief Technical Officer. Promoted Squadron Leader, 1 October 1943. Proceeded to France after D Day. Injured when struck by a British vehicle, September 1944. Repatriated 7 September 1944. To No.4 Training Command, 15 October 1944. To No.15 SFTS, 22 October 1944. To No.3 SFTS, 30 November 1944. To No.10

Repair Depot, 29 September 1945. Reverted to WO1 in postwar RCAF as of 1 October 1946, still with No.10 Repair Depot. To No.1 Equipment Depot, 2 October 1946. Commissioned in rank of Flying Officer, 1 January 1949. To Material Command, 2 March 1949 (Engineering Maintenance and Administration). To Calgary, 18 August 1950. Promoted Flight Lieutenant, 1 June 1952; appointed Engineering Officer to Nos.442 and 443 (Auxiliary) Squadrons, Sea Island. To be Station Aeronautical Engineer Officer, 11 June 1956. To No.412 Squadron, Uplands, 5 April 1957 as Squadron Technical Officer. Promoted Squadron Leader, 1 January 1959. To Station Penhold, 2 August 1960 as Station Engineering Officer. Retired 1 February 1964. Died in Calgary, 5 January 1969. Award sent by registered mail from Government House, 1 April 1947. Aeronautical Engineering branch, no citation in Canadian sources. Public Records Office Air 2/8959 has recommendation which also ties him to No.401 Squadron.

This officer is the squadron engineer officer. During the Battle of Britain and during several bombings of Northolt, and later at Digby, he was always in the forefront directing others and setting an example for all. It has been due to his unrelenting efforts that his present unit was transferred from older to newer aircraft in record time. He has been responsible for the fine serviceability record of the unit and has rendered outstanding services throughout.

The following is excerpted from a family website, itself located by Peter Robertson - <http://braggandfamily.blogspot.ca/2011/05/russell-rusty-mackie-bragg-1914-1969.html>

After completing high school, Rusty went to Normal School at SAIT in Calgary and returned to Wheatacres School a year later as teacher. He was an excellent athlete, especially in track and baseball. He continued to teach for a couple of years and then returned to SAIT to take a locomotive engineering course. In 1937, he and his best friend Jack Elviss, decided to join the Air Force which had just opened a station in Calgary. Because his name began with a B, he was the first on the list to join up in Calgary.

After training in Vancouver, Calgary (where he met Mom while he was having his tonsils out and she was his nurse) and St. Hubert Quebec #1 Squadron was transferred to Dartmouth to await transport overseas. After the flurry surrounding the declaration of war, things quieted down in Europe and so (in hope that a major conflict could still be avoided) the Squadron was held in Nova Scotia awaiting the developments over the ocean. For Dad it was a wonderful opportunity to reconnect with family in Nova Scotia and he formed a particular bond with his cousin Elmer Bragg from Collingwood. He also spent time with his mother's family, the Gambles - getting to know his Aunts Hattie and Ruth.

As the delay continued, he and Mom decided to get married and so just like his

mother had done, she got on the train - leaving her family and travelled across the country to marry. Dad had always belonged to the United Church (no doubt strongly supported by his mother) but Mom was Catholic and so on January 13, 1940 he was baptized, confirmed, received his first communion, went to confession for the first time and was married all at the same time. He used to joke that if he'd left the church and walked into a telephone pole - he would have gone straight to heaven. One of their wedding gifts was a lovely little book containing the poem "Evangeline" from Tweet and Elmer Bragg which I still have. Unfortunately, the honeymoon was interrupted by the war but not before Mom became pregnant with my brother, Dan. So Dad shipped off for England and Mom took the train back to Calgary to rejoin her family for the duration of the war.

On the trip overseas, two of the convoy were torpedoed and sank - the one in front of Dad's ship and the one behind. They arrived in England just as the last survivors of Dunkirk were arriving back from France and the last RAF squadron returned to Britain. After some quick training in the North, #1 Squadron was transferred to Biggin Hill and was immediately in the heat of the Battle of Britain. Their first night, the aerodrome was bombed severely, but still the Canadians were able to get into the air and take part in the fight. Dad was the Squadron Engineering Officer and the "old" man at 26. For 41 days they worked day and night to keep the planes in the air and safe. He lost many good friends during this time but their efforts were a great contribution to the besting of the Luftwaffe. He once told me the story of being out on the tarmac working on a plane when a German fighter flew low over the field and began strafing the flight line. Dad said he hit the ground and watched the line of bullets heading straight for him. Just a few feet from his head, the German ran out of ammunition and veered off into the sky.

Over the next 4 and a half years, Dad served with #1 Squadron being promoted from Corporal to Squadron Leader. He earned several medals and was really proud to receive the Member of the British Empire. He was part of the Dieppe raid and his job on D Day was to get a landing strip and repair depot set up in France within the first 4 days. With mortars and machine gun bullets flying over their heads in both directions they managed the feat in 2 1/2 days. A farm boy at heart, when they realized that the ground off Juno beach was sandy and unstable, he rounded up all the chicken wire he could, to serve as a base for the runway. Finally, in September of 1945 a British Army Jeep did him in. He was driving down a hilly French road on a motorcycle when the Brit came over a hill on the wrong side of the road (thinking he was still at home, I guess) and drove

Dad off the road and into a brick and ivy hedge. He severely injured his neck and was finally sent home to recover.

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BRAIN, S/L Edgar Alexander (J16428) - **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 14 April 1920. Home in Windsor, Ontario; enlisted there 12 August 1940. To No.2 ITS, 27 November 1940; to No.3 AOS, 6 January 1941; graduated and promoted LAC, 31 March 1941 when posted to No.2 BGS; graduated and promoted Sergeant, 12 May 1941. Posted that date to No.1 ANS. To Embarkation Depot, 10 June 1941; to RAF overseas, 29 June 1941. Commissioned 22 October 1942. Promoted Flying Officer, 22 April 1943. Promoted Flight Lieutenant, 1 April 1944. Date of Squadron Leader appointment uncertain. Repatriated by air, 23 July 1945. Retired 12 September 1945. Rejoined RCAF in Aero Engineer Branch, 25 March 1949 with rank of Flight Lieutenant (30616). Promoted Flight Lieutenant, 1 January 1952.

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BRAME, Corporal Leonard Vernon (R76506) - **Mention in Despatches** - No.9426 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 in Erskine, Alberta, 29 January 1921. Mechanic, merchant and service station operator. Enlisted in RCAF, Edmonton, 7 October 1940 as Airframe Mechanic and posted to No.2 Manning Depot, Brandon. To No.14 EFTS, Portage la Prairie, 5 November 1940. To No.2 Manning Depot again, 8 December 1940. To Technical Training School, St. Thomas, 19 December 1940. Promoted AC1, 24 May 1941. To No.13 (Operational Training Squadron), Patricia Bay, 29 May 1941. Promoted LAC, 1 January 1942. To "Y" Depot, Halifax, 12 February 1942. To RAF Training Pool overseas, 26 February 1942. To No.411 Squadron, 8 April 1942. To No.426 squadron, 21 October 1942. Promoted Corporal, 12 February 1943. To No.9426 Servicing Echelon, 29 November 1943. Taken on strength of No.62 Base, 12 August 1944. Repatriated June 1945; to No.8 OTU, Greenwood, 15 June 1945. Retired 7 September 1945. Rejoined RCAF, 5 April 1949 in Vancouver as Airframe Technician in rank of Leading Aircraftman (14238). To Sea island, 20 April 1949. To Fighter Wing, North Luffenham, 29 September 1951. Promoted Corporal, 1 April 1952, To No.439 Squadron, 15 January 1954. To No.407 Squadron, Comox, 9 October 1954. To Greenwood, 31 October 1957. Promoted Sergeant, 1 April 1959. Promoted Warrant Officer, 1 June 1968. Retired 7 August 1971. No citation in AFRO; DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 31 July 1944. Fitter IIE; home in Erskine, Alberta; enlisted Edmonton, enlisted 9 October 1940; 16 months in Canada, 29 months overseas. Died in Murrayville, British Columbia, 27 December 1980 as per **Legion Magazine** of April 1981 and British Columbia Vital Statistics.

Corporal Brame has served in this Echelon from the time of its organization in charge of a crew of riggers. A hard worker, with a thorough knowledge of his trade, and a first class non-commissioned officer, he can be relied upon to complete the most difficult jobs quickly and in a manner that will pass the most rigid inspections. Entirely on his own initiative he has worked many hours of overtime, preparing aircraft for operations. The qualities of leadership, devotion to duty and craftsmanship displayed by Corporal Brame commend him to the attention of all service personnel.

Notes: Overseas he took courses at Avro and Handley Page factories.

Selected Assessments:

“This NCO came to 439 Squadron from within this wing, having been employed in maintenance duties. He arrived with an excellent reputation for thorough, reliable work and good NCO leadership. While with this squadron he has steadily improved, always endeavouring to do his best, willingly and cheerfully working at full capacity. His wartime experience, his varied experience since re-enlistment into the service, has given this NCO a maturity that is an asset to the squadron. It is considered that this junior NCO is excellent senior NCO material.” (S/L M.J.H. Belleau, No.439 Squadron, 14 May 1954).

“Sergeant Brame is a mature, conscientious, reliable hard working NCO who leaves no stone unturned. He has had considerable experience on the Argus aircraft and has demonstrated that he is capable of handling the most difficult task. Recently Sergeant Brame was selected as NCO in charge repair and replacement programme of Argus fuel cells and carried out the task in an exemplary manner. He is likeable with a good sense of humour and he secures a high degree of loyalty and cooperation from his subordinates, He exhibits excellent leadership qualities and displays an active interest in Town Council of which he is a member. An outstanding NCO in all respects who has repeatedly demonstrated that he is exceptionally well qualified to accept extra responsibility. Highly recommended for promotion.” (WO2 A.J. Sheehy, Station Greenwood, 17 August 1965)

“Warrant Officer Brame possesses a vast knowledge of Argus aircraft and the related maintenance problems. His opinions are sought and respected by all who know him. Having been employed on the Argus for the last fourteen years he has been subjected to and become familiar with most of the maintenance problems during this time. He has an intricate knowledge of all control systems, former and current modifications as well as the problems of related trades. He has served as maintenance crew chief and now employed as Warrant Officer in charge modification section, both where he has demonstrated his supervisory ability. He has

a pleasant personality and is little affected by stress and pressure. Warrant Officer Brame will reach Compulsory Retirement Age during the next year and his retirement will be the loss of valuable knowledge along with the loss of a good supervisor." (Captain L.E. McClure, 10 August 1970).

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BRANCH, P/O Alex Henry (J87394) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 16 December 1920. Home in Diamond City, Alberta; enlisted Calgary 4 March 1942. To No.3 Manning Depot, 18 March 1942. To No.3 SFTS (guard), 8 May 1942. To No.7 ITS, 6 June 1942; graduated and promoted LAC, 31 July 1942 and posted next day to No.3 AOS; graduated and promoted Sergeant, 20 November 1942. To "Y" Depot, 4 December 1942. To RAF overseas, 10 December 1942. Promoted Flight Sergeant, 20 May 1943. Commissioned 13 June 1944. Promoted Flying Officer, 13 December 1944. Repatriated 5 August 1945. Retired 15 September 1945. Award presented 9 July 1949. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy...numerous operations against the enemy in the course of which [he] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 18 September when he had flown 29 sorties (143 hours 50 minutes), 8 September 1943 to 15 September 1944.

Pilot Officer Branch has completed twenty-nine operational sorties over enemy territories. He has navigated his aircraft with coolness and accuracy to and from objectives which have included Berlin, Frankfurt, Nuremberg and Dusseldorf. At all times his calm courage and devotion to duty has been of a high order.

For his splendid record of achievement and fine offensive spirit Pilot Officer Branch is strongly recommended for the award of the Distinguished Flying Cross.

The sortie list was as follows (* denotes daylight mission):

8 September 1943 - Boulogne (3.10)
18 March 1944 - Frankfurt (6.10)
22 March 1944 - Frankfurt (3.10, duty not carried out)
24 March 1944 - Berlin (7.30)
30 March 1944 - Nuremberg (7.15)
18 April 1944 - Noisy-le-Sec (5.25)
22 April 1944 - Dusseldorf (4.40)
24 April 1944 - Karlsruhe (6.35)

1 May 1944 - Ghislain (4.00)
12 May 1944 - Louvain (4.45)
2 June 1944 - Le Chatel (3.55)
5 June 1944 - Houlgate (4.35)
6 June 1944 - Coutrances (4.20)
8 June 1944 - Mayenne (5.40)
10 June 1944 - Versailed Matelot (5.05)
16 June 1944 - Sterkrade Halten (4.20)
23 June 1944 - Bientques (3.50)
24 June 1944 - Marnieres (3.40)
1 July 1944 - Biennais (3.45*)
15 July 1944 - Nucourt (4.10)
18 July 1944 - Wesseling (5.15)
24 July 1944 - Ferfay (3.50)
28 July 1944 - Hamburg (5.30)
1 August 1944 - Ferme de Forestel (3.30*)
4 August 1944 - Bois de Cassont (4.05*)
5 August 1944 - St. Leu d'Esserent (4.50*)
18 August 1944 - Bremen (5.20)
31 August 1944 - Ile de Cezembres (4.40*)
10 September 1944 - Le Havre (4.10*)
15 September 1944 - Kiel (6.15)

Note: The website <http://www.yorkshire-aircraft.co.uk> reports that on 4 August 1944, Halifax aircraft NP723 of No.432 Squadron suffered minor flak damage in attacking a supply and repair depot at Bois de Cassen; unit diary said the aircraft was "well plastered" by falling shrapnel. Crew was S/L Maurice William Pettit, DFC (pilot), Sergeant Arthur Victor Plummer, RAF (flight engineer, later DFM), Warrant Officer Alex Henry Branch (J87394, navigator, later DFC), Warrant Officer William Gray (bomb aimer, later DFC), Warrant Officer G.J. Keogh (WOP/AG), Warrant Officer Ralph Gordon Bullivant (mid-upper gunner, later DFC) and Sergeant Douglas Richard Penny (rear gunner, awarded DFM).

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BRANIGAN, Sergeant Hector George (R56917) - **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. Identified in AFRO as "Overseas". Born 3 August 1920. Home in Winnipeg; enlisted there 22 April 1940 as Wireless Electrical Mechanic. To No.1 WS, 24 May 1940. Reclassified as Wireless Operator (Ground), 1 June 1940. Promoted AC1, 1 October 1940. To No.2 BGS, 12 October 1940. To No.10 SFTS, 18 February 1941. Promoted LAC, 1 April 1941. To No.12 SFTS,

16 May 1941. Appointed Corporal (unpaid), 26 August 1941; promoted Corporal (paid), 1 December 1941. To "Y" Depot, 25 February 1942. To RAF overseas, 12 March 1942. Promoted Sergeant, 1 October 1942. Repatriated 7 July 1945. Retired 30 August 1945. Employed for 33 years by TCA and Air Canada (Winnipeg and Montreal), retiring to Winnipeg in 1980. Died 10 January 2000 in Winnipeg as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2000. McEwen papers (CWM) with list of recommendations with MiD recommendations for 1 February to 31 July 1945 identifies unit. DHist file 181.009 D.4364 (RG.24 Vol.20648) confirms unit and has recommendation submitted 5 May 1945, noting he had served 22 months in Canada, 38 months overseas. Certificate sent to him 28 September 1948.

On the decision to convert the aircraft here to American Radio Equipment, a great many problems arose at this Base, it being the only one overseas using American W/T equipment; a great deal of work was required to adapt the W/T to the Lancaster X.

The above mentioned NCO was responsible for the solving of innumerable problems which case up in the course of the change-over. He at all times showed the greatest resourcefulness and interest in the work, and was an inspiration to those who worked under him.

His unspectacular devotion to duty resulted in an earlier re-arming of squadrons with Lancaster X prepared for the operational duty against the enemy.

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BRANION, S/L Hugh Douglas (C5882) - **Officer of the Order of Orange Nassau (Holland)** - Awarded 28 March 1947 as per **Canada Gazette** dated 29 March 1947 and AFRO 158/47 dated 28 March 1947. Born 18 June 1906 in Brownsville, Ontario. Attended Upper Canada College. Then at University of Toronto (BA in 1928, MA, 1929, Ph.D. 1933) studying biochemistry. Employed at University of Toronto, 1928-1931 (lecturing, research). Home in Guelph where from 1931 onwards he was employed by the Ontario Agricultural College (Department of Poultry Husbandry, establishing a nutrition laboratory). He was the first head of the Department of Animal Nutrition (1932). Enlisted in Toronto, 20 June 1941 in Administrative Branch (Messing) with rank of Flight Lieutenant. To Guelph where he was on strength of No.4 Wireless School but actually employed in School of Cookery, 7 July 1941, to command No.1 Nutritional Laboratory, 11 November 1942. Transferred from Administration Branch to Medical Branch, 1 January 1944. Member of Advisory Committee, Department of Defence, regarding service rations. To "Y" Depot, 20 July 1944. Overseas as of 26 September 1944. Promoted Squadron Leader, 1 January 1945. Detached from RCAF Overseas Headquarters to Public

Health Branch, G.5, SHAEF, 28 March 1945, with C11164 W/C J.F. McCreary. R111318 Flight Sergeant J.R. Sauve also detached, "to conduct a medical survey in liberated Netherlands." Repatriated 2 August 1945. To No.1 Air Command Headquarters, 13 August 1945. To Composite Training School, Toronto, 11 September 1945. To No.4 Release Centre, 11 December 1945. Retired 13 December 1945. Returned to Ontario Agricultural College, Guelph as head of Department of Animal Nutrition and from 1959 to 1965 was head of graduate studies at Ontario Agricultural College. From 1964 to 1968 he was Dean of Graduate Studies, University of Guelph. Assistant to the President, 1968-1977. Award reported to have been for work in developing mobile kitchens to feed the Dutch. Died 23 April 1977. A plaque at the Ontario Agricultural College commemorates him.

A memo dated 12 June 1945 on letterhead of Supreme Headquarters, Allied Expeditionary Force Mission (Netherlands) states: "The following named Officers and Other Ranks: W/C J.F. McCreary, RCAF, C11164, S/L H.D. Branion, RCAF, C5882, Warrant Officer J.R.F. Sauve, RCAF, R111318 and Corporal E.D. McRae, RCAF, R189088, attached to the Public Health Branch, G-5 SHAEF Mission (Netherlands), have served in nutrition surveys in Western Holland and were known as Spearhead Team 'A' in the First Canadian Corps Battle Order. The Group entered First Canadian Corps area 15 April 1945 at Arnhem, later stationed at Ede and entered into Western Holland (B.2 Area) 7 May 1945. The Group will have completed its tour of duty on or about 18 June 1945." Signed by a Brigadier (name looks like "Cazerne"), Head of G-5 SHAEF Mission (Netherlands).

Typical assessment - "Special ability in food knowledge and could be employed on special duties in connection with the assessment of vitamin content on airmen's messing laboratory work. This officer commands RCAF School of Cookery. He is an excellent officer, cooperative and eager to learn, and has done a very good job." (G/C A.H.K. Russell, Commanding Officer, No.4 Wireless School, 4 August 1942).

The first intimation of the award in his file is a letter dated 17 July 1946 (W.C. Posthumus Meyjes, Royal Netherlands Legation, Ottawa, to Secretary of State for External Affairs - "I have the honour to enclose herewith a list of names and ranks of Canadian officers upon whom my Government offers to confer the awards mentioned therein. I would therefore very much appreciate it if these awards were considered by the Canadian Government and the eventual agreement communicated to me as soon as granted."

The Netherlands government apparently bestowed the awards by Royal Decree No.22 (18 December 1946) and no later than 28 February 1947 the certificates were being forwarded to External Affairs; actual transmission of the decorations was delayed owing to material shortages. The list itself encompassed fifteen army officers - Commander, Order of Orange Nassau to Brigadiers Geoffrey Walsh and Gavin Paterson Henderson, Officer, Order of Orange

Nassau to Lieutenant-Colonels Bernard Francis Neary, John Portas, Hippolyte John Wickey, James Patrick Manion, and Majors Oza Jacques Adelard Barter, Arthur Joseph Leblanc, Conrad Nyenhuis, Thomas Hastings Frederick Torney, Henry Ward, and David Stevenson Yuile, and Knights, Order of Orange Nassau to Captains John Francis Fry, Halford Davis Wilson, and James Winn. Branion was the only RCAF officer on the list (W/C J.F. McCreary was not listed at that time - he had in fact been decorated earlier).

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BRANNAGAN, F/L Thomas Anthony (J10762) - **Distinguished Flying Cross** - No.441 Squadron - Award effective 21 August 1944 as per **London Gazette** dated 29 August 1944 and AFRO 2373/44 dated 3 November 1944. Born 30 March 1918 in Burbank, Scotland; home in Windsor, Ontario. Served in Windsor Scottish Regiment, 21 November to 21 December 1940; enlisted in RCAF, 23 July 1941. Trained at No.5 ITS (21 August to 9 October 1941), No.11 EFTS (10 October to 6 December 1941) and No.8 SFTS (7 December 1941 to 28 March 1942). At No.1 "Y" Depot, Halifax, 29 March to 29 April 1942; in RAF Trainees Pool, 30 April to 13 May 1942 (arrived in UK); No.3 PRC, 13 May to 23 June 1942; No.5 AFU, 23 June to 14 July 1942; No.5 OTU, 14 July 1942 to 2 March 1943; No.403 Squadron, 2 March 1943 to 1 March 1944; on strength of No.144 Wing, 1-11 March 1944; No.441 Squadron, 11 March to 15 August 1944. Shot down by flak (broken arm when he crash landed), held at Stalag Luft III; reported safe in UK, 8 May 1945; repatriated 31 May 1945; released 19 September 1945. Commissioned 27 March 1942; F/O 1 October 1942; F/L 8 March 1943; S/L 12 July 1944. Photos of him are PL-28560 (seated on wing of Spitfire) and PL-36315 (studio portrait). Photo PL-44148 (ex UK-21768 dated 29 May 1945) shows S/L T.A. Brannaghan, S/L G.U. Hill and S/L H.C. Trainor, all liberated POWs, prior to attending a Buckingham Palace garden party. RCAF photo PL-44374 (ex UK-21511 dated 22 May 1945) shows reunion in England of three fliers - F/L James Abbott (left, Owen Sound, ex-POW), S/L T.A. Brannigan (right, Windsor, ex-POW) and F/O Al Chute (centre, Waterville, Nova Scotia, veteran of service in India). RCAF photo PL-44141 (ex UK-21761 dated 30 May 1945) is captioned as follows: "G/C Keith Hodson, OBE, DFC and Bar, centre, was host at a dance for returned prisoners of war at Bournemouth recently. He is seen with, from the left, S/L H.C. Trainer, DSO, DFC and Bar, Charlottetown, Air Commodore W.W. Brown, Hamilton, Hodson, S/L George Hill, DFC and two Bars, Pictou, Nova Scotia, and S/L T.A. Brannagan, DFC. Victories as follows: **19 August 1943**, one Bf.109 destroyed (shared with another pilot) south of Flushing; **28 March 1944**, one Me.410 destroyed on ground, Dreux, plus one unidentified single engined aircraft destroyed on ground; **28 April 1944**, one Caudron destroyed (shared with another pilot), Dreux; **5 July 1944**, one FW.190 destroyed, Alencon plus one FW.190 damaged; **13 July 1944**, two FW.190s destroyed west of Argentan. Also claimed 40 MET destroyed. Award sent by registered mail 28 June 1949. Died in Windsor, Ontario, June 1978. Air terminal in Windsor named for him in 2000.

Flight Lieutenant Brannagan has displayed qualities of leadership. He is a resolute and determined fighter pilot and has destroyed at least three enemy aircraft in addition to several enemy locomotives and ground installations. He has played a large part in the training of new personnel and the success of his unit is in no small measure due to him.

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BRANSON, F/L Thomas Laurel Cecil (C7483) - **Mention in Despatches** - No.5 Group - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Name also rendered as Thomas Lauret Cecil. Born 16 August 1918. Home in Ciudad del Carmen, Campeche, Mexico. Enlisted in Vancouver, 17 April 1941 as Radio Mechanic. To "B", 3 May 1941. To University of British Columbia, 31 May 1941. Commissioned 6 September 1941. Attached to RAF, 6 October 1941. Promoted Flying Officer, 6 March 1942. Promoted Flight Lieutenant, 3 December 1942. Repatriated 23 November 1944. Promoted Squadron Leader, 1 January 1945. To No.2 Technical Support Unit, 9 January 1945. To AFHQ, 16 March 1945. To No.8 Release Centre, 8 April 1945. Retired 17 April 1945. No citation.

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BRANTER, P/O Donald Keith (J15349) - **Mention in Despatches** - No.407 Squadron - AFRO gives unit only as "Overseas" but DHist card has pencilled note giving No.407 as his unit as of January 1942 (36 trips) - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born in Neepawa, Manitoba, 7 September 1914. Educated in Manitoba and Saskatchewan; farming, 1929-1936. Home in Rosetown, Alberta. Enlisted at Winnipeg, 21 August 1940 (R59678). To No.1 Manning Depot, 25 August 1940. To Eastern Air Command, 15 September 1940 for duty with No.5 (BR) Squadron. To No.1 ITS, 11 October 1940. Graduated and promoted LAC, 6 November 1940; posted that date to No.2 WS; to No.2 BGS, 16 March 1941; graduated and promoted Sergeant, 17 April 1941. To Embarkation Depot, 28 April 1941; to RAF overseas, 18 June 1941. Taken on strength of No.3 PRC, Bournemouth, 1 July 1941. To No.1 Signal School, 7 July 1941. To No.407 Squadron, 21 August 1941. Promoted Flight Sergeant 1 December 1941. Commissioned 28 April 1942. Repatriated 14 October 1942. Promoted Flying Officer, 28 October 1942. To Western Air Command, 12 November 1942. To No.8 Squadron, 31 March 1943. Promoted Flight Lieutenant, 4 August 1944. To No.3 OTU, 11 November 1944. To Western Air Command Headquarters, 19 September 1944. To No.2 Equipment Depot, 11 March 1945. Retired 5 July 1945. Died in Victoria, 22 March 1962 as per British Columbia Vital Statistics. No citation.

Note: Application for Operational Wing dated 8 February 1944 stated he had flown 44 sorties (133 hours) with No.407 Squadron, September 1941 to 8 October 1942 - "Two definite sinkings,

two probables, four hits, North Sea or English Channel.” Also one sortie of one hour 45 minutes on a Ventura, No.8 (BR) Squadron, April 1943.

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BRASNETT, F/O William George (J23408) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 16 June 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born in Swift Current, Saskatchewan, 1 May 1922. Home in Regina; enlisted there 29 January 1942 and posted to No.2 Manning Depot. To Calgary, 10 April 1942. To No.4 ITS, 9 May 1942; graduated and promoted LAC, 3 July 1942 but not posted to No.5 EFTS until 15 August 1942; graduated 9 October 1942 and posted next day to No.3 SFTS; graduated and commissioned 5 February 1943. To No.1 GRS, 19 February 1943. To “Y” Depot, 8 May 1943. To RAF overseas, 26 May 1943. Promoted Flying Officer, 5 August 1943. Promoted Flight Lieutenant, 5 February 1945. Repatriated 15 February 1946. Discharged 22 February 1946. Postwar accountant in Swift Current, Saskatoon, La Ronge, and Prince Albert. Died in Prince Albert, Saskatchewan, 2 May 2011. Cited with F/O Thomas H. Parnell (RAF navigator, also DFC). Award presented 6 November 1948.

As pilot and navigator of aircraft respectively, Flying Officer Brasnett and Flying Officer Parnell have taken part in several attacks on shipping. On a recent occasion they attacked a number of enemy vessels off the French coast. In spite of intense anti-aircraft fire the attack was pressed home with skill and daring and a hit was obtained on one of the ships. Some hours later they successfully attacked another enemy vessel. These officers displayed a high degree of courage and determination throughout.

Public Record Office Air 2/9157 has recommendation drafted 24 May 1944 when he had flown 22 sorties (48 operational hours).

Flying Officer Brasnett was the pilot of an Albacore which took off from Thorney Island on the night of 23rd/24th May for an anti-shipping patrol on the French coast. Soon after arrival in the patrol area a formation of enemy ships was sighted which when approached sent up intense anti-aircraft fire. In spite of this opposition the pilot executed a daring and successful attack scoring a direct hit on one vessel. The aircraft then returned to base and after refuelling and rearming took off again on a similar patrol. Enemy shipping was again encountered and a successful attack was delivered in the face of keen opposition resulting in a hit on another enemy craft.

Flying Officer Brasnett and his Observer Flying Officer Parnell have flown many anti-shipping patrols and in recent weeks have made six determined attacks

resulting in one confirmed sinking and several enemy ships seriously damaged.

Coastal Command Intelligence Summary 242 has the following entry:

Albacore 415 Squadron - Captain F/O Brasnett - 2140, 15th February 1944, off Barfleur. Aircraft on anti-shipping patrol sighted wake of vessel on easterly course at high speed and attacked from 1,200 feet with six 250-lb G.P. bombs. Brilliant white flash observed from first bombs, and second estimated near miss. No other results observed,

Coastal Command Intelligence Summary 244 has the following entry:

Albacore A/415 - Captain F/O Brasnett - 0514, 3rd March 1944 - north of Alderney. Aircraft on anti-shipping patrol sighted four vessels in vic formation course easterly at high speed. "A" attacked the starboard vessel with six 250-lb bombs. A brilliant flash was observed and the wake of this vessel immediately stopped. CLAIM: Insufficient evidence to justify an claim.

Coastal Command Intelligence Summary 248 has the following entry:

Albacore A/415 - Captain F/O Brasnett - 2245 - 26th March 1944 - 49.50 N, 01.57 W, off Cap de la Hague. Aircraft on anti-shipping patrol sighted wakes of three vessels in vic formation and two other wakes in line astern half a mile on starboard side of first three vessels . All the vessels opened fire, and aircraft attacked the rear vessel, releasing six 250-lb G.P. bombs, .025 seconds delay, in dive from 2,000 feet to 1,000 feet. A bright flash was seen which was immediately followed by intense flak.

Coastal Command Intelligence Summary 255 has the following entry:

Albacore H/415 - Captain, F/O Brasnett - 0242 - 20th May 1944 - 2 miles northeast of Barfleur - Aircraft on anti-shipping patrol sighted an M/V of about 2,000 tons and attacked with four 250-lb G.P, bombs from 1,200 feet. Bombs seen to explode on either side of vessel which was obscured by explosions. Vessel later seen proceeding and taking evasive action.

Coastal Command Intelligence Summary 256 has the following entries for the date indicated:

Albacore F/415 - Captain, F/O Brasnett - 2336 - 23rd May 1944 - 8 miles NNE of Barfleur - Aircraft on anti-shipping patrol sighted five presumed M/S

[minesweepers] and attacked with six 25-lb G.P. bombs from 1,500 feet across stern of formation from starboard. A hit on one vessel was observed; no further results were seen. Flak was experienced.

Albacore F/415 - Captain, F/O Brasnett - 0256 - 24th May 1944 - 49 25' N - 00 41' W - off Le Havre - Aircraft on anti-shipping patrol sighted several scattered vessels, believed M/S, and attacked from 2,000 feet with six 250-lb G.P. bombs, one of which scored a hit on starboard vessel o formation. At 0303 a large red explosion was seen in target area. No further results were seen.

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BRASH, LAC Cornwall Gallacher (R100659/C19762) - **Mention in Despatches** - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Name originally misspelled "Brass" in AFRO. Born 17 March 1913. Home in Toronto; enlisted there 5 April 1941 as Radio Mechanic. To No.1 Manning Depot, 27 April 1941. To University of Toronto, 23 May 1941. Promoted LAC, 4 November 1941. To No.31 Radio School, 13 November 1941. To "Y" Depot, date uncertain. To RAF overseas, 8 January 1942. Promoted Corporal, 1 October 1942. Promoted Sergeant, 1 April 1943. Promoted Flight Sergeant, 23 October 1943. Commissioned in Radar Branch, 13 April 1944. Promoted Flying Officer, 13 October 1944. Repatriated 18 Junr 1945. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945 for Tiger Force. To Release Centre, 2 September 1945. Retired 10 September 1945. Died in Toronto, 3 July 2007.

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BRASSARD, F/L Joseph Antoine (J35310) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 18 May 1945 as per **London Gazette** of that date and AFRO 1085/45 dated 29 June 1945. Born 10 March 1914. Home in Strickland, Ontario; enlisted Montreal, 10 June 1942. To No.5 Manning Depot, 11 August 1942. To No.6 BGS, 25 September 1942 (guard). To No.3 ITS, 9 January 1943; graduated and promoted LAC, 19 March 1943; posted next day to No.11 EFTS; graduated 14 May 1943; posted next day to No.9 SFTS; graduated and commissioned , 3 September 1943. To "Y" Depot, 17 September 1943. Taken on strength of No.3 PRC, 13 October 1943. Promoted Flying Officer, 3 March 1944. Repatriated 8 June 1945. Released 20 July 1945. Served in postwar RCAF (301690). Award presented 5 June 1947.

Flight Lieutenant Brassard has completed many sorties against a variety of strongly defended targets. Throughout his tour of operational duty he has displayed skill and leadership of a high standard. One night in March 1945 he was detailed to attack Chemnitz. On the outward flight the port inner engine

became troublesome but Flight Lieutenant Brassard continued his mission. When over enemy territory the hydraulic and inter-communication systems became unserviceable. Later the aircraft was hit by anti-aircraft fire. In spite of this, Flight Lieutenant Brassard was determined, if possible, to reach the target. After skilfully evading a fighter he went on to execute a good bombing attack and secure a photograph. In completing his mission successfully this officer displayed high qualities of skill and tenacity. He set a very fine example.

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BRAUN, S/L Donald Conrad (C4570) - **Air Force Cross** - Station Edmonton - Award effective 11 August 1945 as per **Canada Gazette** of that date and AFRO 1453/45 dated 14th September 1945. American in the RCAF although he gave his home as Edmonton. Real home believed to be St. Cloud, Minnesota; enlisted in Ottawa, 5 March 1941. Granted rank of Flying Officer, 15 May 1941. To No.2 ANS, 8 October 1941. Promoted Flight Lieutenant, 1 May 1942. To No.6 Repair Depot, 25 May 1942. To No.10 Repair Depot, 8 June 1942. To Northwest Staging Route, 18 January 1943. To No.6 Communications and Ferry Flight, 18 February 1944. To No.5 Staging Unit, 25 June 1944. To No.6 Communications Flight, 12 August 1944. Promoted Squadron Leader, 1 March 1945. To Northwest Air Command Headquarters, 1 June 1945. To Release Centre, 14 November 1945. Retired 17 November 1945. As of recommendation he had flown 3,370 hours. Award presented in St. Paul, Minnesota, 26 May 1950. Author of **Arctic Fox: Bush Pilot in the North Country**.

This officer has served 28 months in the Communications Flight, operating over [the] North West Staging Route. He has displayed initiative, resourcefulness, exceptional ability in bush and mountain operations under severe handicaps and has shown skill in training pilots in similar duties. Since assuming command of the unit, he has demonstrated a very high level of deportment and leadership coupled with exceptional ability which have set a high standard for his subordinates to follow. His devotion to duty throughout has been outstanding.

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BRAWN, F/L Harry (J9536) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 25 July 1918. Home in Victoria; enlisted Vancouver 7 March 1941 and posted to No.2 Manning Depot. To No.3 BGS, 10 April 1941 (guard duty). To No.4 ITS, 20 June 1941; graduated and promoted LAC, 19 August 1941 when posted to No.18 EFTS; graduated 10 October 1941 and posted to No.15 SFTS; graduated and commissioned 2 January 1942. To "Y" Depot, 3 January 1942. To RAF overseas, 9 February 1942. Promoted Flying Officer, 1 October

1942. Promoted Flight Lieutenant, 2 January 1944. Repatriated 30 November 1944. To Halifax for "Tiger Force" training, 18 June 1945; to Debert, 19 June 1945. To No.424 Squadron, 10 August 1945. To Halifax, 28 September 1945. Retired 4 October 1945. Award presented at Sea Island, 22 October 1949. Died in Victoria, British Columbia, 4 March 2000 as per **Legion Magazine** of November 2000. 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 by W/C J.B. Millward dated 11 October 1944 when he had flown 34 sorties (171 hours) from 5 June to 6 October 1944.

This officer has completed a large number of operational sorties during which he has taken part in attacks on a wide variety of targets in Germany and France including such heavily defended targets as Stuttgart, Hamburg, and the Ruhr. Throughout his tour he has always shown exceptional skill and fortitude in pressing home his attacks, often under the greatest opposition. He is an inspiring leader and captain of aircraft who has encouraged and trained his crew so that they have invariably carried out their duties satisfactorily.

It is considered that this officer's fine operational record, offensive spirit and devotion to duty full merit the award of the DFC.

The sortie list was as follows:

5 June 1944 - Merville (5.00)
6 June 1944 - Conde sur Noireau (5.35)
10 June 1944 - Versailles (5.15)
15 June 1944 - Boulogne (3.55)
16 June 1944 - Sautrecourt (4.20)
21 June 1944 - Oisemont (4.00)
21 June 1944 - Oisemont (4.00)
25 June 1944 - Gorenflos (4.40)
6 July 1944 - Siracourt (4.05)
9 July 1944 - Ardouval (3.55)
12 July 1944 - Acquet (4.00)
18 July 1944 - Mondeville (4.20)
18 July 1944 - Wesseling (5.40)
23 July 1944 - Donges (6.05)
25 July 1944 - Stuttgart (8.35)
28 July 1944 - Hamburg (5.15)
31 July 1944 - Conquereaux (4.10)

1 August 1944 - L'Hey (3.50)
3 August 1944 - Foret de Nieppe (4.20)
4 August 1944 - Bois de Cassan (5.15)
5 August 1944 - St. Leu d'Esserent (5.30)
16 August 1944 - Kiel (5.40)
25 August 1944 - St. Mathieu (5.30)
27 August 1944 - Marquis (3.45)
28 August 1944 - Gardening, La Rochelle (6.20)
6 September 1944 - Emden (4.40)
10 September 1944 - Le Havre (3.55)
11 September 1944 - Gardening, Kiel (5.25)
12 September 1944 - Gardening, Oslo (7.00)
17 September 1944 - Boulogne (3.50)
27 September 1944 - Sterkrade (5.25)
28 September 1944 - Cap Gris Nez (4..40)
4 October 1944 - Gardening, Oslo (7.10)
6 October 1944 - Dortmund (5.55)

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BRAY, Sergeant Charles Lorne (R78203) - **Distinguished Flying Medal** - No.103 Squadron (AFRO says "Attached to RAF" but deceased at time of AFRO publication). Award effective 27 January 1942 as per **London Gazette** of that date and AFRO 358/44 dated 18 February 1944. Born 17 March 1919 in Bronte, Ontario. Home in Toronto where he was a press operator (one year) and stenographer (two years); Cadet Corps experience; enlisted there 15 October 1940. To No.1 Manning Depot, 16 October 1940. To No.1 Equipment Depot, 31 October 1940, To No.1 ITS, 10 November 1940; graduated and promoted LAC, 8 December 1940; posted that date to No.9 EFTS; to No.5 SFTS, 3 February 1941. Graduated and promoted Sergeant, 10 April 1941. To Embarkation Depot, 21 April 1941; to RAF overseas, 24 April 1941. Taken on strength of No.3 PRC, Bournemouth, 19 May 1941. To No.11 OTU, 24 May 1941. To No.103 Squadron, 20 August 1941. Promoted Flight Sergeant, 1 November 1941. Killed with No.103 Squadron on 26 April 1942 (Wellington DV57; name on Runnymede Memorial). Cited with Sergeant Douglas W. Spooner (RAAF, awarded DFM). Award presented to next-of-kin, 22 April 1944.

One night in January 1942, Sergeants Bray and Spooner were captain and second pilot, respectively, of an aircraft which participated in an attack on Wilhelmshaven. Sergeant Bray carried out a determined attack in spite of intense anti-aircraft fire but, when making a second run over the target, a violent explosion shook the aircraft and an ignited flare was blown from the rear of the bomb compartment into the fuselage where it set fire to the fabric, the floor and

a seat. The aircraft was now brightly illuminated so that it was an easy target and, whilst held in a concentration of some thirty searchlights, was subjected to intense enemy fire. The situation began to appear hopeless and Sergeant Bray ordered the crew to escape by parachute. He then set the controls and, when making his way to the rear of the aircraft to ensure that the crew had left safely, he observed Sergeant Spooner still battling with the flames. Sergeant Bray thereupon returned to the controls and skilfully and coolly extricated his aircraft from a perilous situation. The flare eventually burned its way through the floor of the aircraft and Sergeant Spooner, having exhausted the extinguisher, finally subdued the flames with his gloved hands. He then went forward and, to enable Sergeant Bray to fulfil the duties of navigator, took over the controls. Although suffering acutely from the effects of the fumes, he flew the aircraft safely back to this country. Throughout, these airmen showed great courage and set an example worthy of the highest praise.

Report on loss of some crew of Wellington Z1142, 10/11 February 1942, stated that aircraft, when over target at about 2000 hours a 4.5-inch flare stowed at the rear of the bomb compartment became detached and set fire to aircraft fabric and wooden floor of the beam gun seat. The fire spread rapidly, filling the aircraft with smoke. The pilot (Sergeant C.L. Bray, RCAF), after steering a westward course to ensure the aircraft was over land, ordered crew to abandon aircraft. Those who did so were P/O G.E. McGill (RCAF, observer), Sergeant H.D. Whiting (RAAF, WOP/AG), Sergeant R.M. Coghlan (Wop/AG, RAF) and Sergeant E. Frais (rear gunner, RAF). The second pilot (Sergeant D.W. Spooner, RAAF) had not heard the bale-out order, managed to extinguish the fire, then helped Sergeant Bray to bring the airplane back to England, landing at Grimsby about 2307 hours. P/O McGill was later shot by the Germans following the Great Escape.

The website "Lost Bombers" has the following on Bray's loss. Wellington DV579, No.103 Squadron (PM-Z), target Rostock, 25/26 April 1942. Airborne at 2145 hours, 25 April 1942 from Elsham Wolds. Lost without trace. Crew all are commemorated on the Runnymede Memorial. These were Flight Sergeant C.L.Bray, DFM, RCAF; Sergeant F.O'K. Eivers; Sergeant S.H.Harle; Sergeant A.F.Blencowe; Sergeant H.B.Bullen; Sergeant D.W.Musgrove.

Training: Interviewed 20 July 1940 by F/O J.M. MacDonald - "Very good appearance. Above average in personality. Was Lieutenant in Cadet Corps. Would recommend for commission."

Course at No.1 ITS was 11 November to 9 December 1940. Courses in Mathematics (82/100), Armament, practical and oral (84/100), Visual Link (82/100), Drill (78/100), Law and Discipline (92/100). Placed 114th in a class of 198. "Pilot material; retiring but sound - should develop confidence as training develops."

Course at No.9 EFTS was 11 December 1940 to 28 January 1941 - Finch II aircraft 27.50 dual, 26.40 solo and 30 minutes in Link. "Average student, rather slow to solo. Needs more time on aerobatics and instrument time." (G.B. Dunbar, Chief Flying Instructor). Ground courses in Airmanship (138/200), Airframes (148/200), Aero Engines (132/200), Signals, practical (47.5/50), Theory of Flight (56/100), Air Navigation (111/200), Armament, oral (174/200). Placed 10th in a class of 25. "Ability average - Conduct good - This airman worked hard and made average progress. He is keen and tries very hard to succeed. With further training he should become a satisfactory NCO pilot."

Course at No.5 SFTS was 28 January to 10 April 1941 - Anson aircraft (32.40 day dual, 44.25 day solo, 4.15 night dual, 6.20 night solo - also logged 15 hours in Link). "Flies with confidence - a steady pilot." Ground courses in Airmanship (146/200), Armament, written (82/100), Armament, practical (75/100), Air Navigation (159/200), Signals, practical (43/50), Signals, written (78/100). "Average in class. Very retiring but hard, steady worker." Placed 31st in a class of 43.

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BRAY, P/O John Reynolds (J86281) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 8 August 1920. Home in Ottawa; enlisted there 30 November 1940 as Equipment Assistant and posted to No.1 Manning Depot. To Technical Training School, St. Thomas, 17 January 1941. Promoted AC1, 28 February 1941. Promoted LAC, 1 July 1941. To No.17 Equipment Depot, 3 November 1941. Remustered to aircrew and posted to No.5 ITS, 11 April 1942; graduated 15 August 1942 and posted to No.13 EFTS; to No.5 SFTS, 24 October 1942. Ceased training on 11 December 1942 and posted to No.1 Composite Training School; to No.5 BGS, 5 February 1943; to No.1 CNS, 1 May 1943; graduated and promoted Sergeant, 18 June 1943. To "Y" Depot, 25 June 1943. To RAF overseas, 29 June 1943. Commissioned 28 April 1944. Repatriated 3 November 1944. To No.3 Training Command, 6 December 1944. To No.3 Release Centre, 22 February 1945. Retired 5 March 1945. Award presented 28 February 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.3080 (RG.24 Vol.20636) has recommendation dated 2 August 1944 when he had flown 35 sorties (1177 hours 40 minutes), 6 March to 28 July 1944 (calculated as 91 "points").

This officer has completed a tour consisting of 35 operations. He has at all times displayed a fine offensive spirit and his ability as a Bomb Aimer has contributed greatly to the successes of his crew. His dogged determination, great courage

and devotion to duty have been an example and inspiration to all ranks.

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BRAY, F/L John Sidney (J29546) - **Distinguished Flying Cross** - No.625 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born at Swan River, Manitoba, 17 May 1923 (obituary notice). Home in St.Lambert, Quebec; enlisted Ottawa, 12 August 1942. Trained at No.5 ITS (graduated 6 March 1943), No.10 SFTS (graduated 30 April 1943) and No.1 SFTS (graduated 20 August 1943). Released 11 September 1945. Reengaged in RCAF, 4 May 1951 to 26 January 1971. Award presented 5 October 1946. Inducted in 2002 into Memorial Museum Hall of Valour. Died at Clinton, Prince Edward Island, 9 February 2007. 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 2/9082 has recommendation dated 16 March 1945 when he had flown 28 sorties (178 hours), 23 October 1944 to 18 March 1945.

23 October 1944 - Essen
30 October 1944 - Cologne
31 October 1944 - Cologne
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
16 November 1944 - Duren
18 November 1944 - Wanne Eickel
21 November 1944 - Aschaffenburg
27 November 1944 - Freiburg
6 December 1944 - Merseburg-Leuna
21 December 1944 - Bonn
26 December 1944 - St.Vith
28 December 1944 - Munchen Gladbach
29 December 1944 - Gelsenkirchen
2 January 1945 - Nuremburg
5 January 1945 - Hanover
7 January 1945 - Munich
2 February 1945 - Weisbaden
3 February 1945 - Bottrop
7 February 1945 - Cleve
13 February 1945 - Dresden
20 February 1945 - Dortmund
2 February 1945 - Cologne
5 February 1945 - Chemnitz

11 February 1945 - Essen
12 February 1945 - Dortmund
16 February 1945 - Nuremburg
18 February 1945 - Hanua

Flight Lieutenant Bray is the Canadian captain and pilot of a Lancaster crew who has now completed two-thirds of his first operational tour, having carried out 28 sorties comprising 178 hours operational flying. He has taken part in attacks against many heavily defended targets including Bochum, Gelsenkirchen, Munchen-Gladbach, Nuremburg and Munich.

His record of achievement is most praiseworthy and despite heavy opposition, he has always completed his task with the utmost zest, instilling a high state of morale in his crew.

For the successes he has achieved and for the fine example of leadership displayed throughout his operational tour I strongly recommend this officer for an award of the Distinguished Flying Cross.

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BRAZIER, F/L Delbert Clarence (C5163) - **Mention in Despatches** - Station Skipton-on-Swale (AFRO gives unit as No.63 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born in Thunder Bay, Ontario, 19 March 1910. Home in Ottawa; enlisted in Toronto 16 May 1941 as Armament Officer. As of 22 September 1941 he held rank of Flying Officer. As of 23 September 1941 he was at No.5 BGS. To No.7 BGS, 31 May 1942. To AFHQ, 10 October 1942. To "Y" Depot, 13 March 1944. Promoted Flight Lieutenant, 14 March 1944. Taken on strength of No.3 PRC, Bournemouth, 27 March 1944 but may not have actually arrived in UK until 6 April 1944. Repatriated 6 February 1945. To No.1 Air Command, 14 February 1945. Retired 13 April 1945. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation for an MBE dated 30 August 1944.

Flight Lieutenant Brazier has been employed as Station Armament Officer during the critical period before and after D Day. The pressure applied to the Armament Section during this period was such that in many instances they were required to work 24 hours at a stretch, bombing up and servicing the maximum number of aircraft on very short notice. During this period, Flight Lieutenant Brazier organized and led his Section with excellent effect and by his personal example inspired the entire Section to such efforts that all demands made on the Armament Section for rapid bombing-up operations have been met.

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BREACH, LAC Ernest Frederick (R86526) - **Mention in Despatches** - Linton - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 8 October 1900 in Hansborough, North Dakota. Attended Institute of Technology, Calgary, 1923-24 (motor mechanics) and Cookes School of Electrical Engineering. Truck driver, 1926; service station operator, 1926-1928, warehouse superintendent, 1928-1930; travelling salesman, May 1930 to January 1933; operating own business, October 1933 to enlistment. Home in Caroline, Alberta; enlisted in Edmonton 21 December 1940 as Aero Engine Mechanic and posted to No.2 Manning Depot. To Technical Training School, 22 February 1941. Promoted AC1, 19 July 1941. To No.5 BGS, 23 July 1941. Promoted LAC, 19 October 1941. To "Y" Depot, 12 March 1942. To RAF overseas, 30 April 1942, disembarking in Britain on 15 May 1942. To No.408 Squadron, 11 June 1942. Promoted Corporal, 1 January 1943. To No.9408 Servicing Echelon, 20 November 1943. To No.62 Base, 12 August 1944. Repatriated by air, 15 June 1945 and posted to No.8 OTU. To No.4 Repair Depot, 20 July 1945. To Greenwood for Tiger Force, 31 July 1945. To Halifax, 4 September 1945. Retired 6 September 1945. Died in Edmonton, February 1983, DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 3 February 1945 when he had served 17 months in Canada, 32 months overseas. Fitter.

This airman has served overseas with No.408 Squadron, then with No.9408 Servicing Echelon, and is at present in R & I Squadron Servicing Wing. He is a very hard working and conscientious airman. One of the most skilled mechanics in the squadron, whose work is always of the highest calibre and who often has been noticed working late at night, entirely voluntarily, to complete some particular job. He has set a fine example as a crew leader to the men under him, and by so doing has been able to turn out his work in record time. He is well above the age of the average airman and has suffered considerably from ill-health but has never spared himself on this account and has carried on when others would have given up. His devotion to duty is outstanding.

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BREADNER, A/M Lloyd Samuel, DSC (C39) - **Companion, Order of the Bath** - AFHQ - Award effective 1 January 1943 as per **Canada Gazette** dated 9 January 1943 and AFRO 55/43 dated 15 January 1943. Born at Carleton Place, Ontario, 7 July 1894. Obtained pilot's certificate at Wright Flying School; commissioned in Royal Naval Air Service, 28 December 1915. Served on Western Front as a fighter pilot in No.3 (Naval) Squadron. Released from RAF with rank of Major, March 1919. Commissioned in CAF as a Squadron Leader on formation, 1920; became Controller of Civil Aviation in 1922; commanded Camp Borden, 15 January 1924 to 23 September 1925 (Wing Commander, 1 April 1924); attended RAF Staff College; Director of RCAF, 15 February 1928 to 29 April 1932. Commanded Station Trenton, 1932-1935 and then attended Imperial Defence College (Group Captain, 1 February 1936). At AFHQ thereafter (Air Commodore, 4 August 1938); Chief of Air Staff from 29 May 1940 to 31 December 1943 (A/V/M

on 29 May 1940; promoted to Air Marshal, 19 November 1941); AOC RCAF Overseas, January 1944 to May 1945. Promoted on retirement to Air Chief Marshal (25 November 1945). Died in Boston, 14 March 1952. CB presented at Buckingham Palace, 8 February 1944. 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. 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. 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. Photo PL-38267 shows him accepting Czech award. Photos PL-117427, PL-117428 and PL-117429 are portraits as a Wing Commander. Photo PL-35863A is a portrait.

As Chief of the Air Staff he has been charged with the responsibility of the air defence of Canada, the development of the British Commonwealth Air Training Plan, and the provision of Royal Canadian Air Force personnel in every theatre of war. Air Marshal Breadner, more than any other individual, symbolizes the objectives of the Royal Canadian Air Force. The compelling force of his personality is reflected in the great expansion of the Home War Establishment, in the outstanding success of the B.C.A.T.P. and the steady flow of trained aircrew overseas, which is one of Canada's greatest contributions to the united war effort.

BREADNER, A/M Lloyd Samuel, CB, DSC (C39) - **Military Cross, First Class (Belgium)** - effective 25 October 1943 as per **Canada Gazette** dated 6 April 1946 and AFRO 388/46 dated 12 April 1946, "in recognition of distinguished service in the cause of the Allies". AFRO 473/46 dated 10 May 1946 cancels and re-instates. In a letter from the Minister to Breadner, 16 August 1943, this was originally "in recognition of services rendered to Belgium". Presented on 5 October 1943 at No.8 AOS, Ancienne Lorette, by Baron Silvercruys, Belgian Minister to Canada.

BREADNER, A/M Lloyd Samuel (C39) - **Grand Officers Cross of Polonia Restituta (Poland)** - Award effective 25 August 1944 as per **London Gazette** dated 1 May 1944 and AFRO 212/46 dated 1 March 1946.

BREADNER, A/C/M Lloyd Samuel, CB, DSC (C39) - **Order of the White Lion, Class II (Czechoslovakia)**. Award effective 5 October 1946 as per **Canada Gazette** of that date and AFRO 991/46 dated 18 October 1946.

BREADNER, A/C/M Lloyd Samuel, CB, DSC (C39) - Retired - **Legion of Merit (Degree of Commander)** - Award effective 20 December 1946 as per AFRO 1158/46 of that date and **Canada Gazette** dated 21 December 1946. Citation found in letter, Colonel R.W.S. Williamson, U.S. Military Attache writing to AFHQ, 18 November 1946.

Air Chief Marshall Lloyd Samuel Breadner, Royal Canadian Air Force, performed meritorious service from December 1941 to November 1943. As Chief of the Air Staff he was in charge of operations and was instrumental in carrying out the Canadian commitments of the British Commonwealth Air Training Plan. His efforts did much to give the United States Army Air Forces and the allied nations a greater striking power which enabled them to more expeditiously terminate hostilities with the Axis powers.

BREADNER, A/C/M Lloyd Samuel (C39) - **Commander of the Legion of Honour (France)** - Award effective 12 September 1947 as per AFRO 485/47 of that date and **Canada Gazette** dated 20 September 1947.

BREADNER, A/C/M Lloyd Samuel (C39) - **Croix de Guerre with Palm (France)** - Award effective 12 September 1947 as per AFRO 485/47 of that date and **Canada Gazette** dated 20 September 1947. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation; he appears in a list of "Those Who Assisted in the Training of French Personnel in Canada".

Air Marshal Breadner, as Chief of the Air Staff, contributed greatly to the welfare of the French personnel who were trained in Canada.

BREADNER, A/C/M Lloyd Samuel (C39) - **King Haakon VII's Cross of Liberation (Norway)** - Award effective 12 June 1948 as per **Canada Gazette** of that date and AFRO 371/48 dated 11 June 1948.

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BREAKWELL, Sergeant Graham (R104908, later J87774) - **Distinguished Flying Medal** - No.76 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 19 October 1943 and AFRO 2437/43 dated 26 November 1943. Born 28 October 1912 in Dannevirke, New Zealand. Sheep farmer for seven years, merchant navy for three years; also operated an amusement business in England for one year. Private with Sherbrooke Fusiliers, 10 October 1940 to 26 May 1941. Enlisted Montreal, 30 June 1941. To No.1 Manning Depot, Toronto, 5 August 1941. To No.31 SFTS, Kingston (guard), 3 September 1941. To No.1 BGS, Jarvis, Ontario, 19 January 1942; graduated and promoted Sergeant, 16 February 1942. To "Y" Depot, 18 February 1942. To RAF overseas, 12 March 1942. To No.7 Air Gunner School, 16 May 1942 (Defiants and Whitleys). To No.10 OTU, 6 June 1942 (Whitley aircraft). To No.76 Conversion Flight, 5 September 1942 (afterwards No.1658 Conversion Unit). To No.76 Squadron, 10 October 1942. Promoted Flight Sergeant, 5 January 1943. Promoted WO2, 5 July 1943. To Pershore, 31

August 1943. Attached to Bomber Command Battle School, 18 September to 10 October 1943. Promoted WO1, 5 January 1944. To Night Training Unit, 7 March 1944. To No.156 Squadron, 18 March 1944. Commissioned 14 May 1944 (J87774). Embarked for Canada on leave, 16 August 1944. To Rockcliffe, 5 November 1944. To No.10 BGS, 8 November 1944. Promoted Flying Officer, 14 November 1944. To "Y" Depot, 6 April 1945; embarked from Canada, 13 April 1945; disembarked in Britain, 22 April 1945. To Intelligence School, 29 April 1945. To Headquarters, No.6 Group, 9 May 1945. Repatriated 21 August 1945. Retired 30 October 1945. Award presented 10 February 1947. Postwar service with Canadian Army, 11 June 1951 to 24 September 1953 including service in Korea, 24 May 1952 to 16 April 1953 (Field Security, Corporal). Although on release he spoke of returning to his father's sheep ranch in New Zealand, he died in North Vancouver, 29 February 1988.

Sergeant Breakwell has participated in many operational sorties against some of the most heavily defended targets in Germany and Italy. An air gunner of great tenacity of purpose, endurance and with a fine fighting spirit, he consistently presses home his attacks regardless of enemy opposition. By his example of unselfishness and unconquerable spirit of determination to achieve his objective this airman has inspired a high standard of morale in his crew.

Notes: Application for Operational Wing dated 28 November 1943 claimed 29 sorties (181 hours) with No.76 Squadron, 16 October 1942 to 31 August 1943.

Application for Bar to Operational Wing dated 11 September 1944 claimed (for second tour) 35 sorties (129 operational hours) with No.156 Squadron, 30 March to 15 August 1944. His first tour had been 29 sorties (183 hours),

On Repatriation Form dated 25 August 1944 he gave types and hours as Defiant (five hours), Whitley (55), Halifax (250) and Wellington (40).

Training: Attended No.1 BGS, 19 January to 16 February 1942. Battle aircraft - eight hours 30 minutes. Fired 675 rounds on ground, 100 air-to-ground and 1,703 air-to-air. Scored 8.2 per cent hits in Under Tail Test, 3.2 per cent hits in Beam Relative Speed Test and 5.4 per cent hits in Under Tail Test. Scored 77 percent in written examination, 82 percent in practical and oral tests, rated 156/250 in Ability as Firer. Placed 13th in a class of 27. "An active, industrious student, responsible and conscientious."

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BREARLEY, F/O John Edward (J88588) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 23 March 1922. Home in Toronto; enlisted there 28 July 1942 and posted to No.5 Manning Depot. To Technical Training School, 22 September 1942. To No.2 WS, 9 November 1942; promoted LAC, 9 December 1942; graduated and posted to No.1 BGS, 29 May 1943; graduated and promoted Sergeant, 12 July 1943 but not posted to No.4 AOS until 18 July

1943; to "Y" Depot, 14 January 1944; taken on strength of No.3 PRC, 20 January 1944. Commissioned 24 July 1944. Promoted Flying Officer, 21 January 1945. Repatriated 8 June 1945. To No.1 Air Command, 20 June 1945. To No.1 WS, 24 July 1945. Retired 28 August 1945. Award sent by registered mail 28 June 1949. Died in Pembroke, Ontario, 10 February 2004 as per Royal Canadian Legion "Last Post" website and **Legion Magazine**, issue of September/October 2004. 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 2/9083 has recommendation dated 23 March 1945 when he had flown 48 sorties (235 hours 40 minutes), 7 August 1944 to 23 February 1945.

7 August 1944 - L'Hague (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 August 1944 - Soesterburg (3.55)
16 August 1944 - Kiel (5.00)
31 August 1944 - 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
15 September 1944 - Kiel (6.15)
17 September 1944 - Boulogne (3.50)
14 October 1944 - Duisburg (4.05)
23 October 1944 - Essen (4.10)
28 October 1944 - Walchern (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 and Worms (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 - Gelsenkirchen (5.00)
30 December 1944 - Cologne (4.20)
2 January 1945 - Nuremburg (6.20)
5 January 1945 - Rayon (5.20)
5 January 1945 - Hanover (4.30)

16 January 1945 - Magdeburg (6.10)
7 February 1945 - Cleve (4.05)
8 February 1945 - Politz (7.55)
13 February 1945 - Dresden (8.00)
14 February 1945 - Chemnitz (7.00)
21 February 1945 - Duisburg (4.40)
23 February 1945 - Essen (3.55)
2 March 1945 - Cologne (4.15)
5 March 1945 - Chemnitz (7.25)
7 March 1945 - Dessau (7.55)
11 March 1945 - Essen (4.35)
15 March 1945 - Misburg (6.15)
18 March 1945 - Witten (5.05)
20 March 1945 - Heide (4.45)

Pilot Officer Brearley is an exceptionally keen and capable Wireless Operator/Air Gunner who has now almost completed two tours of operations. The crew of which he is a member has on a great many missions been employed on duties of a highly dangerous nature. In spite of the great personal danger to which he has been subjected,, he has very ably carried out his duties with exceptional skill and determination, thereby setting a fine example for all members of his crew.

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BREARLEY, W/C Reginald John (C1791) - **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 in London, England, 1903; came to Canada in 1924 after graduating in electrical engineering. Associated for sixteen years with various power companies (Shawinigan Water and Power, Calgary Water and Power, Abitibi Power and Paper, Gatineau Power Company (for which he was chief operating engineer, 1931-1940). Enlisted in Ottawa, 12 March 1940 and was first attached to School of Aeronautical Engineering, Montreal. Later with No.15 Technical Detachment, Winnipeg (September 1940-June 1941) and No.11 Technical Detachment, Montreal (June-August 1941). Promoted Flight Lieutenant, 15 June 1941. Posted overseas as Director of Engineering, 28 October 1941. Promoted Squadron Leader, 11 May 1942. Promoted Wing Commander, 1 November 1943. Repatriated to Canada, 18 April 1946. Retired 20 May 1946. RCAF photo PL-1729 shows him as Flying Officer, 1941.

As Senior Engineering Officer for three years at Royal Canadian Air Force Overseas Headquarters, this officer has done an outstanding job in his field. By his persistent energy he has kept Canada in close touch with all important aero

engineering developments in Great Britain and further has made a valuable contribution to the Royal Canadian Air Force.

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BREEN, F/O John Thomas (J7071) - **Mention in Despatches** - No.116 (BR) Squadron - Award effective 3 November 1944 as per **Canada Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Born 13 June 1919. Home in Toronto; enlisted there 15 November 1940. To No.1A Manning Depot, 9 December 1940. To "S", 31 December 1940. To No.3 ITS, 23 March 1941; graduated 3 May 1941; to No.1 EFTS on that date; (graduated 21 June 1941 and posted to , No.5 SFTS; graduated and commissioned on 1 September 1941. To Trenton, 2 September 1941; to No.31 GRS, 6 September 1941; to No.32 OTU, 6 November 1942; to No.116 (BR) Squadron, 5 March 1943; to No.165 Squadron, 7 June 1944; to No.1 Air Command, 19 February 1945; to Release Centre, 11 August 1945; retired 20 September 1945.

This officer is a most efficient operational pilot, who has at all times displayed admirable initiative, skill and determination. His coolness and courage in times of stress have more than once averted disaster. He is a most conscientious captain of aircraft, whose unflinching devotion to duty is a source of inspiration to all who serve with him.

* * * * *

BREEN, P/O Roy Frederick (J92935) - **Belgian Croix de Guerre 1940 with Palm** (deceased) - No.438 Squadron - Awarded 17 July 1948 as per **Canada Gazette** of that date and AFRO 455/48 dated 23 July 1948. Born 1 February 1923. Home in Comber, Ontario where he was educated. Enlisted in Windsor, Ontario, 22 April 1941 and posted to No.1 Manning Depot. To No.1 BGS (guard), 16 May 1941. To No.3 ITS, 20 June 1941. Graduated and promoted LAC, 25 July 1941 when posted to No.17 EFTS. To No.8 SFTS, 13 September 1941. Graduated and promoted Sergeant, 5 December 1941. To "Y" Depot, 8 December 1941; to RAF overseas, 31 December 1941. Disembarked in United Kingdom, 19 February 1942. To No.2 Flying Instructor School, Montrose, 20 March 1942. Promoted Flight Sergeant, 5 June 1942. To No.5 (Pilots) Advanced Flying Unit, 29 June 1942. To No.53 OTU, 21 July 1942. To No.416 Squadron, 20 October 1942. Promoted WO2, 5 December 1942. Promoted WO1, 5 June 1943. To No.1490 Flight (fighter affiliation duties), 7 June 1943. To No.14 Armament Practice Camp, 18 October 1943. To No.667 Squadron, 20 May 1944. To No.61 OTU, 22 July 1944. To No.3 Tactical Evaluation Unit, 12 August 1944. To No.83 Group, 1 September 1944. To No.438 Squadron, 2 September 1944. Commissioned 11 November 1944. Killed in action with No.438 Squadron, 24 December 1944, Typhoon MP178. Buried in Belgium. RCAF photo PL-15851 (ex UK-3727 dated 20 April 1943) shows him as Flight Sergeant in No.416 Squadron.

Notes: Not clear why he was sent to No.2 Flying Instructor School (where he flew 85 hours 20 minutes on Magisters) but he did not impress. "This pilot's airmanship and general flying ability are at present of too low a standard for him to become an instructor. He finds it impossible to give intelligible patten whilst making his demonstration, and his flying suffers as a result of the effort to produce the patten. Recommend that he be sent to a single engine AFU for further training." (S/L R. Symondson, 19 June 1942).

Course at No.5 (P) AFU was 30 June to 21 July 1942. Previously he had flown 92.20 day dual, 129.40 day solo, 2.15 night dual, 9.45 night solo. At the AFU he flew Masters (6.20 day duak, 2.45 day solo, 2.05 night dual, 35 minutes night solo) and Hurricanes (one hour 35 minutes only).

Course at No.53 OTU was 21 July to 13 October 1942. Flew 2.05 dual and 57.05 solo by day of which 45 minutes were on instruments and 21 hours were in formation. Also logged 11.40 in Link. Fired 5,894 rounds air-to-air (5.4 percent hits) and 800 rounds air-to-ground. "An average pilot with no outstanding faults."

A record of his air-to-air firing with No.416 squadron indicates that he did a camera gun assessment on 14 December 1942 (25 feet exposed) and 24 February 1943 (five feet exposed). On 5 April 1943 he fired 700 rounds in exercise (2.29 percent hits). Another camera gun exercise on 20 April 1943 (20 feet exposed) and an engagement with a FW.190, also on 20 April 1943. On 21 April he had another air-to-air firing exercise (600 rounds, 4.17 percent hits), followed by two camera gun exercises on 5 May 1943 (20 feet and eight feet exposed).

Accident on 16 May 1943, No.416 Squadron, Spitfire AR404. While at Dunsfold doing deck landings, noticed he had no brake on port wheel and while taxiing about ran off taxi strip and got stuck in loose dirt. Upon returning to base (Kenley, Surrey) and making precautionary approach, knowing he had no brake on one wheel, cut the throttle when he thought he was five feet up (actually was ten feet up). Aircraft stalled and on hitting the runway the port oleo leg broke off at the wing. Aircraft skidded to a halt on one wing tip and the starboard wheel. This incident probably led to his being posted away. S/L R.W. McNair opined (17 May 1943) that the undercarriage had been abused during deck landings and that the pilot showed poor judgement in height. "This pilot has not shown much ability since being posted to this squadron. It is recommended that he be posted to a non-operational unit."

Assessed on 4 November 1944 as "A capable pilot. Average ability. Keen to engage the enemy." (S/L R.F. Reid).

On 24 December 1944 he was engaged in an armed reconnaissance. Took off at 1215 hours. At

about 1245 hours, while in a dive and strafing enemy motor transport, the aircraft was seen to be hit by flak and dove into ground. He had no opportunity to abandon his aircraft. Letter to his mother stated he had flown 59 operational sorties (85 operational hours).

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BREITHAUPT, F/O William Ransom (J17271) - **Distinguished Flying Cross** - No.239 Squadron - Award effective 7 July 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born 7 August 1940. Educated in Kitchener and Toronto, 1925-1933, and at University Schools, 1933-1940. Home in Toronto; attending University of Toronto on enlistment (Mechanical Engineering). He gave his sports as skiing, hockey, tennis, swimming; his hobbies were reading and photography. Recruiting Officer, F/L J.E. Drummond, wrote on 2 July 1941, "Very active boy. Has good education. He is alert and quick. Speaks well. Should make a good member for aircrew." He was six feet one inch tall and weighed 153 pounds. Enlisted in Toronto on 4 August 1941 and posted to No.4A Manning Depot. To No.3 ITS, Victoriaville, 1 September 1941; graduated and promoted LAC, 7 October 1941 but not posted to No.12 EFTS, Goderich until 25 October 1941; graduated 19 December 1941 and posted next day to No.5 SFTS, Brantford; graduated and promoted Sergeant, 10 April 1942. Embarked for Britain, 30 April 1942; posted to No.2 (P) Advanced Flying Unit, 16 June 1942; to No.6 (P), Advanced Flying Unit, 16 July 1942; to No.54 OTU, 21 July 1942; promoted Flight Sergeant, 10 October 1942; to No.488 Squadron, 3 November 1942; commissioned 4 March 1943 and posted to No.409 Squadron; promoted Flying Officer, 4 September 1943; to No.239 Squadron, 14 October 1943. Cited with F/O J.A. Kennedy (RAF). Killed in action 12 September 1944, seconds after shooting down the Bf.110 which had set his own machine on fire (Mosquito II, DZ254). Award presented to next-of-kin, 2 December 1946. He had two brothers in the forces (one transferred to the Fleet Air Army).

As pilot and observer respectively, Flying Officer Breithaupt and Flying Officer Kennedy have completed numerous sorties. They have displayed a high degree of skill, excellent co-operation and a fine fighting spirit, qualities which have enabled them to destroy four enemy aircraft at night within a period of a few weeks. Their achievements have won much praise.

Public Record Office Air 2/9157 has recommendation drafted on 5 June 1944 when he had flown 14 sorties (48 hours 25 minutes).

Flying Officer W.R. Breithaupt (RCAF) has been engaged on offensive night fighter duties since 7 March 1944, when he flew his first patrol as an operational member of this squadron. In the space of three months he has flown 14 operational sorties (never once returning early for any reason whatsoever) and

has destroyed four and damaged a further one enemy aircraft.

He and his observer, Flying Officer J.A. Kennedy (RAF), recorded their first victory on 26 April 1944, shooting down an Me.110 near Essen. On 12 May 1944 they destroyed an Me.110 over Belgium; on 24 May 1944 they destroyed a Ju.88 and damaged an Me.110 near Aachen and on 4 June they destroyed a second Ju.88 north of the Frisian Islands.

Flying Officer Breithaupt's brilliant fighting record during the past six weeks has been an invaluable inspiration to the whole squadron. His enthusiasm and keenness has not only been responsible for his excellent victories but has been a first class example to the other crews.

The Commanding Officer, Station West Raynham, added his remarks on 6 June 1944:

On Flying Officer Breithaupt's arrival in No.239 Squadron it was obvious that his ability, aggressive spirit and efficiency was above the average. This has been proved in the recent results on Offensive Night Fighter Operations that he and his navigator have achieved. This is Flying Officer Breithaupt's first operational tour and his successes have been an inspiration to all. Strongly recommended for the award of the Distinguished Flying Cross.

An Air Commodore (signature looks like "Addison") wrote on 9 June 1944:

This officer has shown remarkable aptitude in night fighting operations for Bomber Support - an aptitude which is largely due to courage and coolness. I strongly recommend him for the award (Immediate) of the Distinguished Flying Cross.

This was approved by Air Chief Marshal A.T. Harris, Air Officer Commanding-in-Chief, Bomber Command on 14 June 1944.

The recommendation was accompanied by a sortie list:

7 March 1944 - Ruhr (3.10) - Uneventful patrol. No contacts.
24 March 1944 - Berlin (4.35) - Satisfactory patrol - one long chase.
18 April 1944 - Swinemunde (3.30) - No Serrate contacts.
20 April 1944 - Paris (3.50) - Uneventful patrol.
22 April 1944 - Dusseldorf (3.10) - Numerous fleeting Serrate contacts.
24 April 1944 - Karlsruhe (4.00) - Uneventful patrol.

26 April 1944 - Essen (3.00) - One Me.110 destroyed
1 May 1944 - North France (2.45) - No Serrate or A.I.
12 May 1944 - Belgium (3.05) - One Me.110 destroyed
21 May 1944 - Kiel Bay (3.40) - Uneventful patrol.
24 May 1944 - Aachen (3.35) - One Ju.88 destroyed and one Me.110 damaged.
27 May 1944 - Aachen (3.35) - Uneventful patrol
31 May 1944 - Saumer (3.30) - Dogfight with two single-engined enemy aircraft.
4 June 1944 - Frisian Islands (3.05) - One Ju.88 destroyed - guns jammed after first burst.

The search officer who found the remains of Breithaupt and Kennedy was S/L P.E. Kennedy-Bramley, whose report on this occasion read:

During a sweep Ranschbach (7 km west of Landau) K50/R26 Cemetery and Town Hall were visited on 15.1.47, one grave with one cross marked:

TWO UNKNOWN ENGLISH FLYERS
SHOT DOWN
12.9.44

was located in the NW corner of the cemetery. This grave is not registered or numbered. The present Burgomaster BOSCH August was interrogated and stated that a twin-engined aircraft of wooden construction crashed between 2300 hours and midnight on the 12.9.44 one km west of Ranschbach. The aircraft exploded and burned on contact with the ground. This aircraft was shot down by a ME.110 which was also shot down by the English aircraft before it crashed. The crew of the ME.110 baled and confirmed that they had been shot down by this aircraft. It was also stated that red, white and blue roundels were seen on the wrecked pieces of aircraft. Two badly charred bodies were found in the cockpit and buried in the village cemetery. No military or religious ceremony was accorded, although there was an RC priest in the village named Father Seiller. No records were held in the Town Hall Records. The scene of the crash was visited; the only pieces of aircraft found was a piece of aluminum bearing the numbers L985024, DR21680, 689520.

In conclusion it would appear that the English aircraft was a Mosquito (Twin engined wooden construction) and it would be much appreciated if the names of the crew could be obtained from the above information. It would appear that German Crash Report KE9682 refers to this case.

Form 3372 has been duly raised and a request for exhumation made.

Another letter says there is no German Crash report KE.9682 but that Report KE9704 refers.

Exhumation took place on 13 August 1948 when Kennedy ID disc. They had been buried without coffins; reburied at Reinburg, 30 September 1948.

At ITS was 50th in class of 228, "Excellent appearance. Good personality. Good background. Keen and alert. Self confident" (W/C DD Findlay)

At EFTS - Finch II, "A little young but is an excellent type and is a willing conscientious hard worker. General flying and aerobatics average, had some difficulty in instrument flying but is now showing satisfactory progress." (H.A. MacPherson, CFI, 20 December 1941) - "A capable hard working student. Re learns quickly and is a good average at ground school. He should make an efficient officer." (K.S. Hopkinson, CGI, 20 December 1941) - graduated 6th in a class of 26 He had flown 29.25 dual, 30.50 solo, 9.55 instruments.

At SFTS - Anson "Flying progress slow at start, seems to retain knowledge. In GIS his work was satisfactory. Is rather immature and with experience should develop into good service pilot. Is cheerful and takes his duties seriously" Flew 49.50 day dual, 71.00 day solo, 9.40 night dual, 6.05 night solo, 28.10 instruments, 36.05 in Link.

Further assessments: 11 July 1943, "A very keen, reliable and popular member of the squadron. A valuable officer" (No.409 Squadron)

14 September 1943, "A keen, alert and very popular man, he is thoroughly dependable and very interested in his work. With more commissioned experience he should develop into a fine leader.

17 October 1943, "A sound, steady officer" (409 Squadron)

Sick (pneumonia, 8 November to 11 December 1943) following posting, and on 27 March 1944 W/C J.B. Schofield wrote "When fit he is an energetic and useful officer with sound technical ability".

22 October 1944, "A young Canadian with plenty of dash." (Curious as this was an assessment drawn up for than a month after he was reported missing).

Victories and summaries from RAF Bomber Command intelligence reports:

26/27 April 1944 - one Bf.110 destroyed, Essen area (Mosquito W4078)

100 Group aircraft Mosquito "D" of 239 Squadron in the Essen area, at 0150 hours, height 16,000 feet identified a ME.110. The range was closed to 150 yards when the Mosquito fired, strikes being observed on the E.A. which burst into flames and dived down, to explode on the ground. The ME.110 is claimed as destroyed.

12/13 May 1944 - one Bf.110 destroyed, Hasselt-Louvain (W4078):

100 Group aircraft Mosquito "D" of 239 Squadron S.E. of Turnhout at 0120 hours, when a visual on a ME.110 was obtained. Range was closed to 150 yards and a 2 sec burst was fired, which set the E/A on fire. Burning furiously it crashed to the ground and blew up. The ME.110 is claimed as destroyed.

24/25 May 1944 - one Bf.109 damaged , northwest of Aachen (Mosquito DZ297)
-one Ju.88 destroyed, 15 miles east-southeast of Bonn (DZ297)

100 Group aircraft Mosquito "C" of No.239 Squadron over Bonn, at 0125 hours, height 10,000 feet, sighted a Ju.88 about to land at Bonn airfield. The Mosquito fired at 300 feet range, and the E/A's starboard engine exploded. The E/A immediately dived, hit the ground and exploded. The Ju.88 is claimed as destroyed.

A problem appears with the victory of June 1944 which Chris Shores dates as 5/6 June and describe as being a Ju.88 destroyed "off Frisian Islands". The Bomber Command summaries show D/239 destroying a Ju.88 "10 miles south of Norderney" on about 0016 hours of 4/5 June and U/239 destroying a Bf.110 "approximately 5100N 0600E" at 0053 hours on 5/6 June. The narratives for the two combats are as follows:

(4/5 June 1944) 100 Group aircraft Mosquito "D" of 239 Squadron, approximately 10 miles south of Alderney, about 0016 hours, height 15,500 feet, identified a Ju.88. Fire was opened at 100 yards range, the E/A's port engine exploded and the whole aircraft caught fire and dived steeply into the sea. The Ju.88 is claimed as destroyed.

(5/6 June 1944) 100 Group aircraft Mosquito "U" of 239 Squadron, approximately 5100N 0600E, at 0053 hours, height 16,000 feet, obtained a visual on a Me.110. Fire was opened at 200 feet, hitting the E/A, which blew up and went down in flames, hitting the ground with a big flash. The Me.110 is claimed as destroyed.

NOTE: Public Record Office Air 2/9157 also has the recommendation for the DFC to F/O James

Alphonsus Kennedy, his RAF navigator. Much of the document repeats material from the Breithaupt recommendation. However, one passage from the submission sheds additional light on their sorties:

On a recent patrol their aircraft was attacked by two single-engined aircraft in the moonlight. Flying Officer Kennedy's quick commentary enabled his pilot to get out of a very difficult situation in this instance.

The comments of the Officer Commanding, West Raynham, are particularly striking:

An outstanding Navigator/Radio whose knowledge, perseverance and enthusiasm for his work has enabled his pilot to destroy four enemy aircraft and damage one other. This is his first operational tour and the results he has obtained have set a fine example to the rest of his squadron and has been an inspiration to all new crews.

The question of who shot down Breihaupt/Kennedy (and was shot down by them) was posed on the RAF Commands website. The general consensus was that it was Major Heinrich Griese who had, in his crew, Uffz. Georg Petri and Ofw. Burkhardt. However, the type of aircraft was a Ju.88G-1 of Stab./NJG 6, coded ZZ+AA (werke nummer 712339). The Mosquito was his 14th victory. Griese and Petri baled out wounded, Burkhardt unwounded. Major Greise was Geschwaderkommodore of NJG 6 from April 15, 1944 to September 12, 1944. Because of his wounds with the Mossie crew he was kept out of action through the remainder of the war.

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BRENNAN, F/O William Robert (J29236) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 17 August 1922. Home in Calgary; enlisted there 26 June 1941. To No.3 Manning Depot, 30 August 1941. To No.4 SFTS (guard duty), 24 September 1941. To No.2 ITS, 27 October 1941; graduated and promoted LAC, 2 January 1942 when posted to No.18 EFTS; graduated 28 March 1942 when posted to No.15 SFTS; graduated and promoted Sergeant, 9 October 1942. To No.1 Flying Instructor School, 6 November 1942. To No.5 SFTS to instruct, 28 December 1942. Promoted Flight Sergeant, 2 April 1943. Commissioned 7 August 1943. To "Y" Depot, 24 August 1943. To United Kingdom, 12 September 1943. Promoted Flying Officer, 7 February 1944. Repatriated 18 December 1944, To No.2 Air Command, 29 December

1944. To No.7 Release Centre, 9 March 1945. Retired 14 March 1945. Following the war he attended Law School at the University of Alberta, articulated at Fenerty and Company, thus embarking on a long and distinguished career in law, including receiving his QC, and appointment to the Court of Queens Bench in 1976, on which he sat until retirement in 1995. He also reengaged with No.418 (Auxiliary) Squadron as a pilot, 31 January 1950 to 2 July 1956 (service number 60241). Died in Edmonton, 10 March 2007. Award presented 27 May 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." Public Records Office Air 2/8830 has recommendation dated 12 November 1944 when he had flown 31 sorties (148 hours), 20 July to 25 October 1944

20 July 1944 - Wizernes

23 July 1944 - Kiel

1 August 1944 - La Belle Croix les Bruyeres

2 August 1944 - Le Havre

3 August 1944 - Trossy St.Maximum

4 August 1944 - Pauillac

7 August 1944 - Fontenay le Marmion

10 August 1944 - Paris

11 August 1944 - Duvai

14 August 1944 - Fontaine le Pin

15 August 1944 - Leculot

16 August 1944 - Stettin

25 August 1944 - Russelsheim

26 August 1944 - Kiel

29 August 1944 - Stettin

31 August 1944 - Agenville

3 September 1944 - Gilze-Rijen

6 September 1944 - Le Havre

7 September 1944 - Le Havre

10 September 1944 - Le Havre

18 September 1944 - Le Havre

20 September 1944 - Sangatte

26 September 1944 - Calais
27 September 1944 - Calais
2 October 1944 - Westkappelle
5 October 1944 - Saarbrücken
12 October 1944 - Fort Frederik Hendrik
13 October 1944 - Duisburg
14 October 1944 - Duisburg
19 October 1944 - Stuttgart
25 October 1944 - Essen

This Canadian officer, as captain of aircraft, has now completed 31 sorties over heavily defended targets in Germany and enemy occupied territory. All these attacks have been faultless in their execution and the determination of the captain to press home the blow whatever opposition has been offered has been largely responsible for their success.

An instance of this was shown on the 25th October, 1944, when detailed to attack Essen. Flying Officer Brennan found that one engine was developing little power immediately after take-off. Although the attack was on a heavily defended target, Flying Officer Brennan decided to carry on and, by skilful handling, managed to reach the height of 17,000 feet, which was below the height ordered. A successful attack was delivered in spite of having to make a second run over the target. This typifies the ready acceptance of a hazard by this officer in order to complete his attack.

For his devotion to duty and great gallantry in the face of heavy odds, he is strongly recommended for the award of the Distinguished Flying Cross.

Note: The 6 June 2007 issue of the **Globe and Mail** carried a long obituary to Judge William Robert Brennan under the headline "Judge Who Was Given 24-Hour Police Protection Won DFC as Bomber Pilot" by Kathy Fedori.

William Robert Brennan was afraid of nothing - not the flak-filled skies of wartime Germany or the death threats when he was about to send a former

Edmonton Eskimo football player to jail.

During the Second World War, as the pilot of an RAF Lancaster bomber, he flew scores of mission without a loss of life. He was awarded the Distinguished Flying Cross and returned home to become a lawyer and then a judge who was once urged to wear a bullet-proof vest.

“The majority of his trial work was civil ‘fender benders’ but Bill must have had at least 30 or 35 major criminal judgements”, said his former legal partner, Robert Fraser. He said his friend was never a hawk, hungry to sentence, but “when he thought someone was guilty. He’d convict them.”

The second of two boys born on a Prairie grain farm, he spent the early years of his life in Veteran, Alberta. At the age of seven, his parents were bankrupted by drought and the family was forced to move to the city. In Calgary he attended St. Mary’s Boys School and, like a lot of youngsters at the time, developed a passion for aviation. In 1939, as a teenager, he quit school amid rumours of war in Europe to try and get into the Royal Canadian Air Force. He lied about his age and was accepted for pilot training.

By 1942 he had won his wings and was fully qualified but was suddenly declared superfluous. The RCAF had trained too many pilots. But it was a different story for the RAF, and he soon found himself skipper of a seven-man Avro Lancaster bomber based in Britain. He ultimately flew 33 missions for the RAF, bringing his crew home unscathed every time.

It wasn’t until his last mission, in the summer of 1944, that things went wrong. Barely off the ground and with a huge bomb load that included a 4,000-pound “cookie” with enough wallop to level a city block, his plane’s inner starboard engine died. Standing orders required him to drop the explosives in the sea, but he could not bring himself to deny his crew a winning flush to the war.

“The plane is working pretty well,” he told them, which was all they needed to hear. They pressed on toward their target, Cologne, only to find they had also lost their navigation and targeting system. Unable to gain height because of the dead engine, the Lancaster closed on the target but drifted below squadrons of

higher-flying planes and was in danger of being bombed from above.

Mr. Brennan circled back through the fog and was flying on instinct when the targeting system suddenly kicked in. He dropped his bombs right on target and headed for home, where he was recommended for the Distinguished Flying Cross.

Back home in Calgary, after the war, he fell in love with Mary Jane Steinbach, a teacher, and preferred the idea of being a lawyer to staying in the air force. First he finished high school, then lived on an \$ 80-per-month veterans's allowance while studying at the University of Alberta. Along the way, he proposed to Mary Jane and in 1950 he graduated with both a BA and a law degree. A year later, he was called to the bar, joined the Calgary firm of Fenerty, Fenerty and McGillivray, and began to establish an expertise in civil litigation and insurance matters. He later was made partner and became a Queen's Counsel in 1965.

In 1976, he turned down an offer to join the trial division of the Supreme Court of Alberta. At that time, judges were expected to live outside their home jurisdiction but he refused to leave Calgary. A month later, the government changed the rules. He could stay in Calgary after all. Mr. Brennan served on the Court of Queen's Bench of Alberta until 1995, as a supernumerary justice for the last four years.

In 1979 Mr. Brennan first came to the attention of the public after a long trial heard to hear charges of price fixing that had been brought against the mining company Cominco. After 150 gruelling days of testimony, and \$ 1-million in legal expenses, he ruled that the giant mining company had been wrongly accused by the Crown. He said glaring inconsistencies in the landmark monopoly case revealed that Cominco's actions had been misrepresented and that the company was simply being keenly competitive.

A year later, he made headlines of a different kind by becoming known as the Pin-Pong judge. Mr. Brennan had presided over the case of Mitzi Dupree, a stripper who faced charges of lewd behaviour. Ms. Dupree, whose act was familiar to hundreds of Calgary men (but no women) was famous for propelling table-tennis balls from a certain part of her anatomy into beer mugs. In a difficult case that found the spotlight long before the days of **Court TV**, Mr.

Brennan found himself balancing morality and freedom of expression. In the end, he fined Ms. Dupree but caused such a stir that city officials had to begin enforcing a bylaw that limited body contact between exotic performers and their audience.

In all his cases, Mr. Brennan was best known for a case involving a shooting that rocked Calgary to its roots. In 1980, a shotgun blast ended the life of 19-year old Ken 'n' Cleaver waitress named Suzanne Meloche. Charged with first-degree murder was former B.C. Lions and Edmonton Eskimo football player, Raymond Enright.

As the trial date drew near, it became known that the defendant's supporters were gathering handguns to stage a courthouse siege. The police took the threats seriously and the Crown prosecutor turned up in judge's chambers with a bulletproof vest. There weren't enough vests to go around and Mr. Brennan refused to wear one, saying everyone in court must be protected. Mr. Brennan then calmly observed security experts install metal detectors, but even he was shocked to see a tactical police team on the roof of the adjacent Court of Appeal building. By all accounts, the team was braced and ready to fire.

Despite all the attention and notoriety, Mr. Brennan resolved to listen only to the evidence. It transpired that Mr. Enright was on drugs on the night of the killing and had chosen Ms. Meloche at random. In the end he sent Mr, Enright to jail for life. (In 2001, Mr. Enright was granted parole, and will remain under the surveillance for the remainder of his life.)

It was only later that Mr. Brennan discovered that he had been under round the clock police protection. The case raised questions about court house safety that remain to this day, as was seen in April when a Manitoba prosecutor received a similar threat.

"It's unbelievable the risk the police run," Mr, Brennan said in 1996. "They should be in Hollywood."

Around the same time, Mr. Brennan and his wife visited Germany, his old target from the Second World War. At Cologne Cathedral, their tour guide proudly

explained that the RAF had taken extraordinary care to spare the church and bomb only the surrounding factories. Apparently, Mr. Brennan acknowledged the church's enduring strength and then whispered, "We were lucky to find that damn town!"

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BRENNER, F/L Alfred Burrell (J7619) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2138/43 dated 22 October 1943. Born 27 February 1919. Home in Toronto; enlisted there 6 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 28 December 1940. To No.8 (BR) Squadron (non-flying duty), 11 January 1941; to No.3 ITS, 9 April 1941; graduated and promoted LAC on 16 May 1941; to No.11 EFTS on that date; to No.8 SFTS on 3 July 1941; graduated and commissioned 13 September 1941. Apparently retained there as he was not posted to "Y" Depot until 7 February 1942; to RAF overseas, 23 February 1942. Reported missing, 12 August 1942 and subsequently reported safe. Promoted Flying Officer, 13 September 1942. Promoted Squadron Leader, 3 March 1943. Repatriated 12 August 1944. To No.6 OTU, 13 July 1944. To "Y" Depot, 28 February 1945; to United Kingdom, 10 March 1945. Award presented 3 July 1945. Repatriated 23 October 1945. Released 1 December 1945. Died 10 October 2017 in West Vancouver. RCAF photos PL-25520L (left) and PL-25526 show him on repatriation to Canada at Ottawa's Union Station (with wife). RCAF photo PL-44899 (ex UK-22505 dated 5 July 1945) shows S/L A.B. Brenner following investiture congratulating W/C C.W. Northcott on his award of the DSO. RCAF photo PL-44900 (ex UK-22506 dated 5 July 1945) taken following ceremony of 29 June 1945 when some 300 Canadian (all services) were invested with awards; this shows S/L A.B. Brenner smoking on palace steps; caption says he was with a transport squadron in Belgium.

One night in February 1943, this officer, attacking in the face of fierce anti-aircraft fire, torpedoed an enemy merchant ship off the Frisian Islands. Severe damage was sustained by the aircraft, which compelled the pilot to descend to the sea and he and his crew were rescued after forty-three hours in the dingy. On another sortie Flight Lieutenant Brenner made a most determined attack on an enemy blockade runner escorted by five destroyers. Despite being hit several times by anti-aircraft fire he continued his attack, and on the return flight escorted the leading aircraft of his formation which had been severely damaged. Throughout his tour of operational duty, this officer has displayed the greatest keenness and devotion to duty.

Further to the above, No.415 Squadron's Form 540 included the following excerpts:

18 February 1943 - Hampden P1157 failed to return from operations and the crew, F/O Alfred B. Brenner pilot, FS E.L. Rowe observer and wireless operator air gunners Sergeant Allison Glass and Sergeant E.A. Vautier have been reported as missing.

19 February 1943 - Searches for F/O A.B. Brenner and crew have failed to reveal any evidence but are being continued.

20 February 1943 - F/O Alfred Brenner and crew were sighted and rescued during the late afternoon and taken to Martlesham Heath. The crew were uninjured and in good spirits. They were sighted and picked up at 1750 hours by F/O Brown who was piloting a Walrus.

These events were set in train by a shipping strike that was originally scheduled for earlier on the 18th but was delayed when one of three Hampdens crashed on takeoff, killing the crew and blocking the other two. The strike was finally launched at 2030 hours with five Hampdens bound for the Dutch coast. Three merchant ships were seen. One Hampden attacked at 2206 hours in poor visibility and intense, accurate small-calibre flak; results not observed; three others failed to locate targets and returned to base with torpedos. Form 541 narrative for P1157 (O/415) listed crew as above and gave takeoff time as 2039 hours. It then went on to describe the sortie:

Airborne Docking - Load torpedo, eight foot contact. At 2200 hours flares and flak were encountered and immediately afterwards an uncertain number of vessels were sighted through the haze. O/415 manoeuvred for attack and at 2207 the attack was carried out on two merchant vessels in echelon formation, one from port angle of attack slightly ahead of the other. The vessel actually attacked was judged to be about 4,000 tons. The two vessels were attacked in echelon in the hope that if the leading vessel was missed the other would be hit. After the attack the aircraft was forced to take violent evasive action towards the coast. Turning west again the aircraft passed over other ships which put up very concentrated fire. One of these was particularly heavily armed (possibly a Sperrbrecher). Most of damage done to aircraft seems to have come from this ship.

The two air gunners on looking back to see whether flak concentration was being maintained, sighted a merchant vessel of approximately 4,000 tons well afire in the bows. This vessel was not seen burning until convoy route had been recrossed and aircraft was on course for base. The concentrated flak so damaged the aircraft that it was forced to ditch and landed in the sea at 2257. The aircraft sank eight seconds after landing and the crew boated dinghy. At 1750, 20th February, the crew were rescued safely by Walrus and landed at Martlesham Heath.

Damage to aircraft included - rudders, fins and elevators partly shot away - perspex smashed in many places. Fuselage badly holed. Both wing tips damaged or shot away. Port engine intermittently on fire (eventually stopped). Some instruments unserviceable including compass and W.T. receiver. Starboard engine running erratically which resulted in ditching and total loss.

He was involved in a mission flown on 10 April 1943. Hampden V/415 was one of five Hampdens airborne 1632 hours. The crew consisted of F/O A.B. Brenner, FS E.I. Rowe, Sergeant G.K. Summers and Sergeant R. Zumar. Form 541 account read as follows:

Aircraft Z-J-P-V-F were airborne St.Eval in company on shipping strike. Load carried by each aircraft - one torpedo, 15-cwt. Made contact with escort Wellingtons but after flying in company with them for approximately one hour, leader in Z/415 estimated that aircraft had already passed turning position and Hampdens parted with Wellingtons. Convoy was sighted and attacked at 2031 hours. Enemy convoy was composed of Merchant Vessel approximately 8,000 tons escorted by one Narvik class destroyer and three T-19s. Intense and accurate heavy and light flak was encountered from all five ships and during the course of the attack, aircraft "P" was shot down near enemy force. All aircraft were hit considerably and "Z" was on fire and port engine was damaged. All aircraft set course for base and "Z" having sent S.O.S., aircraft "V" and "F" kept company with "Z" and ultimately rear gunner [Smith] managed to put fire out. Aircraft made landfall independently after dark and at 2330 "V" landed at St. Eval, 2344 "F" landed St.Eval, 2348 "Z" landed St.Eval, 2310 aircraft "J" landed Predannack.

The missing crew consisted of FS G.A. Cline, F/O W.B. Keown, Sergeant A.M.J. Kelly (RCAF, killed), and Sergeant J.M. Ryan.

NOTE: Public Record Office WO 208/3310 has a report dated 1 September 1942, filed on a force-landing by him in Portugal.

We left Portwreath on 12 August [1942] for the Middle East. The crew were:- Sergeant Wright, P.M.W., Sergeant Vautier, E.A. and Sergeant Newmarch, F. (all in Gibraltar). Off the coast of Portugal we developed engine trouble and were forced down on the beach at Lavos, near Figueira da Foz. We immediately destroyed all secret equipment and documents, but were unable to set fire to the aircraft. In the meantime the Fiscal Guards had arrived, but they did not interfere with our activities till we left the aircraft. They then took charge and took our personal equipment. We were escorted to the Fiscal Guards Headquarters at Figueira da Foz. The officials here got in touch with the Consul at Figueira, who arranged that we should be set at liberty on giving our parole. We reported at the Fiscal Guards H.Q. every day during the 13 days we remained there. We were repatriated to the United Kingdom at the end of this time.

He left Gibraltar on 1 September 1942, arriving at Hendon the same day.

Public Record Office WO 40/258 has a further report dated 11 September 1942 on the fate of Beaufort DD953, lost 12 August 1942, flying from Portwreath to Gibraltar. He was then on strength of the Ferry Training Flight, Lyneham. Crew as outlined above.

Pilot Officer Brenner collected this aircraft from Filton early in August 1942 and flew it to Lyneham.

At Lyneham the longest flight undertaken was a petrol consumption test lasting 7 ½ hours which was quite satisfactory.

They flew to Portwreath on 11 August 1942 to take off from there for Gibraltar.

At various times the pilot had noticed a considerable drop in revs when the magnetos were tested, but the drop became normal after the engines were warmed up.

Before taking off from Portwreath the engines had to be revved up four times

before the magnetos were declared satisfactory. However, Pilot Officer Brenner was perfectly satisfied with the aircraft before taking off.

They took off from Portreath 0530 hours GMT on 12 August 1942 for Gibraltar. After two hours' flying the petrol supply to the engines was switched from the This occurred about 40 miles off the west coast of Portugal, and course was altered by a few degrees to bring them nearer to the coast, which they intended keeping in sight from then on.

Very shortly afterwards the starboard engine cut dead. The propellor pitch was altered to coarse and the port engine revved up from 2,200 to 2,800.

They were at this time about 25-30 miles from the coast which was in sight.

An IAS of 120 knots was maintained on one engine, but height was gradually being lost. Nothing was jettisoned. The pilot tried 2-3 times to restart the starboard engine but without success.

The Portugese coast was reached quite easily and a wheels-up landing was made on the beach at the water's edge some five miles south of Figueira da Fos at 1040 hours. No one was injured in the landing.

The detonators to destroy the IFF were pressed but no explosion was heard, so the crew smashed both the IFF and ASV instrument with an axe. No attempt was made to destroy the ASV aerials.

The crew then tried to burn the aircraft. One incendiary bomb was dropped into the port wing tank. The petrol caught fire, but the aircraft was not set alight by this. The other incendiary bomb was even less effective and went out.

After breaking into the outer wing tanks with the axe, handkerchiefs were soaked in petrol and set on fire with a match and the aircraft set on fire. The fiscal guard then arrived and led the crew away.

The Syko card and flimsies were burnt, but the maps, charts, aircraft and personal log books were found by the Portugese.

The "boxes" were taken by the Portugese, but not the purses.

When the engine cut the pilot did not switch over petrol tanks and has since realised that he should have done so, as the trouble might have been due to blockage in the fuel pipe.

The crew had been together since 1 June 1942, with the exception of Sergeant Newmarch, who joined them a few days before this flight.

They were at No.5 OTU and the pilot has 125 hours in Beauforts to his credit. None of the crew had any operational experience.

RCAF file 19-10-29, "RCAF Overseas Headquarters Weekly Intelligence Reports", Volume 1 (National Library and Archives, RG.24 Volume 5230) has an account of his being shot down in February 1943 as part of a more detailed narrative respecting rescue by a Walrus of No.277 Squadron on 20 February 1943:

The rescued crew were F/O Brenner, Flight Sergeant Rowe, Sergeant Glass and Sergeant Viatier of No.415 Squadron, No.16 Group. They had been attacking a convoy off the Dutch coast in a Hampden and had torpedoed a 3/5,000 ton cargo vessel, when they were met by concentrated flak which holed the Hampden in several places. They flew for 52 minutes on the starboard engine before it packed up and the Hampden was ditched about 30 miles off Yarmouth at 2250 hours, February 18th. The aircraft sank in eight seconds together with their main rations, sailing mast, paddles, rockets and skull caps. All they had was their dinghy which operated very successfully, and their pigeon container which was rescued from the water by the Wireless Operator, Sergeant Rowe. The pigeons having dried out, were released the following morning, one at 0830 and one at 0930 hours, and as the crew had only a quart of water in the dinghy they abstained from using it, and for meals allowed themselves one Horlicks tablet each from their Aid Boxes.

They baled out the dinghy with their torch cases after removing the bulbs and

batteries which were unserviceable.

They were spotted by a Walrus crewed by one P/O Brown (pilot), P/O Shepherd and Flight Sergeant Rance (WOPAG crew) who conducted a square search. Brown was conversant with North Sea currents and soon located the dinghy while flying at 1,000 feet. The occupants were waving. Brown descended to 200 feet, dropped a smoke float and then alighted on the sea at 40 knots in glassy water conditions at 1745 hours. Shepherd threw a rope from the front hatch which fell short, but Brown cut his engine, enabling the men in the dinghy to grasp the port wing float. Flight Sergeant Rance threw another rope from the rear hatch which was secured. The dinghy was hauled to the rear hatch and the men pulled aboard. Their first remark was, "Do you know if the ship we torpedoed was been confirmed?" The report went on to state:

Although they had been in the sea 42.55 hours and had abstained from touching their water supply, they declined a drink but all enjoyed a smoke. They were surprisingly fit and well after their long exposure. Much to their regret it was not possible with seven on board to salvage their dinghy, as weight was an important factor for take-off.

The following article by Bernie M. Farnber was published in the **National Post**, 11 November 2011 under the title "Alfred Brenner, the Man in the Flying Suitcase":

It was Feb. 18, 1943, and Flight-Lieutenant (F/L) Alfred Brenner was a long way from his home in Toronto. He and his three-man crew were on a sortie off the Dutch coast in their Hampden torpedo-bomber when they spotted 12 Nazi merchant ships escorted by five destroyers.

Merchant Marine ships were basically floating warehouses that transported everything from artillery to ammunition to troops and war materials wherever they were needed for battle. Both the Allied and Axis powers did all they could to protect these ships since they were the lifeline for the fighting troops on the front.

In other words, they were prime targets. Brenner and his crew plunged down till they were flying almost level with the water, and began attacking the ships with their torpedos.

[np-related]

Known as the “flying suitcase” because of its cramped cockpit, the Hampden Bomber had already been removed from most theatres in 1942 because it was considered unsafe. Indeed, it was one of the more dangerous war planes to fly.

Brenner and his three crewmates scored a direct hit on a 5,000-tonne merchant ship, which burst into flames. Then came the return fire. As F/L Brenner told Canadian Press dispatch weeks afterwards, “All hell broke loose. Every ship in the convoy began firing at us.” Brenner’s own Hampden was badly hit. He climbed up to 2,000 feet, from which point the radio operator was able to send an SOS.

The rudder, the port engine and the wing tips were severely damaged by the flak from the Nazi destroyers. Brenner also felt an immense flash of heat from a shell that penetrated the fuselage through the bomb bays, striking the armour behind his pilot seat. The plane would soon be going down.

As the flames were creeping toward the fuel line, Brenner was able to ease his Hampden into the cold waters of the North Sea 30 miles from Yarmouth.

The plane sank quickly. But before it did, the crew members were able to inflate a rescue dinghy. Paddles, flares, sailing masts and rations went down with the aircraft, however.

Brenner and his crew used their now-useless flashlights, with dead batteries removed, to bail water from the dinghy as they floated in dangerous waters. Miraculously, one crew member had managed to save the pigeon container (carrier pigeons were on board all bomber flights, and helped save thousands of RAF personnel) — and the pigeons were dispatched back to Bomber command with co-ordinates.

Not knowing their fate, the crew members held off from drinking their only fresh quart of water. For meals, they allowed themselves one energy tablet from an aid kit that they managed to salvage.

Two days later, they were spotted by a rescue unit. The North Sea currents can be dangerous, so the rescue mission was itself a minor act of heroism. The

rescue plane skimmed into the water after dropping a smoke flare to guide its way. F/L Brenner was able to grab the rescue float and all three men were pulled on board.

The captain of the rescue flight, F/L Leonard Jack Brown, reported that the men were surprisingly fit and well after such long exposure to the elements. And despite not having had any water in two days, all three men seemed mostly interested in confirming that the merchant ship they'd torpedoed was a confirmed hit.

On Sept. 10, 1943, newly promoted Squadron Leader Alfred Brenner was awarded the Distinguished Flying Cross by His Majesty King George VI at an investiture at Buckingham Palace. The Dispatch to the medal read in part: "Throughout his [Brenner's] tour of operations, this officer has displayed the greatest keenness and devotion to duty."

Alfred Brenner returned to civilian life after the war. His eldest son, Donald Ian Brenner, became a renowned commercial pilot and lawyer, ending his career as Chief Justice of the Supreme Court of British Columbia.

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BRETZ, S/L Norman Hobson (J2975) - **Distinguished Flying Cross** - No.402 Squadron - Award effective 2 September 1942 as per **London Gazette** dated 22 September 1942 and AFRO 1653/42 dated 16 October 1942. Born in Toronto, 5 May 1913. Home in Toronto; employed by Hudson Bay Company, June 1934-October 1936 (salesman), Robert Simpson Company, Toronto, 1936-1938 (salesman), Remington Rand Corporation, August 1938 to January 1939 (salesman) and George A. Anderson Associates, January to June 1939 (salesman). Enlisted Toronto, 24 April 1940. To No.1 ITS, 24 April 1940; to Kitchener-Waterloo Flying Club, 23 May 1940; promoted LAC, 24 May 1940; to No.2 SFTS, 4 August 1940. Qualified for pilot's flying badge, 4 October 1940. Commissioned, 18 November 1940. To Station Rockcliffe, 26 November 1940. To RAF Trainee Pool, 29 November 1940. On strength of RCAF Overseas Headquarters, 16 December 1940. Posted that date to No.402 Squadron. To No.401 Squadron, 16 April 1941. To No.402 Squadron again, 21 June 1941. Promoted Flying Officer, 18 November 1941. Promoted Acting Flight Lieutenant, 14 December 1941. To No.417 Squadron, Fairwood Common, 22 December 1941. Moved to Redhill and Kenley. Promoted Squadron Leader, 17 August 1942 on posting to No.402 Squadron. To No.411 Squadron, 26 September 1942, assuming command on 28 September 1942. To RCAF Overseas Headquarters, 22 March 1943. Repatriated to Canada

via Rockcliffe, 3 April 1943. Reposted to RCAF Overseas Headquarters, 23 May 1943. To No.61 OTU, 30 May 1943. To RCAF Overseas Headquarters, 24 August 1943. Attended RAF Staff College, 27 August to 19 November 1943. To Station Digby, 28 November 1943. Promoted Wing Commander, 15 December 1943. To Repatriation Depot, 5 April 1944. Embarked for Canada, 18 April 1944. Taken on strength of No.1 OTU, Bagotville, 24 May 1944. To Station Rockcliffe, 17 November 1944. To Patricia Bay, 13 July 1945. To No.1 Instrument Flying School, Trenton, 13 September 1945. To Northwest Air Command, 16 November 1945. To Whitehorse, 11 December 1945. To Northwest Air Command, 15 April 1946. To No.2 Release Centre, 7 June 1946. Retired 8 June 1946. Credited with the following victories, all with No.402 Squadron: **8 June 1942**, one FW.190 damaged; **19 August 1942**, one FW.190 damaged; **24 August 1942**, one FW.190 destroyed; **6 September 1942**, one FW.190 damaged. Died in Aurora, Ontario, 26 December 1956. Photo PL-14714 shows him. Award presented 1 December 1942.

Squadron Leader Bretz has completed many operational sorties including four low level raids in Hurricane bombers, as a result of which, two enemy destroyers were severely damaged. During the combined operations at Dieppe on 19th August he led his squadron in four sorties and destroyed one enemy aircraft and damaged another. Squadron Leader Bretz has displayed great courage and initiative which have contributed largely to the successes achieved by his squadron.

Training: Course at No.1 ITS was 29 April to 23 May 1940. Courses in Mathematics (85/100), Armament, practical and oral (74/100) and Law and Discipline (75/100) - apparently an abbreviated course.

Course at Kitchener-Waterloo Flying Club was 27 May to 20 July 1940. Course on Fleet aircraft (24.10 dual, 24.45 solo). Ground courses in Airmanship (129/200), Airframes (150/200), Aero Engines (134/200), Signals (failed first time, wrote supplemental), Theory of Flight (72/100), Air Navigation (148/200), and Armament, oral (102/200). Placed seventh in a class of 29.

Initial course at No.2 SFTS was 5 August to 30 September 1940. Harvard and Yale aircraft (35.35 day dual, 25.30 day solo, 55 minutes night dual, 2.30 night solo). Also logged two hours in Link. "Flies smoothly and with a nice touch but appears to be slow." Ground courses in Airmanship (146/200), Armament, written (79/100), Armament, practical (75/100), Air Navigation (141/200) and Signals (49/50). Placed ninth in a class of 33. "Although not brilliant, he appears to have common sense and is dependable. Good type." Advanced flying at No.2 SFTS was 30 September to 15 November 1940 (8.40 day dual, 46.55 day solo, 1.30 night dual, 1.40 night solo). Also five hours in Link. "Unusually good type - would make excellent fighter pilot or

instructor. Very keen. Good officer type." Placed seventh in a class of 28.

Selected Assessments: "A good pilot, keen and dependable. His work with this squadron has been most satisfactory. A good type of officer." (S/L A.D. Nesbitt, Digby, 23 June 1941).

"Has been on continuous operations in fighters and Hurribombers for over two years. He will make a capable Wing Commander Flying for the Canadian Wing. Bretz required a short rest of a month. He is a fine pilot and squadron commander. Capable in all respects and commands respect." (G/C E.A. McNab, 1 March 1944).

"A sound and capable officer whose age has barred him from further fighter operations. Has passed the staff college and has a good sense of administration and discipline. Loyal and trustworthy." (G/C E.A. McNab, 17 April 1944)

In spite of the above assessments, correspondence at RCAF Overseas Headquarters indicates that he was at the end of his career as an operational pilot, in part because he was old (30). On 23 February 1944, W/C F.W. Hammond wrote to Director of Personnel; his memo read, in part, "W/C Bretz appeared before the A.O.A. 83 Group for an interview regarding his capabilities to take over the post of an Airfield Commander. He was turned down on this interview, but it is considered that at that time W/C Bretz did not realize that he was through as an operational pilot, and did not understand the importance of the interview. - It is considered that at this time W/C Bretz is at the crossroads of his career, and as he is a graduate of the Staff College, if handled correctly, he should make a good Commanding Officer or Staff Officer. - It is suggested that at your level, you might contact the AOC of 83 Group, suggesting that W/C Bretz be posted to the strength of this Headquarters, in order to save his Acting Rank, and that he be detached to one of the Fighter Airfields to gain experience, and to be assessed on his capabilities as a potential reserve Airfield Commander."

A second memo (W/C Hammond to Director of Personnel, 6 March 1944) was more direct - "When W/C Chadburn (W/C Flying, Digby Sector) became tour expired, Wing Commander Bretz was selected to fill the vacancy. Developments, however, proved that he was unsuitable to hold this position in view of his age, 30 years, combined with the fact that his tactics were found to be outdated. It is not necessary to provide a replacement, as coincidentally the Digby Wing was disbanded. - Attempts were made on two occasions to have Wing Commander Bretz accepted by the AOC of 83 Group as an Airfield Commander, but to no avail. Repatriation to Canada, therefore, is suggested. It is felt the services of the subject officer can best be used in Canada, possibly as Chief Instructor at No.1 (Hurricane) OTU in view of his administrative

ability, personality, and the fact he has participated in the Staff College.”

Note: His graduating class included the following, recommended 8 November 1940 for commissions:

R63587 LAC J.A. Thompson (later AFC)
R63959 LAC F.W. Kelly (later DFC)
R63940 LAC W.R. Wilkes
R64106 LAC R.R. Gillespie
R63954 LAC N.H. Bretz (later DFC)
R53941 LAC L.V. Chadburn (later DSO, DFC, killed in action)
R63897 LAC D.J. Smith (possibly killed)
R63938 LAC A.S. Johnston
R63899 LAC G.D. Robertson (awarded DFC)
R52634 LAC D.E. Filer (awarded DFC)
R54893 LAC G.W. Walker
R64108 LAC R.E. Osborn
R63905 LAC J.J. Lawless
R63900 LAC W.W. Ames
R63598 LAC F.J. Holley
R63917 LAC W.H. Irwin
R63540 LAC R.K. Roulston (Mentioned in Despatches)
R63898 LAC W.H. Boswell
R63907 LAC A.G. Careless
R56848 LAC D.W. Jenkin

The following is from <http://www.bretz.ca/GenWeb/html/bretz/narratives/4/> which includes many photographs:

On the 24th April 1940, Norman Bretz (1913-1956) joined the Royal Air Force, and was a member of the first class under the British Air Commonwealth

Training Plan. He took his instruction at Kitchener and received his wings at Uplands on October 7th, 1940. (He stood seventh in his class). His R.C.A.F. number was J2975 and he was post as a P/O on November 18th.

Most of these fellows wanted to go overseas to join the war effort testing their new skills as fighter pilots; however, many were assigned to be pilot instructors at the newly developed air bases in Western Canada where they now were training pilots from Australia, New Zealand, England and Canada. Surprisingly, Norman got his wish and was amongst the first 10 graduating pilots of the BCATP to arrive in Britain in December 15th, 1940, and assigned to the No.112 Fighter Group under the command of Sqdn. Ldr. Gordon MacGregor at RAF Digby. Norman arrived only a few months after the Battle of Britain (July to September, 1940).

Throughout this time, the group had been part of the Royal Air Force. However, Canada pressured to have its own Air Force presence and shortly afterwards the R.C.A.F. units were assigned their own squadron numbers (401 to 430). Norman's unit was renumbered as No. 402 Squadron, nicknamed the "Bear" squadron, in March 1941. The unit was then re-equipped with the Hurricane Mk II in May and Hurricane Mk IIBs in June. With these, the group began training to become the first "Hurribomber" (Hurricane IIC) unit, commencing operations in this role in November, carrying pairs of 250-pound bombs beneath the wings.

The squadron was still under the command of Sqdn. Ldr. Gordon MacGregor of Montreal who had received a D.F.C. during the Battle of Britain. Norman also spent some time during 1941 with the 401 "City of Montreal" Squadron. Later, Sqdn. Ldr. Bob Morrow of Toronto and Vancouver took over the 402 Squadron and was awarded the D.F.C. for the protective circle his Squadron formed during the rescue attempt of the Irish Ace Squadron Leader Paddy Finucane who was shot down in the English Channel by machine gun fire from the ground.

Until September 1940, the German Luftwaffe had been bombing the R.A.F. and R.C.A.F airfields but subsequently concentrated on the cities of London, Birmingham, Brighton and many others. This period was also called the 'Blitz' by the Britons fighting the many fires and dealing with the random bombing of these large cities. As the Germans wanted to destroy the shipping, the East End of London was severely damaged. (My sister working in the the Grain Exchange (Lakeshippers Clearance) during the mid-1950's had an English friend 'Moira'

who had severe facial burns which occurred during the Blitz fires).

A newspaper clipping from the time describing the early successes of the Canadians:

RAF SQUADRON BAGS ONE PLANE, ANOTHER IS HIT

Belleville and Kirkland Lake Fliers

Share Glory in Sweep Over France

WORK IS PRAISED

Somewhere in England, September 28, 1941 - (CP) - A group of representatives of Canadian newspapers were given an opportunity Saturday to talk with pilots of a Royal Canadian Air Force fighter squadron returning from a sweep of Northern France, in which they destroyed one German fighter and possibly damaged a second. After lunching at a famous sea-side resort, now almost deserted except for local residents, the Canadian party went to the fighter station and waited on the field to greet the pilots as they stepped from their Hurricanes.

Squadron Leader V. B. Corbett of Belleville and Sergeant Pilot George McClusky of Kirkland Lake shared credit for the plane destroyed. Flying Officer Fred Kelly of Toronto saw another pass through the line of his machine-gun fire and possibly "messed it up" enough to place it in the "damaged" category.

The plane shot down, a Messerschmitt 109, was the second confirmed victim of the Canadians' fire since they moved into this station a little more than one month ago. They also have six probables and two damaged, not including Saturday's one.

The newspaper representatives, who were disappointed earlier in the week when operations at a bomber station they visited were cancelled due to bad weather, spent an interesting afternoon with the fighter pilots.

Welcomed by Commander

They were welcomed at the station by its commander, an R.A.F. officer, who

praised the work of his Canadian pilots, saying they "are grand chaps" and first-class pilots with an excellent record, considering the short length of time many of them had been on operations.

The visitors learned of the "splendid co-operation" given by the young Canadians and how they had quickly made themselves at home. As the fighters began to arrive back from over France, the newspapermen singled out men from the parts of Canada they represent and got personal stories of the day's engagements from the beaming pilots, who posed for pictures before removing their Mae Wests.

The plane piloted by Pilot Officer Norm Bretz, Toronto, was the first to appear over the field, and Pilot Officer Brad Walker, London, Ont., let out a cheer when he distinguished the lettering on the streamlined Hurricane. "K for Kitty, and all in one piece, too," he said, explaining it was the plane he usually flies, "but I loaned it to Norm for a day."

Corbett and McClusky landed at almost the same time, and pilots and newspaper representatives soon gathered around them when it was learned they had shot down an enemy craft.

Bishop R. J. Renison of Toronto, who was the padre of Corbett's squadron before it came to England, was among the first to congratulate the squadron leader.

Halved the Plane

Corbett did not know he had "halved" the plane until he landed. "I just shot at it and it ran out of my sights, going down," he said. McClusky, who, like Corbett was claiming his first confirmed victim of the war, said he was on Corbett's tail, and followed the Nazi craft down, firing all the time. "I saw smoke pouring from him, and then the pilot seemed to roll out from the side. His parachute opened up and he went down just like a mushroom."

"It was just like in practice," the Northern Ontario boy said, excitedly. "It was really swell."

Flying Officer Brad Foster of Montreal, who "got in two good shots" at a Messerschmitt, said there was lots of flak and considerable fighter opposition on the way to the target, but that it was "pretty quiet" coming home.

A number of the pilots brought down their machines at other stations to refuel, and landed on their own field as much as an hour later. Kelly, who was one of these, said the German plane flew right in front of his machine guns and "must have taken everything I had."

Nearly all the other pilots on the sweep, including Flight Lieutenant Harry Crease, Windsor, Ont.; Pilot Officer Bill Pentland, Calgary; Pilot Officer Syd Ford, Liverpool, N.S.; Sergeant Butch Handley, North Bay; Sergeant Jerry MacKay, Rock Island, Que., and Sergeant. K. Magee, Moncton, N.B., saw some sort of action.

Tea With Officers

After spending about ninety minutes at the field, the newspaper representatives went to the officers' mess for tea. The mess was in a huge house built at the time of Ann Boleyn, and is considered by the pilots to be one of the best in the country.

Henry G. F. Christie, Saint John, N.B., thanked the officers on behalf of the visiting group, congratulated them on the day's success, and wished them luck in future operations. The party spent another half an hour talking to pilots on the spacious lawn surrounding the mess, then drove back to London.

Earlier in the day they had their first look at Britain's coastal defenses, a distant view from a hotel window during lunch, of barbed wire entanglements along a beach.

Another visit in the crowded day was a brief stop at a recruiting center for women war workers. Men and women were driving about the town in loudspeaker cars drumming up volunteers, and girls were sitting at the windows of the center, making wireless parts for tanks.

The Canadians were told that the need for more women workers is great.

Finally, upon arriving in London at night, the Canadians had a private dinner, then went to the Ministry of Information for a showing of the film, "Target for Tonight" and a number of documentary pictures.

They spent Sunday as they chose, not having an official schedule for the day.

Norman was promoted rapidly from Pilot Officer to Flying Officer to Flight Lieutenant (and Acting Squadron Leader in the absence of his Squadron Leader Bob Morrow). His log book records many dog fights and later under the command of Sqdn. Ldr. Bob Morrow, commenced low level bombing raids on the rail yards and German airfields in France.

This log records of this low level flying showed that they crossed the channel at zero feet and flew overland at treetop level having to watch for church steeples for fear of losing their wings. With this hedgehopping, they often dropped their bombs at zero, ten, twenty or more feet bringing cinders in their undercarriages to their home base. A definite possibility of blowing themselves up. The very next day, they could be flying at 30,000 feet encountering enemy fighter or bombers.

On the bright side, these pilots occasionally were stationed in stately English country homes with large estates and they returned after these missions to comfortable surroundings. Some did not. Most often, though, they were stationed in barracks on the Air Base (which were not too comfortable as they were cramped, cold, damp and probably drafty). They seemed to always be 'at ready' which meant that they were dressed in flight suits and ready to fly at a moment's notice. Occasionally, there was a weekend's leave in the nearest town.

In March 1942, the Squadron resumed its fighter role and moved to RAF Colerne and converting to Supermarine Spitfire Mk Vbs.

In June or July, 1942, Norman was Acting Squadron Leader of the 402 City of Winnipeg Squadron, when Air Marshall Billy Bishop arrived overseas to visit the only all Canadian fighter squadron in Britain at that time. Great propaganda stuff which was used by the Canadian Press. Shortly before this visit, Norman's Acting Status was made permanent.

Cross-Channel sorties from various bases followed, notably RAF Kenley and RAF Redhill, until August when it received Spitfire Mk IXs, employing these over Dieppe on 19th of August.

For the Battle of Dieppe, along with many other R.A.F. and R.C.A.F. squadrons, Norman led four separate flights to defend the Canadians attempting to land on the Dieppe beaches. What a horrible and disastrous attempt which, in retrospect, the military commanders obviously made a mistake (sacrifice). But without the air cover, it may have been worse.

Norman and his pal, Sqdn. Ldr. Lloyd Chadburn of the 401 Squadron and a couple of others were decorated with the Distinguished Flying Cross or the Distinguished Flying Medal for the fighting at Dieppe. They were summoned to appear on December 1, 1942 in dress uniform at St. James Palace to be presented their award by King George VI. (Norman wrote that he was "down to London to meet King Rx - really not too bad of a chap"). No doubt, there were a large number of awards to pilots in the R.A.F. and the R.C.A.F at the same time.

AIR FORCE, NAVY HAD BIG SHARE IN OPERATIONS

Nine Flyers Have Been Rewarded For Their Work So Far

Ottawa, Oct. 2, 1942 — (CP) — While Canadian army men were in action in the battle of Dieppe last August, Canadian flyers and Canadian naval personnel also played a part in the big combined operations attack. National defence headquarters today announced 178 decorations to army men who were in the hard-fought battle.

So far nine Canadian airmen have been decorated, though their awards were not directly related to the battle of Dieppe and some of the citations referred to service in other operations as well.

Some 100 officers and men of the Canadian navy, serving with the Royal Navy, were aboard ships engaged in the operation and although no naval decorations for Canadians have yet been announced, there is a possibility there will be some.

Airmen whose citations mentioned service at Dieppe were: Acting Squadron-Ldr. B. Chadburn, of Aurora and Oshawa, Ont.; Acting Squadron-Ldr. Norman H. Bretz, of Toronto; Flying Officer T.A. Casey, of Listowel, Ont.; Flying Officer Donald T. Smith, Oakville, Ont.; Acting Squadron-Ldr. Leslie S. Ford, of Liverpool, N.S.; Pilot Officer J.W. Reynolds, Pembroke, Ont.; Acting Squadron-Ldr. John C. Fee, of Calgary, and Acting Flight-Lieut. Frederick E. Green, of Toronto, all of whom received the Distinguished Flying Cross; and Sgt. Clarence G. Scott, of Tisdale, Sask., who received the Distinguished Flying medal.

Other decorations for Canadian airmen as a result of their Dieppe services may yet be announced. Both the Canadian airmen and naval personnel who were at Dieppe were under British command although several all-Canadian air force squadrons took part.

Back home Norman was in quite a few papers in Toronto and Winnipeg. I recall being told by Bill Bretz (Norm's Cousin) that in probably 1945, he was in downtown Toronto with Norm, both in uniform, and he was amazed by the startled look of other Air Force personnel when they saw his rank and decoration. An immediate salute followed such encounters.

In the fall of 1942, they continued their offensive into France/Holland as well as escorting (circus) as far as they could, the British and American bombers beginning to fly into France and Germany. Later, in some newspaper articles, S/L Lloyd Chadburn was referred to as the "The Angel" by the American bombers crews who welcomed his squadron as their escorts on German bombing raids. Their defense of these bombers was most effective.

Late in 1942 or early 1943, Norman. was transferred as Squadron Leader of the 411 Fighter Squadron (City of North York) somewhat north of where he was previously stationed (I believe RAF Digby). He described the new location as a little more quiet and that he missed his old squadron.

In the fall of 1943, he returned to Toronto on leave for about a month (and he was the R.C.A.F. representative for the 4th War Bond Drive and later had his picture taken with the Minister of Air, Hon. Charlie Power commenting why 'Canada should have its own Air Force') He went back overseas to attend the "R.A.F. 10th

War Course" in November, 1943. Then he was appointed to be Wing Commander of the 416 & 402 Fighter Squadrons, which had been earlier, Lloyd Chadburn's Wing. (416 City of Oshawa & 402 City of Winnipeg).

His letters indicated that at this point in time he was not as aggressive a fighter pilot compared to what he may have been at an earlier time (although some books have stated that he was not a very good shot). Now, he seemed to be more of a 'Mother Hen' to the fighter pilots in his command as his primary concern seemed to be that they safely return to their base after each flight. One of his letters stated that keeping 18 planes in the air was a great deal of responsibility.

At this time, his Spitfire Mark IX (1300 HP with speeds of 350-400 MPH) showed his own initials "NHB" which enabled him to move from Squadron to Squadron without difficulty. However, Air Command frowned on the practice of personal identification for reason that the plane and pilot became a prime target for the German Luftwaffe. (the same idea that the Red Baron was a target during W.W. I).

Norman was 'Wing Commander' of these two squadrons until May, 1944 when he was recalled to Canada. His War Records from the Archives indicate that he was now 'too old' at age 31 to continue in active combat.

As he was not with the 402 Squadron at the time of the Normandy Invasion, he was deeply saddened by the death of his good friend, Wing Cmdr. Lloyd Chadburn D.F.C., D.S.O. & Bar, in a mid-air collision with another Spitfire during takeoff, in France, about ten days after the Normandy Invasion. This loss deeply distressed Norman for a long time afterwards as the two of them had been in the Air Force together since their first classes at Kitchener and Uplands.

Squadron Leader Lorne Cameron of the 402 City of Winnipeg Squadron was shot down about a week after the Normandy Invasion and became a prisoner of war. I believed he escaped and returned to the Squadron to take it into Germany. Squadron Leader Lorne Cameron had earned both the Distinguished Flying Cross and the Bar (receiving the same award twice). Following the war, he became a very successful financial person with James Richardson & Sons Co, (I believe a Vice President) who retired to Victoria, B.C. after a distinguished career. His brother, Don Cameron, (also an R.C.A.F. veteran) was the Personnel Manager of the Great

West Life. With some coincidence, I work with his son-in-law, Claude DeGagne at the Teachers' Retirement Fund. Also, I was a 'Toastmaster with. one of Lorne Cameron's staff members, John Tyler, who had grown up in England during the war years who recalled having sat in the cockpit of a Spitfire (a little too young to be a participant).

Strange as it may seem, when Norman arrived in Canada in May, 1944, his brother Howard was being transferred as a CANLOAN officer to the Welsh Regiment, the Monmouthshires, and these brothers arrived in Halifax at the same time. Although they didn't get to see each other, they did have the opportunity to talk to one another on the telephone. Howard then sailed for Britain to join his new Regiment for the Normandy Invasion.

Shortly after returning to Canada, Norman was assigned to be the Chief Flying Instructor at CFB Baggotville, Quebec and then become the O.C. at CFB Rockcliffe, Ontario. Norman then became the Base Commander at Lachine, Quebec, setting up the No. 1 Repatriation Centre for the expected returning Airmen after the hostilities had ceased. These changes all occurred within a very short space of time.

There wasn't much written to my mother about this time probably because the base was extremely busy in the following months from August 1944 to August, 1945. My grandfather wrote to my mom explaining that occasionally Norman or some other Officer would venture by train to Halifax or New York to escort returning air force personnel to Lachine, Quebec for demobilization.

My grandfather also wrote in 1945 that one weekend from Friday to Sunday, the Base staff processed 1800 Discharge Certificates. He also mentioned that there was some rumour that Norman was to be made a Group Captain, which suggestion he said in the same letter, 'was not true'.

There is a picture which I reproduced showing a Garden Party at the base with Canada's Governor General (Lord & Lady Byng) as guests of honour.

Norman remained there as Commanding Officer until August, 1945, when he

married Elizabeth Bie, (born at Moose Jaw and lived on the family farm at Belle Plain, Saskatchewan; who had received her B. A. Degree at the University of Saskatchewan and her Master of Arts Degree in Seattle (major in education - specializing in sociology and personnel work and later taught at Moose Jaw Technical High heading the Health and Phys Ed departments); a senior W. D. Officer - formerly Assistant Adjutant at Dartmouth and they were posted to Whitehorse, Y.T.

Elizabeth had resigned from the Air Force when she was married to Norm. He was Commanding Officer at Whitehorse when the U.S.A.F. had their "Handing Over" ceremonies to turn the Air Force Base over the Canadian Government. Their duty often included air patrols over the Queen Charlotte Islands and Aleutian Islands. Norman had rounded out the hours in his Log Book at 1,000 hours -- about three quarters overseas in England in a theatre of war. Amazing (and good fortune) that he survived.

I was told by Irene Bretz last summer (1991) that Norman had a girlfriend before leaving Canada in 1940. Norman wrote to my Mom that it was his intention not to marry until the end of hostilities (which was not unusual for fighter pilots) . His girlfriend decided not to wait and married someone else. This was shattering to Norm. Apparently this girl's marriage was not great and Irene described the later consequences as being four destroyed lives.

In the Spring of 1946, Norman received his discharge from the R.C.A.F. and they returned. to civilian life, moving to Aurora, Ontario; buying a very large three storey turret style home from Mrs. Allen, the mother of the late Wing Commander Lloyd Chadburn. She helped to arrange the financing for the house. Unfortunately, Norman didn't obtain, a regular civilian job but rather hired a housekeeper, and rented rooms (and board) by the month to fellows who were working with the Ontario Hydro north of Toronto (when Norman died, he left the use of the house to the housekeeper for as long as she would want it - and I stayed there in 1963 with two other fellows).

In 1946 Norman was also presented with a "Hero's Scroll" by the Mayor of Toronto indicating that his name had been placed on the 'Honour Roll of Heroes' of the City of Toronto for all time as an example to others of the dedication and courage displayed by Canadians in a time of conflict or war.

It is now well known after the many wars fought from the 1950s to the 1980's including the Korean, Vietnam and now, the Gulf War, that those participants (Army, Navy or Air Force) members suffer a great deal of Battle Fatigue or irreconcilable stress after the conflict has ended and they are returned to civilian life. Our society in the eras following the First and Second World Wars were either unaware or were unsympathetic to those returning from the battlefield. The Department of Veterans Affairs made disability claims most difficult for those needing help (either mentally or for physical wounds).

As a consequence, many combatants did not have the assistance they needed nor any government to help them deal with the stressful horrors of combat. However, most were able to return to their former employment and their families, blocking out the horrific past. Sadly, there were some who were not as fortunate in these circumstances nor their abilities to rationalize their past roll of the soldier/sailor/airman and to resume a regular type of employment and civilian lifestyle. Such misfortune probably befell my uncle Norman as he was one of those who could not adjust to civilian life. He soon after became addicted to alcohol.

As my Aunt Elizabeth was already in her late thirties when they married and Norman was about six years younger than she was, they had no children following their marriage in 1945. They did, however, find themselves socializing too much and both became alcoholics.

During their first visit to Winnipeg that I can recall, about 1951, in a small British made Anglia car, it was obvious that they were (moderate) alcoholics at that time. This situation continued for a number of years (I'm not sure whether or not Norman was having difficulties dealing with memories of the War) but Elizabeth did travel again to Winnipeg at least once before their deaths in 1956.

It seems that at home in Aurora, Ontario, Elizabeth was apparently having difficulty sleeping and regularly took sleeping pills to assist her getting rest. Sadly, in the spring of 1956, with the combination of the sleeping pills and the alcohol, she died in her sleep.

Her death deeply affected Norman. as he felt very responsible in causing it. He came to Winnipeg for two or three weeks to stay with his sister and brother; and I recall as a 15 year old boy, I gave up my room to him and catered to his needs as

he requested them. He was a rather handsome fellow in his Blue and. Aviation. sunglasses which were exemplified. with. his personal Blazer habits of smoking cigarettes with a silver tipped cigarette holder and a silver cigarette case. He seemed to be most humble type of person at this.

In addition to his alcoholism, he suffered, greatly from weeping eczema on his legs which were always wrapped in elastic bandages. I helped change these bandages every day and my mom washed them for reuse. I realize that Eczema is an external form of body stress (as both my mother suffered and I suffer from the same skin problems).

Norman had all the known afflictions of an alcoholic which I found very sad (even when I reflect on this situation today). He hallucinated in the depths of alcohol and received very little nourishment in the form of meals. He obviously lost the will to live as his life fell apart. He was one of the only two uncles I had, and I really didn't know him at all (or not well enough).

The Bretz family was always most gracious as I never heard any member swear nor did they say derogatory remarks about others. I never, ever saw my Mom cry. We seem to have had a very small family on both my mother and father's sides. I later got to know Uncle Howard quite well for which I am grateful. I want to maintain contact with my Aunt Jean and my three cousins and even the three Bretz girls in Toronto (if they'll let me write). Betty Friend (nee Bretz), Bill's brother did not communicate with him for many years before he had his stroke and a second stroke, when he died. Very sad.

Uncle Norman told me at the time he stayed with us in 1956 that he went all through the war without a bullet touching his plane. (his log book shows only one entry when he stated "had my tail shot off today - shakey do").

I will always remember that we took him to St. Luke's Anglican church (where we were choirboys/Alterboys/Cross Bearers and. Bell Ringers with Dr. Herbert White and Later (Captain) Herb Belyea - school teacher) whose white haired pastor was Rev. Canon John (Jack) Clough who had been a Padre during the Normandy Invasion (with the initial invasion force) and throughout Europe. I have read about Canon Clough in various books. He welcomed my uncle into his church and escorted him to a pew near the front of the church. He spoke of the honour and

respect he had, not only for Norman, but also for all those fellows who had endured the horrors of battle.

Canon Clough told Norman that he would always be welcomed in his church. (Canon Clough died only two or three years ago about 1989 in Ontario). The father of one of the choirboys, Harry Gore, was a frogman during the war. While we were choirboys at St. Lukes, we received Christmas gifts from (I'm told formerly of the Winnipeg Rifles) Colonel Edgar and his wife who had no children. He was a First World War veteran who lost his leg in battle. Another person who sang bass with us in the choir was Bill Empy who had a shrapnel wound in his neck while serving in a tank in Europe. He was a CNR machinist.

Before Norman was to return to his home in Aurora, Ontario, in 1956 he asked my Mother and Dad whether or not I could come there for the summer to help around his house with the lawn, groceries and painting (although he still had his housekeeper). Unfortunately, my Dad would not permit me to go there (probably because of his alcoholism - he had burned a hole in our chesterfield and my parents probably feared for my safety).

Norman died on Boxing Day, 1956, at age 43. He was given full military honours at the funeral ceremony with a flag draped coffin and he was buried beside his wife, Elizabeth in the Aurora cemetery. There was an autopsy for the cause of death (but there really was no need).

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BREWER, P/O Denis Leonard (C85792) - **Distinguished Flying Cross** - No.426 Squadron (POW) - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 19 July 1923. Home in Vancouver; enlisted in London, England, 17 February 1942. Trained as a Wireless Air Gunner overseas and promoted Sergeant, 25 June 1943. Commissioned 31 March 1944. Promoted Flying Officer, 31 August 1944. Taken prisoner 15/16 October 1944. Safe in United Kingdom, 11 May 1945. Repatriated 9 July 1945. Retired 12 October 1945. Award presented at Esquimalt, 21 July 1956. 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.4431 (RG.24 Vol.20649) has recommendation dated 18 August 1944 when he had flown 24 sorties (123 hours 50 minutes), 5 January to 27 July 1944.

This officer has taken part in 24 operations over enemy territory including Stettin, Leipzig, Stuttgart, Frankfurt, Boulogne, Hamburg and Berlin, some of Germany's most heavily defended areas. Once while on a mission to Berlin and again on a mission to Schweinfurt, this operator found his aircraft detection apparatus to be failing. With unstinting efforts on both occasions, he worked in the rear of the aircraft while it was being bounced around by flak, and being chased by fighters, until his work was completed and his set operating efficiently. He thereby set one of the finest examples of air work in the history of the squadron, and contributed to a great extent to the safe return of the aircraft.

The sortie list was as follows:

5 January 1944 - Stettin (8.30)
20 January 1944 - Berlin (6.20)
19 February 1944 - Leipzig (7.30)
20 February 1944 - Stuttgart (7.45)
24 February 1944 - Schweinfurt (8.05)
7 March 1944 - Le Mans (4.55)
18 March 1944 - Frankfurt (5.15)
19 May 1944 - Franceville (4.30)
22 May 1944 - Le Mans (4.40)
27 May 1944 - Bourg Leopold (5.20)
31 May 1944 - Air Sea Rescue (3.30)
2 June 1944 - Neufchatel (3.35)
6 June 1944 - Houlgate (4.30)
6 June 1944 - 9/Q3 (4.30 - what is this ?)
8 June 1944 - Mayenne (5.00)
12 June 1944 - Cambrai (4.35)
15 June 1944 - Boulogne (3.25)
24 June 1944 - Bamieres (3.45)
27 June 1944 - Foret d'Eawy (4.15)

4 July 1944 - Biennais (3.40)

7 July 1944 - Caen (4.35)

15 July 1944 - Nucourt (4.15)

23 July 1944 - Donges (5.40)

28 July 1944 - Hamburg (6.00)

When shot down he was in No.408 Squadron. The website "Lost Bombers" provides the following information on this sortie. Lancaster NP773 (EQ-M), target Wilhelmshaven was airborne at 1722 hours, 15 October 1944 from Linton-on-Ouse. Crew consisted of F/L F.L.Smart (RCAF, POW), Sergeant D.E.Morris (POW), F/O J.J.Wolfe (RCAF, killed in action), F/O R.A.Roman (RCAF, POW). P/O D.L. Brewer (RCAF, POW), Sergeant D.S.Davies (RCAF, POW), Sergeant L.J.Dupont (RCAF, POW).

DHH file 181.001 D.24 has his "Loss of Aircraft" questionnaire which states this was his 25th sortie as Wireless Operator. Narrative as follows:

Took off from Linton, set course. Listened out to base and group. Kept watch on Fishpond, all W/T equipment OK. Started windowing at the appointed time. Passed all times from W/T to Navigator. When nearing target I filled up the space round WOP's position with Window. Was preparing to go back and watch photo flash when pilot ordered the crew to bale out. I immediately picked up my chute and clipped it on. Pilot called us and said, "Hold on, don't bale out. I think she is going to be OK." I resumed windowing and removed chute and laid it on the WOP desk. Pilot called up, "Quick, bale out, the controls have gone". Previous to this the Bomb Aimer was giving instructions to pilot who was unable to comply. I immediately replaced my chute and removed my flying helmet. The Bomb Aimer and Navigator had baled out through front hatch; I turned to bale out but before I could get out I was pulled down onto floor by force of "G" and one of crew, presumed pilot, was also forced down on top of me. I caught my left foot by WOP's chair and was hanging out from waist. Pilot went out over my back. My head was very clear, no ill effects from lack of oxygen while hanging from aircraft. My head kept hitting underside of aircraft. Tried to get back in but was unable to; tried to get out but couldn't disengage my foot. I could see the Target Indicators and the centre of the target. Pulled rip cord and the chute pulled me out, dislocating my right arm. Chute got caught on aircraft and was damaged, left shoulder strap broken, silk torn. Came out in chute, descended in centre of cascading Target Indicators. Next I saw the ground rushing up, turned in chute to land. Landed OK, buried chute, harness, mae west. Evaded for three

days.

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BREWSTER, S/L Donald Alexander (C9888) - **Mention in Despatches** - No.143 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 in Kitchener, Ontario, 26 August 1913. Home in Fernie, British Columbia; teacher of shop and technical trades; enlisted in Vancouver, 16 January 1942. Taken on strength of School of Aeronautical Engineering, Montreal, 31 January 1942; to No.8 BGS, Lethbridge, 12 July 1942; promoted Flying Officer, 16 July 1942; to "Y" Depot, Halifax, 16 September 1942; to Britain, 2 October 1942, arriving 18 October 1942; to No.421 Squadron, 29 October 1942; promoted Flight Lieutenant, 17 April 1943; to No.126 Airfield, 9 July 1943; to No.127 Airfield (Wing), 14 July 1943; promoted Squadron Leader, 17 April 1944; to No.143 Wing, 17 June 1944; arrived in France, 3 June 1944; to Britain, 26 August 1945; repatriated to Canada, 26 September 1945; released 21 November 1945. Postwar consulting engineer in Vancouver. Died 2 February 1963 in Vancouver. RCAF photos PL-40742 and PL-40743 (ex UK-15953 and UK-15954, dated 30 November 1944) is captioned as follows: "S/L Don Brownlee of Ottawa, the Wing administrative officer (left), and S/L Donald Brewster of Fernie, B.C., the chief technical officer, look over the possibilities of a prange German hangar as a source of lumber and materials for airmen's quarters. In the background is a Messerschmitt, stripped bare by the blast which ruined this hangar and behind that is a new airmen's mess hall built from salvaged equipment." RCAF photo PL-43521 (ex UK-20841 dated 21 April 1945) is captioned as follows: "The Canadian Typhoon Wing moved recently onto an airstrip just vacated by the Luftwaffe. Several FW.190s were left around the field, many of them booby-trapped with high explosive charges. In this case, S/L Donald Brewster of Nelson, B.C., the Chief Technical Officer, points out to his chief maintenance N.C.O., Flight Sergeant A.L. Pedley of Perth, Ontario, and F/O F.H. Price (RAF), who is in charge of the salvage unit which moved the aircraft from the perimeter track, just where the detonator had been removed by the bomb disposal squad." No citation in Canadian sources. Public Records Office Air 2/9056 has recommendation for an MBE which appears to have been downgraded to this MiD, but which **might** have been the basis of his later OBE.

This officer took over the duties of Chief Technical Officer of the Wing in April 1944. It had only been formed a short time and the Maintenance Section was in a disorganized state. As a result of his excellent organizing ability and energy the standard of maintenance was soon placed on a very high level. Squadron Leader Brewster has made a splendid contribution to the operational efficiency of the Wing.

BREWSTER, S/L Donald Alexander (C9888) - **Officer, Order of the British Empire** - No.143 Wing (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. No citation. Award presented 29 January 1947.

An insight on his work is provided by evidence presented at an accident investigation following the fatal crash of Warrant Officer Carl Joseph McConvey, No.440 Squadron, at B.9 on 16 July 1944 (Typhoon MN703).

On July 16, 1944 at approximately 1915 hours I was sitting outside the mess when I heard a terrific explosion close by. In company with the Commanding Officer I proceeded to the scene of the accident immediately. On arrival on the scene it was obvious that Typhoon MN703 had struck parked Typhoon aircraft MN633 after which one bomb (1,000 pounds) carried by MN703 exploded resulting [in] the complete disintegration of MN703 and MN633, being a category E casualty. Crews were organised to put out the fires and clear away the debris. Then, in company with Flying Officer Walsh (Engineer Officer 6439 Echelon) I traced out the path of the aircraft MN703 from its starting point at the end of the takeoff strip to the point of impact. The accompanying sketch illustrates this path. As a result of the explosion Auster aircraft NJ674 was damaged, category AC, by spraying debris. In my opinion the aircraft was completely intact prior to the time of impact with the second aircraft (MN633). All relevant entries in the aircraft Form 700 and log books were examined and found to be in order.

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BREWSTER, F/O John George Richard (J35244) - **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 10 December 1916. Home in Vancouver; enlisted Hamilton, 15 June 1942. To No.5 Manning Depot, 26 July 1942. To No.1 SFTS, 19 September 1942 (guard duty). To No.6 ITS, 9 January 1943; graduated and promoted LAC, 19 March 1943 but not posted to No.4 AOS until 17 April 1943; graduated and commissioned 3 September 1943. To "Y" Depot, 17 September 1943; taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Promoted Flying Officer, 3 March 1944. Repatriated 23 November 1944. To Western Air Command, 10 January 1945. Retired 5 March 1945. Award presented at Sea Island, 22 October 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.2988 has recommendation dated 20 October 1944 for J35244 F/O Reginald Victor Brewster, navigator. This was an error at the squadron level; official RCAF officer lists show no R.V. Brewster. As of recommendation he had flown 33 sorties (161 hours 55 minutes), 16 June to 14 October 1944.

This officer, the Navigator of the crew captained by Flying Officer Nixon, has since June 1944, made thirty-three operational sorties over enemy territory including several long distance targets which called for a high degree of navigational ability.

Flying Officer Brewster has at all times displayed outstanding ability and a strong sense of duty, and he holds a fine record of achievement in the squadron. His untiring devotion to duty in moments of danger has been largely responsible for the successful completion of his crew's many sorties, and by his example of cheerful courage, has maintained a very high standard of morale among not only his crew members, but the squadron in general.

I consider that this officer in every way fully merits the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

- 16 June 1944 - Sautrecourt (4.20)
- 17 June 1944 - Oisemont au Neuville (4.40)
- 21 June 1944 - Oisemont (4.50)
- 24 June 1944 - Bonnetot (4.25)
- 25 June 1944 - Gorenflos (4.30)
- 27 June 1944 - Wizernes (4.10)
- 28 June 1944 - Metz (6.50)
- 4 July 1944 - Villeneuve St. George (6.25)
- 6 July 1944 - Sautrecourt (4.45)
- 12 July 1944 - Acquet (3.55)
- 18 July 1944 - Caen (4.35)

28 July 1944 - Hamburg (5.20)
30 July 1944 - Villers Bocage (4.50)
3 August 1944 - Foret de Nieppe (4.15)
4 August 1944 - Bois de Casson (4.30)
7 August 1944 - Lorient (5.30)
8 August 1944 - Foret de Chantilly (4.35)
9 August 1944 - Foret de Croc (4.10)
12 August 1944 - Mont Richard (5.20)
15 August 1944 - Soesterburg (3.45)
16 August 1944 - Kiel (5.45)
18 August 1944 - Connetre (6.05)
25 August 1944 - Brest (5.45)
28 August 1944 - Brest harbour (4.10)
31 August 1944 - Ile de Cezembre (4.55)
23 September 1944 - Domburg (3.15)
25 September 1944 - Calais (3.50)
27 September 1944 - Duisburg (5.15)
28 September 1944 - Cap Gris Nez (3.50)
6 October 1944 - Dortmund (6.00)
9 October 1944 - Bochum (6.20)
14 October 1944 - Duisburg (5.20)
14 October 1944 - Duisburg (5.45)

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BRICHTA, FS Philip Sibbald Ogilvie (R72563) - **Distinguished Flying Medal** - No.419 Squadron - Award effective 16 June 1942 as per **London Gazette** dated 22 September 1942 and AFRO 1653/42 dated 16 October 1942. Born in Myrtle, Ontario, 4 January 1911. His father, Lieutenant Geoffrey J.O. Brichta, Canadian Mounted Rifles, was killed with No.16 Squadron, Royal Flying Corps.16 March 1917. Primary education was at Wellington College, England, 1924-1928. Accountant before the war. Enlisted in Toronto, 12 August 1940 and posted to No.2 Manning Depot, Brandon. Posted to No.4 Training Command, 18 September 1940. To No.2 ITS, Regina,

19 September 1940. Promoted Leading Aircraftman, 27 November 1940 and posted to No.7 EFTS. Ceased training, 27 December 1940 and posted to No.1 Manning Depot, Toronto. Posted to No.5 AOS, 31 January 1941; to No.4 BGS, 26 April 1941; to No.1 ANS, 7 June 1941. Promoted Sergeant, 9 June 1941. Embarked for overseas, 8 July 1941. Taken on strength of RAF overseas, 9 August 1941. To No.22 OTU, 16 September 1941. To No.419 Squadron, 3 January 1942. To No.22 OTU, 10 August 1942. Killed in action 16 September 1942 while on the strength of No.22 OTU (Wellington Z1084). Buried in Germany. Medal presented (not clear to whom) at Buckingham Palace, 22 April 1944.

This airman is an observer of exceptional merit. Throughout his operational tour he has displayed both efficiency and coolness which has been of the greatest assistance to his captain. One night in June 1942, during an attack against Essen, his aircraft was damaged by anti-aircraft fire. It was also attacked by an enemy fighter. The underside of the fuselage from the front turret to the observer's table caught fire but in spite of the imminent danger to the whole crew and the possibility that he would fall through the badly burned bottom of the fuselage, Flight Sergeant Brichta immediately attempted to extinguish the flames. His subsequent accurate navigation played a large part in the eventual safe return of his aircraft to this country. Flight Sergeant Brichta's courage and coolness in the face of danger has at all times been of a high order. He has taken part in attacks on the enemy's industrial targets and dockyard installations.

NOTE: Public Records Office Air 2/9598 has undated recommendation and sortie list which are more detailed; compiled when he had flown 28 sorties (135 operational hours).

28 January 1942 - Boulogne
6 February 1942 - Brest
10 February 1942 - Brest
18 February 1942 - Lille (Nickling)
3 March 1942 - Paris
29 March 1942 - Dinghy search, North Sea
5 April 1942 - Cologne
8 April 1942 - Hamburg
10 April 1942 - Essen
12 April 1942 - Essen

14 April 1942 - Dortmund
15 April 1942 - Dortmund
23 April 1942 - Rostock
26 April 1942 - Rostock
28 April 1944 - Kiel
2 May 1942 - La Rochelle
4 May 1942 - Stuttgart
17 May 1942 - GARDENING, Frisians
19 May 1942 - Mannheim
30 May 1942 - Cologne
1 June 1942 - Essen
2 June 1942 - Essen
5 June 1942 - Emden
6 June 1942 - Essen
16 June 1942 - Essen
2 July 1942 - GARDENING, Lorient
6 July 1942 - Bremen
8 July 1942 - Duisburg

Flight Sergeant Brichta has now completed his tour of operations with this squadron. On every operation he has displayed an efficiency as Observer which is above average and at all times his coolness under trying circumstances has been highly instrumental in the return of his aircraft. Of particular mention is Flight Sergeant Brichta's effort of the night of 16/17 June 1942, when attacking Essen. The aircraft was hit three times over enemy territory. When twenty miles east-northeast of Antwerp a particularly heavy piece hit the aircraft which was at the same time attacked by an enemy fighter. The underside of the fuselage, from the front turret to the observer's table, was on fire but in spite of the imminent danger to the whole crew, and the possibility that he would fall through the badly burned bottom of the fuselage, Flight Sergeant Brichta immediately tackled the task of stamping out the flames, completely disregarding his personal safety.

Flight Sergeant Brichta's accurate navigation played a large part in this particular instance, in assisting to bring the severely damaged machine safely back to England. Flight Sergeant Brichta's courage and coolness in the face of danger has at all times been of the very highest order and it is considered that his efforts over the whole of his tour merit recognition.

The website "Lost Bombers" offers the following information on his final sortie. Wellington Z1084, No.22 OTU target Essen, was airborne at 1955 hours, 16 September 1942 from Stratford. Shot down near Ahaus, 21 km NW of Coesfeld. All are buried in the Reichswald Forest War Cemetery. WO1 P.S.O. Brichta (RCAF) had been recently screened from No.419 Squadron. Full crew consisted to F/L J.Dawson, DFC (killed), WO1 P.S.O.Brichta DFM (RCAF, killed), Flight Sergeant W.K.Hughes (killed), Flight Sergeant L.J.Lemoine (RCAF, killed) and P/O G.C.Gould (RCAF), killed.

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BRICKENDEN, W/C George Arthur Porte (C1953) - **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 3 February 1896. Veteran of the First World War. Home in London, Ontario; enlisted there 23 April 1940 in Administration Branch. To No.4 Training Command, 17 May 1941. Promoted Flight Lieutenant, 15 June 1941. Promoted Squadron Leader, 1 July 1942. To Eastern Air Command, 10 October 1942. Promoted Wing Commander, 1 June 1944. To No.1 Composite Training School, 28 May 1945. To Release Centre, 8 September 1945. Retired 10 October 1945. Appointed a Norfolk County Judge. Certificate sent 29 June 1945. Died in London, Ontario, 3 December 1971.

Wing Commander Brickenden, as Command Flying Accidents Investigation Officer, has always pursued his duties consistently in a vigorous and determined manner. His untiring efforts in determining the causes of obscure accidents have resulted in material benefits to the Royal Canadian Air Force and his devotion to duty is worthy of high praise.

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BRICKER, F/L Calvin David (C1449) - **Distinguished Flying Cross** - No.430 Squadron - Award effective 23 March 1945 as per **London Gazette** dated 3 April 1945 and AFRO 765/45 dated 4

May 1945. Born in Regina, home in Grenfell, Saskatchewan; enlisted there 2 January 1940. Posted 26 May 1941 to No.19 EFTS to instruct. Promoted Flight Lieutenant, 1 June 1942. Posted to No.11 SFTS, 4 September 1942; to No.1 OTU, Bagotville, 18 November 1942; to "Y" Depot, Halifax, 27 March 1943; to RAF overseas, 3 April 1943. Repatriated to Canada, 30 August 1946. Commissioned as Flight Lieutenant in permanent force, 1 October 1946 (26072). Promoted Squadron Leader, 1 June 1950. Award presented 11 January 1948. Attached to USAF, January 1950; first Canadian to fly the Atlantic in a jet (F-84, July 1950, as part of USAF exchange duties). Awarded Queen's Coronation Medal, 23 October 1953 while a Squadron Leader at Station Macdonald.

Prior to the invasion of France this officer led several missions to obtain photographs of coastal defences and other enemy installations. On one occasion he dived to an altitude of 100 feet and although subjected to intense anti-aircraft fire from a heavily defended position secured excellent photographs. On another occasion over the front lines at Caen photographs of very good quality were obtained of enemy occupied factory buildings. On tactical reconnaissance missions this pilot has also shown keenness and determination which have had excellent results in locating important enemy troop concentrations.

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BRIDGER, FS Thomas Edward (Can 10583) - **Mention in Despatches** - No.429 Squadron (AFRO gives unit as No.6512 FGR Depot) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 625/45 dated 12 April 1945. Born 29 August 1920. Home in Toronto; enlisted there 20 September 1939 as aero engine mechanic. Promoted Leading Aircraftman, 1 June 1940. Promoted Corporal, 15 December 1940. Posted to No.3 SFTS, Calgary, 31 January 1941. To "Y" Depot, Halifax, 1 December 1941. To RAF overseas, 12 December 1941. Promoted Sergeant, 1 April 1942. Promoted Flight Sergeant, 15 May 1943. Repatriated 14 December 1944. To No.9 BGS, 14 January 1945. To No.1 Instrument Flying School, 18 February 1945. To No.1 Wireless School, 26 June 1945. To Release Centre, 12 November 1945. Released 15 November 1945. No citation. DHist file 181.009 D.2619 has recommendation forwarded to No.6 Group Headquarters, 31 July 1944 when he had served 27 months in Canada, 32 months in UK.

As NCO in charge Servicing for "B" Flight this NCO has been untiring in his efforts to keep all aircraft serviceable. By his tact and devotion to duty he has inspired his men to renewed efforts and by his skill as tradesman he has instructed them so that the serviceability of his flight has always been all that could be desired.

He has sacrificed his spare time to instruct his men and has always shown a keenness and devotion to duty which is outstanding.

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BRIDGES, F/O Harold Eugene (J10742) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 3 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 19 July 1921 in Toronto; home there; enlisted there 18 July 1941. Attended No.1 ITS, 21 August to 25 September 1941 when promoted LAC;); at No.10 EFTS, 13 October to 5 December 1941; subsequently attended No.6 SFTS (graduated and commissioned 27 March 1942). To Central Flying School, Trenton, April 1942. To No.14 SFTS, Aylmer, April 1942. Instructor until June 1943 when posted overseas. Attended No.21 AFU, 24 August to 13 December 1943; while there attached to No.1521 Beam Approach Training Flight, 22-27 September 1943. Attended No.22 OTU, 14 December 1943 to 10 March 1944 when posted to No.61 Base. To No.1664 Conversion Unit, 23 March 1944. Completed course on 22 April 1944. To No.77 Squadron, 26 April 1944, serving to 21 March 1945. To Wombleton, April 1945 to instruct on Lancasters; Training Officer with No.419 Squadron. Repatriated to Canada via Greenwood, June 1945. Released September 1945. Re-engaged, 3 June 1946 with Central Air Command (Staff Officer, Selection Board); retained rank of Flight Lieutenant as of 1 October 1946 (19685). To No.414 Squadron, Rockcliffe as Assistant Operations Officer, January 1950. To AFHQ, October 1950 (Staff Officer, Directorate of Organization and Establishments. Promoted Squadron Leader, 1 January 1952. To Supreme Headquarters, Allied Forces Europe, July 1953 (Air Operations Branch). Promoted Wing Commander, 1 October 1954. To RCAF Staff College, Toronto, July 1956 as student. Posted in July 1957 for refresher flying training at Moose Jaw, Gimli, Saskatoon, Cold Lake and Uplands. To No.409 Squadron, Comox, to command, July 1958. To Air Defence Command Headquarters, August 1961 (Staff Officer Training). Promoted Group Captain, 27 July 1964 on appointment as Senior Air Staff Officer, Air Defence Command. Posted August 1966 to Director of Air Force Requirements and Director Force Structure, CFHQ. Posted August 1968 to Director, Operations and Exercises, Headquarters Eastern NORAD Region, Stewart AFB, Newburgh, New York. To Commander, BNCC, 25 NORAD Region, Othello, Washington. To CFHQ Administrative Unit, Supernumerary, July 1971. Retired 15 August 1972. Ordained an Anglican priest in 1975. Died in Ottawa, 20 June 1994 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of October 1994. Award sent by registered mail 17 December 1948.

In August 1944, this officer piloted an aircraft in an attack on an enemy storage depot in the Foret de Nieppe. Before reaching the target the aircraft was hit by anti-aircraft fire. Many holes were torn in the fuselage and mainplane. Three

engines were damaged, one of them being completely put out of action. The air bomber was wounded. Considerable height was lost but Flying Officer Bridges retained control and went on to bomb the target. He afterwards flew the damaged bomber to an airfield in this country and effected a safe landing although the tail wheel had been badly damaged. This officer is a highly efficient and courageous captain. He has completed many sorties and has displayed the highest standard of devotion to duty.

NOTE: Public Record Office Air 2/9159 has recommendation drafted 14 August 1944 when he had flown 21 sorties (86 hours 49 minutes). Sortie list included:

29 April 1944 - Gardening (3.08)
7 May 1944 - Gardening (3.17)
9 May 1944 - Bernval (3.53)
10 May 1944 - Lens (3.41)
24 May 1944 - Beaumont (3.29)
5 June 1944 - Maisy (4.45)
6 June 1944 - St. Lo (5.14)
11 June 1944 - Massy-Palaiseau (4.30)
12 June 1944 - Amiens (4.12)
14 June 1944 - Evrecy (4.58)
16 June 1944 - Sterkrade (4.21)
4 July 1944 - Domleger (3.48)
6 July 1944 - Marquiss Mimoyecques (4.08)
12 July 1944 - Hauts Boissons (3.35)
23 July 1944 - Hauts Boissons (3.25)
24 July 1944 - Stuttgart (8.05)
28 July 1944 - Foret de Nieppe (4.00)
30 July 1944 - Battle Area "C" (4.10, not completed)
1 August 1944 - Noyelle en Chaussées (3.50, not completed)
2 August 1944 - Foret de Nieppe (2.35)
8 August 1944 - Chapelle Notre Dame (3.45)

Flight Lieutenant Bridges has now completed 21 operational sorties with this squadron and twice within a month this captain of aircraft has shown great determination in attacking targets in the face of enemy opposition.

On the 6th July 1944, Flight Lieutenant Bridges was detailed to attack a target at Marquiss Mimoyecques. The Air Bomber, on the first run, refrained from bombing for fear of hitting an aircraft beneath them. The captain made a second run over the target and was at that time the only aircraft remaining in the area; consequently he was a mark for all the flak in the vicinity. Though the aircraft sustained flak damage the bombing run was successfully completed.

Again, on the 2nd August 1944, Flight Lieutenant Bridges was engaged on a daylight raid on an enemy storage depot in the Foret de Nieppe and before reaching the target area his aircraft was extensively damaged by flak from Ostend. The flak ripped holes in the mainplane and fuselage and damaged three engines, putting the port outer engine out of action. The Air Bomber sustained injuries to his leg and hip, thus preventing him from carrying out his duties further. Although the aircraft lost height rapidly the pilot was able to retain control and headed for the target. The navigator bombed visually, obtaining an Aiming Point photograph. On the return journey the aircraft was escorted to the enemy coast by another aircraft of No.77 Squadron and Flight Lieutenant Bridges was able to make a successful emergency landing at Odiham despite the fact that his tail wheel had been severely damaged.

In recognition of Flight Lieutenant Bridges's courageous leadership and his great display of coolness and skill in handling his aircraft when in an extremely difficult situation, it is strongly recommended that he be granted the immediate award of the Distinguished Flying Cross.

Notes: When tested at Central Flying School, 1 July 1942, on a Cessna, he was granted "C" Category and described as follows: "Knowledge of sequences very good; instrument and aerobatics high average. General flying high average. Will make a capable instructor with experience." (F/L W. McIntosh). Retested on a Harvard, 6 February 1943 by CFS Visiting Flight (F/L V.J. Harper, S/L G.L. Ingram) and upgraded to "B" Category.

At No.22 OTU he was recognized as an excellent pilot - "Above average pilot. Excellent skipper

whose calm manner ensures the confidence of all who fly with him. Here is a really reliable captain who probably has a distinguished operational career ahead of him." He had flown Wellington III aircraft (3.35 day dual to first day solo, total 12.45 day dual, at the controls 11.45 with a captain by day and 31.05 without captain by day; 4.55 night dual to first night solo, 10.35 total night dual, 9.35 at controls with a captain by night, 33.05 at controls alone by night). Instrument time was 25.15 and Link time was 15.30. Four day cross-country and five night cross-country exercises; one Nickel operation; one Bullseye exercise, three fighter affiliation exercises; one night intercaption.

His crew at No.1664 Conversion Unit later went with him to No.77 Squadron. They were as follows:

J26325 F/O B.D. Smith (navigator, awarded DFC 15 March 1945; "An average navigator. Tries hard but is inclined to be a bit slow. Has no serious faults").

R171320 Sergeant R.L. Beckingham (bomb aimer, awarded Croix de Guerre, 19 October 1945; "Rather low in ground work, but worked well in the air and improved considerably.")

R155667 Sergeant J.A. Cardiff (WOP, commissioned, awarded DFC 3 July 1945; "Weak on Marconi; neat log keeping.")

1894233 Sergeant F.J. Rothwell (flight engineer; "Average; tried hard. Obtained low marks as he is incapable of putting his knowledge on paper.")

R211987 Sergeant A.H. Brimker (mid-upper gunner; "Keen and reliable Air Gunner". Fired 100 rounds on 400-yard range, 400 rounds air-to-air, 30 clay pigeons, and two fighter affiliation exercises.)

R196665 Sergeant E.D. Chambers (rear gunner; "A good Air Gunner. Keen and interested." Fired 100 rounds on 400-yard range, 400 rounds air-to-air, 30 clay pigeons, and two fighter affiliation exercises.)

Bridges flew 45 hours 25 minutes on the course; overall assessment was "An average crew with a good captain." He was described as "A good pilot who has shown great keenness and handles his crew very well and should be a very fine operational captain."

RCAF Press Release No. 2412 dated August 14, 1944 read as follows:

WITH THE RCAF BOMBER GROUP IN BRITAIN: -- "E"- Easy" went on to bomb the target – the hard way.

The big Halifax bomber was on its way to strike a flying bomb base in the Pas de Calais area when heavy flak from Ostend guns scored.

One engine was put out of action. Two others were damaged, but still functioning. The aircraft was holed in the wings, nose and fuselage.

Bomb-aimer Flight Sergeant R.L. Beckingham of Kingston, Ontario, was wounded in the leg and hip. The navigator left his post to administer first aid.

The Halifax was losing height but the skipper, F/L H.E. Bridges of Toronto, Ontario (222 Hillside Avenue East) decided to go on and bomb.

They reached the target. The English navigator left off applying a tourniquet, crawled into the bomb-aimer's shattered compartment and released the bombs – visually.

Then "E – Easy" headed for home, made a successful emergency landing in Britain.

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BRIGDEN, FS Edward Albert (R100142) - **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 10 May 1921. Enlisted in Winnipeg, 26 March 1941 as Clerk/Stenographer and posted to No.2 Manning Depot. To No.3 WS, 10 May 1941. To Trenton, 10 July 1941. Promoted AC1, 30 August 1941 when posted to Rockcliffe. To Patricia Bay, 20 October 1941. Promoted LAC, 1 April 1942. Promoted Corporal, 1 May 1942. Promoted Sergeant, 1 April 1943. Reclassified as Clerk/Administration, 1 January 1944. Promoted Flight Sergeant, 1 May 1944. To No.8 Release Centre, 20 February 1946. Retired 25 February 1946. Certificate sent to Patricia Bay, 29 June 1945. Postwar career in insurance. Died in Calgary, 16 March 2010.

Flight Sergeant Brigden has at all times completely devoted himself to any duties which have been assigned to him and has successfully completed them regardless of their degree of difficulty. His untiring efforts have been an inspiration to all personnel under his supervision. His technical knowledge of his

trade is unsurpassed and he has consistently maintained clerical efficiency irrespective of serious shortages of personnel. His contribution has been of the utmost value to his station.

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BRIGGS, F/O William Walter (J88043) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 4 August 1923. Home in Long Branch, Ontario; enlisted Toronto 25 November 1941 as Airframe Mechanic and posted to No.1 Manning Depot. To Technical Training School, St. Thomas, 9 January 1942. Promoted AC1, 18 April 1942. To No.2 SFTS, 22 April 1942. Promoted LAC, 18 July 1942. Remustered to aircrew and posted to No.5 ITS, 28 August 1942; may have graduated 24 October 1942 but not posted to No.10 EFTS until 7 November 1942; may have graduated 10 January 1943 but not posted to and No.5 SFTS until 23 January 1943; graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 28 May 1943. To RAF overseas, 22 June 1943. Commissioned 5 July 1944. Promoted Flying Officer, 5 January 1945. Repatriated 22 January 1945. To No.1 Air Command, 2 February 1945. To No.16 SFTS, 5 March 1945. To No.4 Release Centre, 3 April 1945. Retired 25 April 1945. Award sent by registered mail 6 May 1945. Died in London, Ontario, 9 December 1998 as reported in **Legion Magazine** of September 1999. 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 19 December 1944 when he had flown 35 sorties (157 hours four minutes), 7 May to 21 November 1944.

7 May 1944 - GARDENING, North Sea (3.31)

9 May 1944 - Berneval (4.12)

10 May 1944 - Lens (3.51)

22 May 1944 - Orleans (5.42)

24 May 1944 - Beaumont (3.42)

5 June 1944 - Maisy (5.04)

8 June 1944 - Alencon (4.49)

11 June 1944 - Massy-Palaiseau (4.58)

12 June 1944 - Amiens (4.38)

16 June 1944 - Sterkrade (4.22)

22 June 1944 - Laon (5.01)

24 June 1944 - Noyelle en Chausse (3.29)
25 June 1944 - Montorgueil (3.24)
28 June 1944 - Blainville (6.50)
1 July 1944 - St.Martin (3.35)
6 July 1944 - Marquiss Memo. (4.06)
12 July 1944 - Hauts Boissons (3.50)
17 July 1944 - Caen (4.40)
20 July 1944 - Chapelle Notre Dame (3.35)
28 July 1944 - Foret de Nieppe (3.30)
7 August 1944 - TOTALIZE 3 (4.10)
8 August 1944 - Chapelle Note Dame (3.40)
12 August 1944 - Brunswick (3.35)
14 August 1944 - TRACTABLE 22 (4.25)
16 August 1944 - Kiel (5.15)
17 August 1944 - GARDENING, Gironde Estuary (6.55)
3 September 1944 - Venlo (4.00)
11 September 1944 - Nordstern (4.35)
23 October 1944 - Essen (5.35)
25 October 1944 - Essen (4.45)
28 October 1944 - Walcheren (3.05)
30 October 1944 - Cologne (4.50)
16 November 1944 - Julich (4.40)
18 November 1944 - Munster (5.00)
21 November 1944 - Sterkrade (5.45)

This captain of aircraft has completed his first operational tour consisting of 35 sorties which have been carried out over a wide range of targets and performed during day and night raids.

During his operational tour he has shown consistently good results and great determination in attacking his allotted target, resulting in a good photographic

record being obtained and one which shows many aiming point photographs.

Possessed of a liable and cheerful personality, Flying Officer Briggs has set a splendid example to his crew and his fine leadership and sustained operational endeavour have contributed greatly to a highly successful tour which is considered worthy of recognition. He is strongly recommended for the Distinguished Flying Cross.

RCAF Press Release No. 7834 dated 13 December 1944 read:

With Canadians flying in the R.A.F. – Reporter on the Toronto Star for four years before he joined the RCAF in February 1941, P/O Mike Booth of Oakville, Ontario, was recently screened after completing about 35 operational sorties.

To Booth, wireless operator in one of the big Halifax bombers, and his pilot, F/O W.W. Briggs of Longbranch, Ontario, the figure “13” is held in reverence.

They attacked 13 major targets in Germany, including those at Cologne, Sterkrade and Essen, lived in Nissen hut No. 13 and their aircraft, Q-“Queer”, was parked during non-operational hours in dispersal No. 13 on their squadron airfield.

On the first sortie of their tour, Briggs and Booth participated in the attack on Sterkrade when the flak the Germans poured up at them was thick enough to walk on.

Their last trip was to the same target, but then the flak was sporadic, lacking the old punch.

Skipper and “wop” also mined enemy waters in the Bay of Biscay and around Kiel, Germany’s submarine base.

Gunners in their Halifax never fired a shot out of their eight Brownings throughout all the missions, and their aircraft was hit by flak on only three

occasions without injury to any of the crew.

Most serious injury sustained was a skinned finger when the rear gunner caught the appendage in the tail door.

Booth and Briggs came overseas in late 1943.

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BRIGHT, F/O William (J26317) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 4 February 1916. Home in Waskeda, Manitoba; enlisted Winnipeg, 17 June 1942. Granted Leave Without Pay until 28 July 1942 when posted to No.2 Manning Depot. To No.10 SFTS (guard), 25 September 1942. To No.2 ITS, 24 October 1942; graduated and promoted LAC, 31 December 1942; to No.2 BGS, 9 January 1943; to No.5 AOS, 3 April 1943; graduated and commissioned, 14 May 1943. To "Y" Depot,, 28 May 1943; to RAF overseas, 22 June 1943. Promoted Flying Officer, 14 November 1943. Repatriated 27 November 1944. To No.2 Air Command, 11 January 1945. To No.7 BGS, 20 January 1945; to "Y" Depot, 1 April 1945; to United Kingdom again, 13 April 1945. Repatriated 5 August 1945. Retired 14 September 1945. Award presented 11 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 2/9038 has recommendation dated 12 October 1944 when he had flown 34 1/3 sorties (170 hours 13 minutes), 18 April to 27 September 1944.

* counted as 1/3 Operation

18 April 1944 - Rouen*

3 May 1944 - Mailly le Camp

7 May 1944 - Bruz

9 May 1944 - Merville

21 May 1944 - Duisburg

22 May 1944 - Dortmund

24 May 1944 - Aachen

27 May 1944 - Aachen
2 June 1944 - Berneval le Grand
4 June 1944 - Sangatte
5 June 1944 - Varreville
6 June 1944 - Achers
9 June 1944 - Flers
11 June 1944 - Evreux
12 June 1944 - Gelsenkirchen
23 June 1944 - Saintes
24 June 1944 - Flers
27 June 1944 - Vaires
29 June 1944 - Sirracourt
30 June 1944 - Vierzon
2 July 1944 - Don Leger
4 July 1944 - Orleans
5 July 1944 - Dijon
23 July 1944 - Kiel
24 July 1944 - Stuttgart
28 July 1944 - Stuttgart
30 July 1944 - Caumont
31 July 1944 - Foret de Nieppe
10 August 1944 - La Pallice
28 August 1944 - Fromentel
6 September 1944 - Le Havre
10 September 1944 - Le Havre
16 September 1944 - Rheine Hopstein
19 September 1944 - Calais
27 September 1944 - Cap Gris Nez

Flying Officer Bright, a Canadian, has completed 34 1/3 operational sorties against the enemy in the role of Air Bomber, outstanding amongst which have

been Duisburg, Dortmund, Aachen, Gelsenkirchen, Kiel and Stuttgart, and many tactical targets in France vital to the success of the Allied land operations.

Much of the value of a bombing sortie is lost unless the bombs can be dropped with considerable accuracy on the aiming point. Flying Officer Bright have proved beyond doubt that his skill with a bomb sight has contributed in no small measure to the successes obtained by his captain and crew.

Flying Officer Bright possesses coolness and a superb fearlessness in the face of danger which have made him an outstanding example to other Bomb Aimers. I unhesitatingly recommend the award of the Distinguished Flying Cross to this officer for his valuable services.

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BRIMICOMBE, F/O Vincent Earl (J28631) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1507/45 dated 28 September 1945. Born 21 November 1922. Home in Admiral Rock, Hants County, Nova Scotia; enlisted Halifax, 23 June 1942 and posted to No.5 Manning Depot. To No.4 Manning Depot, 14 August 1942. To No.5 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942) but not posted to No.23 EFTS until 6 February 1943; graduated 1 April 1943 when posted to No.11 SFTS; graduated and commissioned 23 July 1943. To No.31 GRS, 6 August 1943. To "Y" Depot, 30 October 1943; taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Promoted Flying Officer, 23 January 1944. Shot down and taken prisoner, 5/6 January 1945. Repatriated 1 June 1945. Retired 28 August 1945. Rejoined via RCAF Auxiliary, 3 September 1953 (123165) as Fighter Controller. Released 1 March 1958. Re-engaged as an Education Officer, 12 February 1963 to 20 November 1963, at which time he was living in Pointe Claire, Quebec. Award presented 17 August 1949. DHist file 181.009 D.1515 has recommendation dated 24 February 1945 when he had flown 22 sorties (111 hours five minutes), 17 September 1944 to 2 January 1945. Action described was on 14 October 1944 involving a Me.410.

Flying Officer Brimicombe has been an exceptionally keen and able pilot and captain of aircraft. On one sortie against Duisburg in October 1944 his rear gunner sighted an enemy fighter about to attack. He immediately warned Flying Officer Brimicombe who took skilful evasive action. The enemy fighter attacked twice but [on] both occasions was shaken off. This officer has always displayed an outstanding vigilance and devotion to duty.

DHH file 181.009 D 1515 (Library and Archives Canada RG.24 Vol.20600)has original recommendation drafted by W/C Hugh Ledoux,, 24 February 1945 when he had flown 22 sorties (111 hours five minutes):

17 September 1944 - Boulogne (5.35, second pilot)
25 September 1944 - Calais (4.15)
26 September 1944 - Calais (4.05)
27 September 1944 - Bottrop (5.25)
28 September 1944 - Cap Gris Nez (3.45)
30 September 1944 - Sterkrade (4.55)
14 October 1944 - Duisburg (5.10)
14/15 October 1944 - Duisburg (5.25)
15 October 1944 - Wilhelmshaven (5.15)
23 October 1944 - Essen (5.50)
25 October 1944 - Homburg (5.20)
28 October 1944 - Cologne (6.05)
30 October 1944 - Cologne (6.15)
1 November 1944 - Oberhausen (5.35)
2 November 1944 - Dusseldorf (5.35)
27 November 1944 - Neuss (5.55)
29 November 1944 - Duisburg (6.35)
18 December 1944 - Duisburg (5.50)
24 December 1944 - Dusseldorf (4.30)
29 December 1944 - Ttois Dorf (6.30)
30 December 1944 - Cologne (6.20)
2 January 1945 - Ludwigshaven (7.15)

Flying Officer Brimicombe is an exceptionally keen pilot of a Halifax bomber. On the night of October 14th, 1944, the crew of which he is captain, were detailed to bomb Duisburg, Germany. When the aircraft was about 20 minutes flying time away from the target, the rear gunner sighted an enemy fighter on the tail of the

aircraft. He immediately warned the pilot. Evasive action was taken and the Me.410 dove and attacked the aircraft twice. With remarkably cool and daring courage, the pilot skilfully maneuvred the aircraft and succeeded in evading the enemy. His outstanding airmanship coupled vigilance and a keen devotion to duty have characterized his actity in the air.

Such gallantry is deserving of the highest praise. It is for this reason that I recommend Flying Officer Brimicombe for the non-immediate award of the Distinguished Flying Cross.

The website "Lost Bombers" has details of his being shot down and captured. Halifax NP999 (KW-W) of No.425 Squadron, lost 5/6 January 1945, target Hannover. This was one of three No..425 Squadron Halifaxes lost on this operation; the others were MZ860 and NR178. Airborne at 1630 hours, 5 January 1945 from Tholthorpe. See below for cause of loss. Crew consisted of F/O V.E. Brimicombe, RCAF (POW), Sergeant S.H.Moore, RAF (flight engineer,killed), F/O L.U.Coleman RCAF (navigator, POW), F/O M.D.Berry RCAF (bomb aimer, POW), Flight Sergeant G.R.Delong, RCAF (WOP, POW), Flight Sergeant D.C.MacKeigan, RCAF (mid-upper gunner, POW), Flight Sergeant G.E.Hutton, RCAF (rear gunner, POW).

Directorate of History and Heritage file 181.003 D.24 has his account of the loss of his aircraft, given on 15 May 1945 at Bournemouth:

At about 12,000 feet, one-half hour after leaving target, hit from below by incendiary cannon fire; aircraft burst into flames from mid-upper turret to WAG position. Engineer was killed by the cannon fire. Something seemed to explode inside as the fire spread so rapidly I used fire extinguisher but being of no use gave crew orders to bale out. As the navigator was leaving I put automatic pilot in and tried to reach engineer, but couldn't get through flames. My clothes were on fire and I was burned about the face and as the rest of the crew were gone I followed out the front exit. My chute opened immediately but don't remember anything until reaching ground. I landed in small town and immediately hid chute and Mae West under bridge and ran. Pilot had seat pack.

* * * * *

BRISBIN, P/O Lorne Ivan (J17370) - **Distinguished Flying Cross** - No.101 Squadron - Award

effective 30 November 1943 as per **London Gazette** dated 10 December 1943 and AFRO 297/44 dated 11 February 1944. Born 26 February 1921. Home in Cold Springs, Ontario; enlisted Niagara Falls, 24 October 1940. To No.8 (BR) Squadron, 12 November 1940. To No.1 Equipment Depot, 23 January 1941. To No.2 WS, 31 January 1941. Promoted LAC, 3 March 1941. Graduated 20 June 1941 when posted to No.7 BGS; graduated and promoted Sergeant, 21 July 1941. To Embarkation Depot, 22 July 1941. To RAF overseas, 14 August 1941. Promoted Flight Sergeant, 21 January 1942. Promoted WO2, 1 November 1942. Commissioned 3 March 1943. Promoted Flying Officer, 3 September 1943. Repatriated 19 October 1943. To No.6 ITS, 22 November 1943. To No.20 EFTS, 10 March 1944. To No.4 WS, 24 June 1944. To No.16 SFTS, 1 September 1944. Ceased pilot training, 1 October 1944 and reverted to Wireless Operator. Promoted Flight Lieutenant, 3 March 1945. To Mountain View, 18 March 1945. To Yarmouth, 5 April 1945. To United Kingdom, 13 April 1945. Repatriated 13 August 1945. Retired 13 October 1945. Postwar CNR railroader; died in Burlington, 11 January 2018. Award presented 29 June 1945. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." RCAF photo PL-45006 (ex UK-22441 dated 5 July 1945) shows F/L R.H. Cochrane, DFC (New Richmond, Quebec, on left) and F/O L.I. Brisbin after investiture.

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BRISCOE, F/L Deryk Anderson (J11628) - **Mention in Despatches** - ACSEA Communications Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388 dated 12 April 1946. Born in Warwick, England, 28 August 1919. Home in Victoria where he was a bank teller; enlisted Vancouver 4 March 1941. Trained at No.2 ITS, Regina (graduated 9 July 1941), No.5 EFTS, High River (graduated 30 August 1941) and posted to No.10 SFTS, Dauphin; ceased training on 19 September 1941; posted to No.3 AOS, Regina, 21 November 1941 (graduated 2 March 1942), No.2 BGS (graduated 11 April 1942) and No.1 ANS (graduated and commissioned, 11 May 1942). Further trained at No.31 OTU, Debart, 26 May to 30 June 1942; to RAF Ferry Command, 1 July 1942. Arrived in Britain, 13 July 1942. Sent to No.3 School of General Reconnaissance, then to No.4 (Coastal) OTU before posting to Invergordon, 18 September 1942; to Malta, 6 December 1942; taken on strength of No.194 Squadron, India, 30 March 1943. Slightly injured, 29 April 1944 (Dakota FZ594 "H", overshoot on landing, Imphal; see entry for J.A. Cook). Posted to Air Command South-East Asia Communications Flight, 14 May 1944, serving there until 15 June 1945. To UK, 23 June 1945; repatriated to Canada, 31 July 1945; released 28 September 1945. Certificate sent to Langley Prairie, British Columbia, 20 June 1949. Served in RCAF Auxiliary, 19 June 1951 to 24 February 1953 (No.2442 Aircraft Control and Warning Squadron). Postwar employee of Royal Bank of Canada; retired November 1978 as Regional Manager, Okanagan-Kootenays. Died 12 January 2001 in Victoria.

Note: On a form dated 22 June 1945 he claimed to have flown 82 sorties with No.194 Squadron and the ACSEA Communications Squadron, totalling 370 hours ten minutes. On another form, dated 10 July 1945, he repeated these figures, adding that he had flown 1,172 hours 45 minutes on non-operational duties (total of 1,542 hours 55 minutes). He also broke down his experience on types as follows: Ventura, 20 hours ten minutes; Botha, 29 hours ten minutes, Hudson, 373 hours; Dakota, 1,120 hours 35 minutes. Although no citation can be found to his Mention in Despatches, the following assessment by W/C A. Millson dated 27 April 1945 indicates his work:

A good, sound, reliable officer. He has for some months now filled the capacity of Navigation Officer in the [ACSEA] Squadron, a job which he has carried out efficiently and well. Recommended for future employment as a Navigation Officer.

RCAF photo PL-18003 dated 16 April 1943 and linked to No.194 Squadron is captioned as follows: "Pilot Officer D.A. 'Peter' Briscoe, 24 observer whose home is at 1010 Queens Road, Victoria, B.C. He was a former student at Victoria High School and for five years was an accountant with the Royal Bank of Canada. He joined the RCAF in 1941, trained in Regina, Mossbank and Rivers, then attended a Hudson OTU. He joined Ferry Command, Montreal, and flew to England in a Ventura in July 1942. After five months in the United Kingdom he flew to Egypt and India in a Hudson. He is now on the RAF Transport Squadron flying supplies to the Burma front."

* * * * *

BRISTOW, F/O William Emerson (J17613) - **Commended for Valuable Services** - No.525 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born 18 September 1917 in Edmonton (RCAF press release 4910 announcing award). Home in Edmonton (employed by Imperial Bank of Canada); enlisted there 4 June 1941. Trained at No.2 ITS (graduated 27 February 1941), No.18 EFTS (graduated 7 November 1941) and No.7 SFTS (graduated and promoted Sergeant, 13 March 1942). To RAF overseas, 15 June 1942. Commissioned 13 September 1943. Repatriated 26 September 1945. Retired 8 October 1945. Public Record Officer Air 2/8959 (material provided courtesy of Steve Brew) has citation, drafted when he had flown 985 hours (200 in previous six months).

This officer was appointed to No.525 Squadron in October 1943 after a period of duty with No.301 Ferry Training Unit, during which time he delivered seven Wellington aircraft to the Middle East and North Africa. He has since completed

21 journeys as an aircraft captain on the Truck Air Lines. In recent weeks he has operated a number of services to the Continent transporting important freight and passengers. This officer has developed into a first class captain of aircraft and at all times displays initiative and ability of the highest order.

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BRITAIN, P/O Douglas Graham (J87845) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 24 October 1924. Home in Winnipeg; enlisted there 28 November 1942. To No.2 Manning Depot, 3 March 1943. To No.3 WS, 21 April 1943 (guard), To No.7 ITS, 12 June 1943; to No.2 Air Gunner Ground Training School, 21 August 1943; graduated and promoted LAC, 2 October 1943; to No.3 BGS, 5 October 1943; graduated and promoted Sergeant, 12 November 1943. To "Y" Depot, 26 November 1943. Taken on strength of No.3 PRC, Bournemouth, 13 December 1943. Commissioned 15 July 1944. Promoted Flying Officer, 15 January 1945. Repatriated 7 June 1945. Retired 5 September 1945. Rejoined RCAF as Armament Technical, 6 November 1946 in rank of LAC. Discharged 6 June 1947. Died in Marseilles, 1948. Award presented to his father at Government House, 7 November 1949. RCAF photo PL-40958 (ex UK-17672 dated 22 December 1944) shows him at station on conclusion of tour; caption says "...he is employed at keeping the operational boys keen. He is in charge of night vision instruction and aircraft recognition." Photo PL-40959 (ex UK-17673) shows him sitting on a Lancaster; caption reads in part, "During a mission to Arras, he shot down a Me.109 last June." RCAF photo PL-41404 (ex UK-17907 dated 5 January 1945) taken as he married Miss Beryl Clark (Darlington, Durham) at St. Hilda's Parish Church, Darlington; behind them are Bessie Alderson (bridesmaid) and F/O F.B. Mitchell (Chicago, best man). PL-41403 (ex UK-17906) shows just the couple. Photo PL-48174 shows his father, H.D. Brittain of Winnipeg, after presentation. 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.5526 (RG.24 Vol.20667) has recommendation dated 13 September 1944 when he had flown 37 sorties (180 hours 50 minutes), 23 February to 10 September 1944. It renders his name as "Graham Douglas". Photo PL-40959 shows him.

This officer, an Air Gunner, has completed 37 sorties over enemy territory, including such targets as Sterkrade, Stuttgart and Hamburg. Flying as a spare gunner, Pilot Officer Brittain has accepted each and every assignment with an engaging cheerfulness that has been an outstanding example to the whole squadron. In recognition of this officer's persistence and courage and fearless pursuit of purpose, I strongly recommend that he be awarded the Distinguished

Flying Cross.

The sortie list was as follows (described as "Mid Under Gunner", 23 February to 27 April 1944 and "Mid-Upper Gunner" thereafter until 10 September when again described as "Mid Under Gunner"):

23 February 1944 - Gardening, Flensburg (6.35)

3 March 1944 - Gardening, Bordeaux (7.15)

6 March 1944 - Trappes (5.00)

25 March 1944 - Aulnoye (5.55)

29 March 1944 - Paris (6.05)

21 April 1944 - Lens (4.45)

24 April 1944 - St. Malo (5.30)

27 April 1944 - Montzen (4.25)

11 May 1944 - Boulogne (3.40)

24 May 1944 - Trouville (4.35)

27 May 1944 - Le Clipon (4.00)

31 May 1944 - Leubringhen (3.20)

3 June 1944 - Calais (3.00)

5 June 1944 - Merville (5.20)

6 June 1944 - Conde-sur-Noreau (5.50)

9 June 1944 - Le Mans (5.50)

14 June 1944 - Cambrai (3.35)

16 June 1944 - Sterkrade (5.00)

21 June 1944 - Neuville-au-Bois (5.00)

5 July 1944 - Biennes (4.00)

9 July 1944 - Mont Condon (4.05)

12 July 1944 - Bremont (4.10)

18 July 1944 - Vaires (4.45)

20 July 1944 - Alderbelck (3.35)

25 July 1944 - Stuttgart (8.55)

28 July 1944 - Hamburg (5.30)
3 August 1944 - Foret de Nieppe (3.55)
4 August 1944 - Bois de Casson (4.25)
5 August 1944 - St. Leu d'Esserent (5.35)
7 August 1944 - Army cooperation (4.15)
8 August 1944 - Foret de Chantilly (5.00)
10 August 1944 - La Pallice (6.45)
25 August 1944 - Brest (5.05)
27 August 1944 - Marquis de Mimoyecques (3.20)
9 September 1944 - Le Havre (3.55)
10 September 1944 - Le Havre (4.05)

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BRITAIN, Sq/O Ellen Louise (V30103) - **Mention in Despatches** - Western Air Command Headquarters - Award effective 2 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Born 13 July 1906 in Carlton, Ontario. Attended McGill University. Enlisted in Montreal, 18 April 1942 as Section Officer, Equipment Branch and posted to No.6 Manning Depot. To No.5 Repair Depot, 15 May 1942. To No.1 Training Command, 30 June 1942. Promoted Flight Officer, 15 January 1943. To Western Air Command, 31 July 1943. Transferred to Messing Branch, 18 August 1944. Promoted Squadron Officer, 1 December 1944. To No.3 Release Centre, 15 November 1945. Retired 21 November 1945.

This officer, by her unflagging enthusiasm and exceptional ability has greatly improved the standard of messing throughout the command during the past eighteen months, although frequently having to mess personnel in almost impossible conditions of overcrowding with inadequate kitchen staffs, which has had a decided effect on the morale of all stations.

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BRITAIN, P/O Miller Gore (J92491) - **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 12 November 1912. Home in Saint John, New Brunswick (artist). Served in Non-Permanent Active Militia (2nd Battalion, Saint John Fusiliers), 15 July 1940 to 7 July 1942, including rank as Acting Corporal (4 June 1941) and Camp Quartermaster Sergeant (29 October

1941). Enlisted Moncton, 25 July 1942. To No.5 Manning Depot, 18 October 1942. To No.12 Equipment Depot, 21 January 1943. To No.3 ITS, 8 February 1943; graduated and promoted LAC, 16 April 1943; posted next day to No.11 EFTS. Ceased training and posted to No.5 Manning Depot, 21 May 1943. To No.4 BGS, 15 June 1943; graduated 17 September 1943 and posted next day to No.1 AOS; graduated and promoted Sergeant, 29 October 1943. To "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, Bournemouth, 23 November 1943. Attached to Whitley Bay, 29 December 1943 to 26 January 1944. To No.10 (Observer) AFU, 22 February 1944. To No.20 OTU, 28 March 1944. To No.41 Base, 23 June 1944. Promoted Flight Sergeant, 29 July 1944. To No.78 Squadron, 16 August 1944. Commissioned 10 November 1944. To RCAF Overseas Headquarters, 23 March 1945. Promoted Flying Officer, 10 May 1945. Attached to No.62 Base, 7 May to 8 June 1945. Became an Official War Artist; see biography including service record in Spring 1978 issue of **Journal of the Canadian Aviation Historical Society**". Repatriated 4 September 1945. To Composite Training School, Toronto, 12 October 1945 where he and other artists completed official work. Promoted Flight Lieutenant, 1 February 1946. Retired 26 July 1946. Award sent by registered mail 28 June 1949. Died in Saint John, New Brunswick 21 January 1968. 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". His pilot was F/O Jack W. Fraser (awarded DFC at the same time) and his navigator was F/O James V. Reynolds (also awarded DFC at same time). Public Records Office Air 2/9083 has recommendation dated 15 March 1945 when he had flown 37 sorties (193 hours three minutes), 23 August 1944 to 23 February 1945.

25 August 1944 - Watten (2.30)
1 September 1944 - Lumbres (3.29)
3 September 1944 - Soesterburg (3.24)
15 September 1944 - Kiel (6.00)
17 September 1944 - Boulogne (3.18)
23 September 1944 - Neuss (5.11)
25 September 1944 - Calais (3.37)
26 September 1944 - Calais (3.29)
6 October 1944 - Gelsenkirchen (4.32)
7 October 1944 - Cleves (4.40)
9 October 1944 - Bochum (5.31)
14 October 1944 - Duisburg (4.30)
29 October 1944 - Westkapelle (2.58)

30 October 1944 - Cologne (6.19)
31 October 1944 - Cologne (4.23)
2 November 1944 - Dusseldorf (5.43)
5 November 1944 - Bochum (4.44)
6 November 1944 - Gelsenkirchen (4.16)
18 November 1944 - Munster (5.15)
21 November 1944 - Sterkrade (5.15)
30 November 1944 - Duisburg (5.18)
5 December 1944 - Soest (6.11)
18 December 1944 - Duisburg (6.21)
26 December 1944 - St.Vith (6.01)
5 January 1945 - Hanover (5.41)
6 January 1945 - Hanau (6.46)
12 January 1945 - GARDENING (5.30)
16 January 1945 - Magdeburg (6.31)
1 February 1945 - Mainz (6.24)
2 February 1945 - Wanne Eickel (5.25)
3 February 1945 - GARDENING (4.15)
7 February 1945 - GARDENING (5.57)
13 February 1945 - Bohlen (8.19)
14 February 1945 - Chemnitz (7.46)
17 February 1945 - Wesel (4.46)
20 February 1945 - Reisholz (6.40)
23 February 1945 - Essen (5.08)

This officer has now completed his first operational tour consisting of 37 sorties (141 points) involving 193 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 a Bomb Aimer. He has always shown a high degree of courage, skill and

initiative in action against the enemy.

For his work on operations and devotion to duty, this officer is strongly recommended for the award of the Distinguished Flying Cross.

NOTE: The Station Commander, G/C J.C. Bird (?), added his own comments on 21 March 1945:

This officer has proved one of the most efficient Bomb Aimers in the squadron. Throughout their tour his crew has maintained an excellent record of accurate attacks on the most heavily defended targets and the work of this Bomb Aimer has been an example to all other crews.

For his excellent record and for his personal example and devotion to duty the award of the Distinguished Flying Cross is most strongly recommended.

Training: Interviewed 8 July 1942 by F/O M.S. Sarty (?) who wrote, "Rusty in mathematics and science. Excellent ability to learn. Personal background good. An artist in civil life, but emotionally stable type. Would display initiative, leadership, coolness, resourcefulness. Excellent observer type.

At No.3 ITS described as follows: "Good appearance, keen, has some difficulty studying due to age but has worked hard. Good material." He was 92nd in a class of 137.

Course at No.11 EFTS involved 13 hours in Finch aircraft and 4.30 in Link. The Chief Ground Instructor, J.G. Elliott, described him as "Good character, well mannered, cooperative student. Obtained 70 per cent in mid-term exams." However, the Assistant CFI wrote, "This airman has not reached the necessary standard for solo. Landings are not safe. Recommended for another trade in aircrew." (F/L W.R. McAllister). Instructors wrote various comments - "Poor circuit - circuit height 1,700 feet on one try. No notion of landing attitude. Swerves on take-off. Good type." (P/O J. Cowling).

Course at No.4 BGS, 28 June to 17 September 1943. By day he flew in Ansons and Bolingbromes (24.40 bombing, 16.26 gunnery) and Ansons by night (4.05 bombing). By day he dropped 60 bombs at high level and 12 bombs low level; by night dropped 16 bombs, high level. Gunnery training in Bristol turret with Browning machine guns; fired 300 rounds air-to-ground and 2,900

rounds air-to-air scoring 4.5 percent hits (slightly above course average, which was 4.25). On ground he fired 1,400 rounds on 200-yard range, worked with Bristol, Fraser-Nash and Boulton-Paul turrets, and spent 13 hours on turret manipulation. Ground school subjects were Bombing, written (168/300), Bombing, oral (158/200), Sighting, oral (65/100), sighting, practical (141/200), Aircraft and Ship Recognition (92/100), Signals (100/100). As Air Bomber assessed 369/600, as Air Gunner graded 306/400. "Average student. Fell down on bombing exams. Tried hard."

Course at No.1 AOS was 20 September to 29 October 1943. Flew in Anson aircraft for navigation training (21.45 day, 15.50 night). Ground courses in Air Navigation, Elements (131/200), Aircraft Recognition (203/250), Signals, Practical (250/250), Reconnaissance (103/150), Photography (132/150). Air work in Air Navigation, Day (222/300), Air Navigation, Night (123/200), Bombing (240/300), Photography (166/200). Character and Leadership assessment was 51/100, unsuitable as instructor. "Lacks push - should develop with operational experience." (S/L J. Laxdal, 29 October 1943).

Course at No.10 (Observer) AFU was 22 February to 27 March 1944. Flew in Anson aircraft (3.20 day bombing, 13.30 day combined exercises, 11.50 night combined exercises). Dropped twelve bombs at medium altitude. Carried out two night bombing exercises with infra-red - one successful. Assessed in Combined Exercises (four by day, four by night) as follows: "Good average type of mapreader who shows keenness and works hard. Cooperation good." On 28 March 1944, W/C G.J.L. Read wrote, "This pupil was rather slow in his ground lectures. His air work was very good and with more experience he will become a reasonably good member of a bomber crew."

Course at No.20 OTU was 28 March to 23 June 1944. All flying in Wellington aircraft. By day he flew 5.15 on local bombing, 2.45 at controls on local flying, 37.15 on five cross-country exercises, 15.15 in Link; by night he flew 4.00 on local bombing, 4.25 at controls on local flying, 33.15 on five cross-country exercises. Completed three gunnery exercises with camera. Numerous bombing exercises. Ground course marks in Bombing Theory (32/50), Drill, Panel Manipulation (104/200), Map Reading (105/200), Photography (32/50), Signals (34/50); Air Work marks in Bombing, Day (105/150), Bombing, Night (105/150), Map Reading, Day (104/200), Map Reading, Night (110/200), Photography, day (48/100) and Photography, night (45/100). "Bombing exercises were well above average. General air work, however, very much below this standard. At first it was very poor but showed some improvement and reached an average level. Definitely slow to pick up things and everything must be carefully explained to him. Given more time and attention than should be really necessary, his resulting work is satisfactory. Not recommended for a commission." (Signature illegible, 12 June 1944).

Assessments: "An average Air Bomber who has shown considerable keenness for operations. He has worked here successfully and has been an asset to the squadron." (W/C J.N. Young, 10 April 1945). "Although quiet in his manner, this officer has personality and has shown up well. He has considerable artistic ability." (G/C I.C. Bird, 10 April 1945).

Notes: Upon repatriation he stated (21 August 1945) that he had flown 37 sorties (196 hours ten minutes) plus 190 hours 25 minutes non-operational time. Aircraft types overseas were Anson (28.40), Wellington (86.55), Halifax II (32.10) and Halifax III (238.50)

On 27 November 1945, G/C K.B. Conn recommended his promotion to Acting Flight Lieutenant, writing, "Flying Officer Brittain has a distinguished career in Bomber Command as an air gunner [sic] and was awarded the Distinguished Flying Cross. As an artist he is one of the most distinguished of the younger Canadians and the work he is presently turning out is of very great importance to the history of the RCAF and to art in Canada in general."

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BRITTAIN, F/L William Bruce (J28286) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born in Truro, Nova Scotia, 10 February 1922 (see **Canadian Who's Who**, 1968). Educated at MacDonald College (Montreal) and McGill University (Teaching Certificate in 1941). Home in Ste.Anne de Bellevue, Quebec; enlisted in Montreal, 18 July 1941 and posted to No.1 Manning Depot. To No.1 ITS, 20 August 1941; graduated and promoted LAC, 9 October 1941 when posted to No.10 EFTS; graduated 5 December 1941 and posted next day to No.6 SFTS; graduated and promoted Sergeant, 27 March 1942. To Central Flying School, Trenton, 25 April 1942. To No.1 SFTS, 19 June 1942. Promoted Flight Sergeant, 27 September 1942. Promoted WO2, 27 March 1943. Commissioned 1 April 1943. To "Y" Depot, 14 July 1943. To United Kingdom, 12 September 1943. Promoted Flying Officer, 1 October 1943. Promoted Flight Lieutenant, 12 November 1944. Reported missing, 14/15 February 1945. Reported safe, 2 April 1945. He was an Acting Squadron Leader when shot down (a Deputy Flight Commander). ; date was 14/15 February 1945, aircraft MZ355 (ZL-W); finally returned to England 8 May 1945. Repatriated 14 May 1945. Retired 6 September 1945. Postwar he obtained Bachelor of Science Degree, 1949. Joined Department of Agriculture in Ottawa, 1949 as Assistant Director of Personnel. Appointed Chief of Administrative Division, Science Service (1950-54). Joined Department of Health and Welfare, 1954 as Assistant Director of Indian Health Services. By 1965 he had attained the post of Director-General of Administration, Department of National Health and Welfare. Deputy Minister, Department of Veteran's Affairs, 1975-1985. First President of the Friends of the Canadian War Museum, a post he resigned when the Director of

the museum (V.J. Suthren) sent a private letter to the CBC congratulating that body on the production of **The Valour and the Horror** (the letter, though private, was circulated to staff of the Canadian War Museum). Died in Ottawa, 26 September 2007. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.1729 (RG.24 Vol.20607) has recommendation dated 17 December 1944 when he had flown 26 sorties (128 hours 50 minutes) from 18 July to 16 November 1944. At the time he was a Deputy Flight Commander. Photo PL-31643 (ex UK-13581 dated 14 August 1944) shows Sergeant J.F. Peak (left) and F/O W.B. Brittain. Photo PL-31910 (ex UK-14045 dated 18 August 1944) shows Sergeant John F. Peak (Toronto), rear gunner (left) with his captain, F/O Bruce Brittain (Ste. Anne de Bellevue). Photo PL-43386 has caption stating that he was shot down during a mining mission and was captured. The photo shows him on return to the squadron after the American Third Army overran the hospital where he was being treated for a fractured right leg, incurred when he baled out.

This captain has completed twenty-six heavy operational bombing attacks against the enemy. Flight Lieutenant Brittain is a Deputy Flight Commander and his work in general is outstanding. He sets his mind on the task in hand and with a fine offensive spirit, setting a magnificent example not only to his crew but to the entire squadron.

The sortie list was as follows:

18 July 1944 - Wesseling (5.50)
18 July 1944 - Mondeville (5.00)
22 July 1944 - Amaye (4.45)
1 August 1944 - L'Heye (3.40)
2 August 1944 - Conquereaux (4.25)
3 August 1944 - Nieppe (4.40)
4 August 1944 - Casson (4.50)
5 August 1944 - St.Leu (4.50)
7 August 1944 - La Hogue (5.05)
9 August 1944 - La Neuville (4.20)
12 August 1944 - La Breteque (4.40)
14 August 1944 - Aisy (4.30)
15 August 1944 - Soesterburg (4.10)

16 August 1944 - Kiel (5.20)
18 August 1944 - Connetres (6.20)
25 August 1944 - St. Mathieu (4.55)
6 September 1944 - Emden (5.00)
11 September 1944 - Le Havre (4.10)
17 September 1944 - Boulogne (3.45)
27 September 1944 - Sterkrade (5.05)
6 October 1944 - Dortmund (7.00)
22 October 1944 - Gardening (6.10)
23 October 1944 - Essen (5.50)
25 October 1944 - Homberg (4.55)
6 November 1944 - Gelsenkirchen (5.20)
16 November 1944 - Julich (5.15)

DHist file 181.009 D.1729 (RG.24 Vol.20607) has recommendation by W/C V.F. Ganderton dated 17 December 1944 when he had flown 26 sorties (128 hours 50 minutes) from 18 July to 16 November 1944. At the time he was a Deputy Flight Commander. Sortie list and submission as follows:

18 July 1944 - Wesseling (5.50)
18 July 1944 - Mondeville (5.00)
22 July 1944 - Amaye (4.45)
1 August 1944 - L'Heye (3.40)
2 August 1944 - Conquereaux (4.25)
3 August 1944 - Nieppe (4.40)
4 August 1944 - Casson (4.50)
5 August 1944 - St.Leu (4.50)
7 August 1944 - La Hogue (5.05)
9 August 1944 - La Neuville (4.20)
12 August 1944 - La Breteque (4.40)
14 August 1944 - Aisy (4.30)

15 August 1944 - Soesterburg (4.10)
16 August 1944 - Kiel (5.20)
18 August 1944 - Connetres (6.20)
25 August 1944 - St. Mathieu (4.55)
6 September 1944 - Emden (5.00)
11 September 1944 - Le Havre (4.10)
17 September 1944 - Boulogne (3.45)
27 September 1944 - Sterkrade (5.05)
6 October 1944 - Dortmund (7.00)
22 October 1944 - Gardening (6.10)
23 October 1944 - Essen (5.50)
25 October 1944 - Homberg (4.55)
6 November 1944 - Gelsenkirchen (5.20)
16 November 1944 - Julich (5.15)

This captain has completed twenty-four heavy operational bombing attacks against the enemy and his work in general has been nexceptional.

On the night of 23rd October 1944, this pilot's aircraft was detailed to attack Essen and while returning from this sortie the aircraft was struck by a four-engined aircraft flying on a course at right angles to his. Both fins and rudders sustained considerable damage which caused the rudders to become locked and the aircraft tail heavy. After finding that the aircraft stalled at 165 m.p.h. Indicated Air Speed the pilot proceeded to England where an excellent landings was made. This captain saved his crew from possible injury and by his cool judgement and excellent airmanship, caused no further damage to his aircraft.

I strongly recommend that Flying Officer Britton be awarded a Non-Immediate Distinguished Flying Cross.

DHist file 181.009 D.2610 (RG.24 Vol.20627) has another version of this recommendation, also dated 17 December 1944, which gives sorties as 24 but flying hours as 137.15. Sortie list omits 16 November 1944 trip (Julich) but adds the following:

21 November 1944 - Castrop Rauxel (6.20)

25 November 1944 - Gardening (7.10)

30 November 1944 - Duisburg (6.30)

4 December 1944 - Karlsruhe (6.55)

5 December 1944 - Souest (6.40)

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BRITTAN, S/L John (J15229) - **Mention in Despatches** - No.6 Group Headquarters - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 28 October 1916. Home in Hamilton; enlisted there 13 May 1940. To No.1 ITS, 27 May 1940; graduated and promoted LAC, 22 June 1940 although posted the previous day to No.1 AOS; graduated 14 September 1940 and posted next day to No.1 BGS; graduated and promoted Sergeant, 28 October 1940; to Trenton, 28 October 1940; to No.1 ANS, 12 November 1940. Graduated 10 December 1940 when posted to No.3 Manning Depot. To RAF overseas, 14 December 1940. Commissioned 1 October 1942. Promoted Flying Officer and Flight Lieutenant, 1 October 1943. Promoted Squadron Leader, 19 June 1944. Repatriated 12 August 1944. To No.1 BGS, 14 September 1944. To Release Centre, 18 February 1945. Retired 29 March 1945. No citation. RCAF photo PL-30587 (ex UK-12000 dated 24 June 1944) shows him a Group Bombing Leader, supervising training of bomb aimers; seated with his deputy, F/L Con Massey, DFC of Ottawa and Plainfield, New Jersey.

BRITTAN, S/L John (J15229) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. No citation.

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BRITTEN, F/O Ralph Isaac Edward (J24431) - **Distinguished Flying Cross** - No.409 Squadron - Award effective 6 February 1945 as per **London Gazette** dated 13 February 1945 and AFRO 508/45 dated 23 March 1945. Born 22 October 1922 in Depcouse, Nova Scotia; home in Arichat, Nova Scotia; enlisted Halifax, 30 July 1941. To No.1 Manning Depot, 25 August 1941. To No.1 ITS, 13 September 1941; graduated and promoted LAC, 7 November 1941 when posted to No.15 EFTS; graduated 2 January 1942 and posted next day to No.10 SFTS; graduated and promoted Sergeant, 8 May 1942. Staff pilot at No.7 AOS, Portage la Prairie, 25 May 1942 to 8 March 1943. Embarked from Halifax, 2 April 1943; arrived in UK, 16 April 1943. Further trained at No.14 AFU (11 May to 17 August 1943), No.12 AFU (17 August to 16 November 1943)

and No.51 OTU (16 November 1943 to 29 February 1944. On strength of No.409 Squadron, 29 February 1944 to 19 April 1945. Repatriated to Canada, 2 August 1945; released 23 September 1945. Died 30 December 2000 at Arichat, Nova Scotia as per Royal Canadian Legion "Last Post" website and **Legion Magazine**, issue of March/April 2001. Victories as follows: **25/26 November 1944**, one Ju.88 destroyed, Rheindallen/Krefeld plus one Ju.88 damaged; **27/28 December 1944**, two Ju.88Gs destroyed, Kaldenkirchen; **21/22 March 1945**, one Bf.110 destroyed, Dhunn; **25/26 March 1945**, one Ju.88 destroyed, Dortmund. Award sent by registered mail 20 April 1942. His navigator, F/L L.E. Fownes, also received a DFC.

Flying Officer Britten has completed a large number of operational sorties. Throughout he has shown outstanding airmanship, courage and devotion to duty. He has destroyed three enemy aircraft and damaged another. However hazardous the circumstances he has never failed to display great initiative and resourcefulness.

NOTE: Public Records Office Air 2/9048 has original recommendation dated 1 January 1945: He had flown 51 sorties since June 1944.

Flying Officer Britten is a keen and efficient night fighter pilot whose aggressiveness and determination have frequently been demonstrated on operational sorties over the Continent. In the course of these trips, of which he has made 51 since D Day, he has never failed to show outstanding initiative and ability, no matter how exacting or hazardous the circumstances. This fine operational spirit recently paid dividends when Flying Officer Britten destroyed three and damaged a fourth enemy aircraft in two night sorties.

RCAF Press Release dated 15 December 1944 from F/O S.P. Cromie reads:

With a Canadian Night Fighter Squadron in France: -- Two Nova Scotia fliers who enlisted together at Halifax in July, 1941 and met again nearly two years later as pilot and navigator of a Mosquito night fighter, hit the night fighting jackpot when they destroyed one enemy plane and damaged another in one night recently.

They are F/O R.A. Britten, pilot of Arichat, and F/L Leo Fownes, navigator, of Baddeck, crew of a Nighthawk squadron Mosquito operating from an airfield in

Northern France. The pair met in the RCAF recruiting depot and went on to Manning Depot at Toronto together.

From there they both went to Toronto I.T.S., then to Elementary Training School at Regina. There they parted, Fownes going on to an Air Observers School before completing his course to train as a navigator.

Britten, who is 22, became a staff pilot at a navigation school after completing his course, while Fownes joined the RCAF Ferry Command in Canada.

They never saw each other again until they met briefly at a reception depot in England. In November, 1943, they teamed up as a night fighting crew at an operational training unit in Britain.

The two Nova Scotians have flown together with the Nighthawk squadron since March, this year, and their recent double header was their first score.

Britten and Fownes bagged their pair when they were sent out to intercept a German night fighter force, the first to put in an appearance in some time. Victim number one was a Ju.88 which they saw crash in flames. Their second was a Ju.188 which burst into flames when Britten's cannons scored hits on it. It dived down through a cloud and was believed to have crashed about 40 miles inside the German border, but since the crew did not see it crash, they claimed it as a damaged.

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BRITTEN, P/O Tom Beverley (J19441) - **Distinguished Flying Cross** - No.220 Squadron - Award effective 28 April 1944 as per **London Gazette** dated 5 May 1944 and AFRO 1186/44 dated 2 June 1944. Born 5 September 1913. Home in Little Current, Ontario; enlisted in Toronto, 7 November 1940. To No.3 Training Command, 8 December 1940. To No.31 GRS, 9 December 1940. To No.3 ITS, 23 March 1941; graduated and promoted LAC, 21 April 1941 when posted to No.9 EFTS. Ceased training and posted to No.1 Manning Depot, 3 May 1941. To Trenton, 12 May 1941. To No.4 AOS, 7 July 1941; graduated 28 September 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 8 November 1941; posted that date to No.2 ANS (graduated 8 December 1941). To "Y" Depot, 10 December 1941. To RAF overseas, 7 January

1942. Promoted Flight Sergeant, 8 May 1942. Promoted WO2, 8 November 1942. Promoted WO1, 8 May 1943. Commissioned 30 November 1943. Promoted Flying Officer, 30 May 1944. Repatriated 16 June 1945. To No.1 Composite Training School, 23 June 1945. To Release Centre, 23 August 1945. Retired 24 August 1945. Award presented 22 November 1948. Died 1992.

During his first tour of operations this navigator has completed a large number of flying hours, frequently in circumstances demanding the most precise navigation. He has constantly displayed high skill in his duties both on the ground and in the air. He has set a fine example.

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BRITTON, P/O Henry (J85998) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 16 May 1922. Home in Toronto; enlisted there 3 July 1942. To No.1 Manning Depot, 27 August 1942. To No.6 ITS, 5 December 1942; graduated and promoted LAC, 19 February 1943; posted next day to No.12 EFTS; graduated 17 April 1943 when posted to No.9 SFTS; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 20 August 1942; to RAF overseas, 25 August 1942. Commissioned 18 April 1944. Promoted Flying Officer, 18 October 1944. Repatriated 9 January 1945. To No.4 BGS, 18 January 1945. To Release Centre, 17 February 1945. Retired 14 March 1945. Re-engaged 8 September 1953 with RCAF as Reserve Flying Training Instructor in Hamilton, Ontario (207480), serving to 29 February 1956 Award presented by Governor General at Government House, 26 January 1954. RCAF photo PL-32744 (ex-UK-14794 dated 13 September 1944 shows two Leaside Squadron members comparing notes after first daylight raid on Emden - P/O Doug Frost (Winnipeg, right) and P/O Harry Britton (Toronto, left). 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 19 October 1944 when he had flown 28 sorties (132 hours 25 minutes), 27 June to 12 October 1944.

Throughout his operational career this officer has displayed enthusiasm and keenness for operational flying. He has been an inspiration to the members of his crew and at all times has shown a high degree of airmanship and dogged determination, having completed twenty-eight successful sorties.

His calm, quiet manner, qualities of leadership and splendid record warrant a strong recommendation for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

23 June 1944 - Bientque (3.40, second pilot)
27 June 1944 - Foret d'Eawy (4.00, second pilot)
28 June 1944 - Metz (6.55)
3 July 1944 - Biennais (4.00, day)
5 July 1944 - Biennais (4.35)
7 July 1944 - Caen (4.20, day)
12 July 1944 - Thiverny (4.25)
15 July 1944 - Nucourt (4.30)
18 July 1944 - Wesseling (5.10)
1 August 1944 - Ferme de Forestel (3.45, day)
3 August 1944 - Foret de Nieppe (4.30, day)
4 August 1944 - Blois de Cassont (4.45, day)
5 August 1944 - St.Leur d'Esserent (4.55, day)
7 August 1944 - La Hogue (4.25, day)
9 August 1944 - Foret de Nieppe (3.35)
10 August 1944 - La Pallice (6.50)
12 August 1944 - Mont Richard (5.35, day)
14 August 1944 - Bons Tassilly (4.25, day,)
18 August 1944 - Bremen (5.15,)
27 August 1944 - Mimoyceques (3.45)
28 August 1944 - Brest (3.15, day)
31 August 1944 - Ile-de-Cezembre (4.55, day,)
6 September 1944 - Emden (3.50)
27 September 1944 - Bottrop (5.25, day)
30 September 1944 - Sterkrade (5.10, day)

6 October 1944 - Dortmund (6.25)

9 October 1944 - Bochum (6.30, day)

12 October 1944 - Wanne Eickel (4.25, day)

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BRITTON, F/L William Bruce (J25816) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 21 September 1917. Home in Eston, Saskatchewan; enlisted Regina, 4 May 1942 and posted to No.2 Manning Depot. To No.3 BGS (guard), 22 June 1942. To No.2 ITS, 1 August 1942; graduated and promoted LAC, 26 September 1942 but not posted to No.2 EFTS until 24 October 1942; may have graduated 18 December 1942 but not posted to No.11 SFTS until 9 January 1943; graduated and commissioned, 30 April 1943. To "Y" Depot, 14 May 1943. To RAF overseas, 22 June 1943. Promoted Flying Officer, 30 October 1943. Promoted Flight Lieutenant, date unclear. Repatriated 8 May 1946. Retired 22 June 1946. Died 15 May 2009 as per No.427 Squadron website, Royal Canadian Legion "Last Post" website and **Legion Magazine**, issue of September/October 2009. RCAF photo PL-42297 (ex UK-19282 dated 19 March 1945) shows him (left) with his navigator, F/O Al Smitten (right, Edmonton) on completion of tour. RCAF photo PL-46400 (ex UK-23867 dated 27 December 1945) is captioned as follows: "Flying to Italy and back with leave troops is a tame thing to these two officers of the Lion Squadron, one of the only two Canadian bomber squadrons still operating with the Occupational Air Force. Both did tours on operations with the Lion Squadron before VE Day. On the left is F/L J.D. Mawson, DFC, of Kingston, Ontario and on the right is F/L W.B. Britton, DFC of Eston, Saskatchewan. Mawson is a member of the permanent force." Award sent by registered mail 11 July 1950. 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." Recommended by W/C V.F. Ganderton, 17 December 1944, at which time he had flown 24 sorties (137 hours 15 minutes on operations, 18 August to 5 December 1944). (DHist file 181.009 Docket 1729 (now held by National Archives of Canada, RG.24 Volume 20607); Recommendation read:

This captain has completed twenty-four heavy operational bombing attacks against the enemy and his work in general has been exceptional. On the night of the 23rd October 1944, this pilot's aircraft was detailed to attack Essen and while returning from this sortie the aircraft was struck by a four-engined aircraft flying on a course at right angles to his. Both fins and rudders sustained considerable damage which caused the rudders to become locked and the aircraft tail heavy. After finding that the aircraft stalled at 165 miles per hour Indicated Air Speed,

the pilot proceeded to England where an excellent landing was made. This captain saved his crew from possible injury and by his cool judgement and excellent airmanship caused no further damage to his aircraft.

SORTIE LIST

<u>Date</u>	<u>Target</u>	<u>Time</u>
18 July 1944	Wesseling	5.50
18 July 1944	Mondeville	5.00
20 July 1944	Amaye	4.45
1 August 1944	L'Hey	3.40
2 August 1944	Coquerean	4.25
3 August 1944	Nieppe	4.40
4 August 1944	Casson	4.50
5 August 1944	St.Leu	4.50
7 August 1944	L'Hogue	5.05
9 August 1944	Le Neuville	4.20
12 August 1944	Le Breteque	4.40
14 August 1944	Aisy	4.30
15 August 1944	Soesterberg	4.10
16 August 1944	Kiel	5.20
18 August 1944	Connentres	6.20
25 August 1944	St.Mathieu	4.55
6 September 1944	Emden	5.00
11 September 1944	Le Havre	4.10
17 September 1944	Boulogne	3.45
27 September 1944	Sterkrade	5.05
6 October 1944	Dortmund	7.00
22 October 1944	Minelaying sortie	6.10

23 October 1944	Essen	5.50
25 October 1944	Homberg	4.55
6 November 1944	Gelsenkirchen	5.20
16 November 1944	Julich	5.15

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BROADBENT, S/L Stanley Yendle (C1585) - **Commended for Valuable Services** - No.16 SFTS - Awarded 1 January 1943 as per **Canada Gazette** dated 9 January 1943 and AFRO 55/43 dated 15 January 1943. Born in St.Thomas, Ontario, 20 February 1910 (a Press Release says 23 February). Educated there including St. Thomas Collegiate (1924-1927) and St. Thomas Vocational (1928-1930). Enlisted in RCAF as a Rigger, 24 June 1930 (Service Number 1832) and trained at Camp Borden. To Vancouver, July 1931. Promoted to AC1, 1 November 1931. Qualified as Coppersmith, 30 November 1931. To Trenton, August 1932 (working with No.2 Army Cooperation Squadron). Qualified as Sheet Metal Worker, 2 October 1933. Promoted LAC, 1 May 1934. Trade Tested as Coppersmith and Sheet Metal Worker, 18 December 1934 and scored 82 percent. Attended Air Gunnery and Bombing Course, Camp Borden, 4 October 1933 to 31 March 1934 and qualified as an Air Gunner, having been assessed as "Above the average:" and "Qualified to be an instructor." On 14 August 1936, W/C G.O. Johnson wrote, "He is particularly interested in Air Gunner's work and very desirous of continuing init." However, being classified as a Specialist also made it more difficult for him to apply for the Airman Pilots Course. Promoted Corporal, 1 October 1936. To No.1 Aircraft Depot, Ottawa, 1 September 1936. To Station Trenton, date uncertain. To Station Ottawa, 16 June 1937. To Station Trenton, 2 July 1938. On 14 December 1938 the Commanding Officer of the Flying Training School (W/C R.S. Grandy) described him as "A keen ab initio pupil making satisfactory progress" (having by then flown 15 hours 10 minutes solo, 29 hours 15 minutes dual, and 25 hours 30 minutes as passenger.). However, as early as 17 November 1938 he had been described as "inclined to take liberties with young officers in his class." A medical report described him as "splendidly built" and with a passion for fitness. Promoted Sergeant, 1 April 1939. Qualified as Sergeant Pilot, 17 June 1939. Attended Flying Instructor School, Camp Borden, 11 September to 6 October 1939. Commissioned at Camp Borden on 15 November 1939. Posted to Trenton, 29 January 1940. To No.1 SFTS, Camp Borden, 29 April 1940. Promoted Flight Lieutenant, 1 March 1941. To AFHQ, Ottawa, 20 July 1940 but apparently at No.2 SFTS, Uplands even before a formal posting to that unit on 11 March 1941 (see F.S. McGill letter, below). To No.16 SFTS, Hagersville, 9 August 1941. Promoted Squadron Leader, 15 July 1942. To No.6 SFTS, Dunnville, 1 December 1942. To No.16 SFTS, 15 August 1941 to 1 December 1942. Numerous TD assignments including one to Buffalo, June 1942 and one to investigate accident at No.16 SFTS, January 1943. To Trenton, 9 February 1943. To AFHQ, 9 May 1943. To overseas, date unclear. Attended Empire Central Flying School, England, 9 June to 8 September 1943. Embarked for Canada, 22 September 1943. To AFHQ, Ottawa, 30 September

1943. To No.16 SFTS, Hagersville, 2 November 1943. To No.14 SFTS, 9 April 1944. To No.5 OTU, Boundary Bay, 11 July 1944 for course. To Station Aylmer, 9 September 1944. To Toronto, 11 November 1944. To No.11 (BR) Squadron, May 1945. To Eastern Air Command Headquarters, Halifax, 1 October 1945. Reverted to Flight Lieutenant, 1 October 1946. To Flying Instructor School, Trenton, 7 November 1946. To No.1 Air Command Headquarters (later Central Air Command), 26 January 1947. To Station Trenton, 8 May 1948. Promoted Squadron Leader, 1 June 1948. Killed in flying accident 16 June 1948 (Vampire 17009, Central Flying School; crashed into Lake Ontario, south of Bowmanville). See DHist file 181.009 D.3948 (RG.24 Vol.20641); recommended for an award as early as 14 November 1941 (G/C G.S. O'Brian to AOC No.1 Training Command) in which it is stated that after gaining wings at Borden he instructed at No.2 SFTS, Uplands before going to No.16 SFTS, as well as other extended praise for his wisdom and accident-free record. Recommended for AFC, 7 October 1942.

This officer worked his way up from an aero-engine mechanic in the ranks of the permanent RCAF. As a Sergeant Pilot he was instructing at Camp Borden at the commencement of the war. For the past fourteen months he has commanded a Training Squadron at No.16 SFTS where he has shown a keen devotion to duty and set an excellent example both as an officer and flying instructor to those under him. He has carried out 1,500 hours flying, mostly instructing, without a single accident. His record as an instructor, devotion to the service, and keen interest in the airmen's welfare and training has been of inestimable value to the war effort.

BROADBENT, S/L Stanley Yendle (C1585) - **Commended for Valuable Services** - No.14 SFTS - Award effective 19 August 1944 as per **Canada Gazette** of that date, **London Gazette** dated 22 August 1944 and AFRO 2052/44 dated 22 September 1944.

This officer was the pilot of a training aircraft recently, carrying out aerobatics, when the upper elevator cable completely parted. The aircraft whip stalled from a vertical nose upwards position. Endeavouring to recover from the ensuing vertical dive, the pilot discovered the complete loss of elevator control. By the use of elevator trim, the nose was brought up, but control was difficult to maintain. He ordered the crewman to abandon aircraft by parachute and assisted him onto the wing to make his jump safer, which resulted in the aircraft diving out of control again. The then prepared to abandon aircraft himself but noticed it was heading towards a thickly populated area. Fearing a crash might cause loss of civilian life and with complete disregard for his own safety, knowing his actions might result in his coming too low to jump successfully, Squadron Leader Broadbent manoeuvred the aircraft away from the area under semi-control. Noticing an unused relief field nearby, he decided to try to save the aircraft and with extreme courage and great skill carried out a forced landing with no damage. Not only was loss of life averted and a valuable aircraft saved but the preservation of the aircraft intact disclosed evidence of the cause of the

accident. This officer's splendid actions on this occasion are an outstanding example of his devotion and ability as a flying instructor.

Recommendations:

His first Commendation began as a recommendation for an Air Force Cross, submitted 7 October 1942 by the CFI at Camp Borden. Text as follows:

This officer worked his way up from an aero-engine mechanic in the ranks of the permanent RCAF. As a Sergeant Pilot he was instructing at Camp Borden at the commencement of the war. He later carried out good work at No.2 SFTS and was then selected, on account of his experience and good judgement, to assist in supervising the opening of new stations. For the past 14 months he has commanded a Training Squadron at No.16 SFTS, where he has shown a keen devotion to duty and set an excellent example both as an officer and Flying Instructor. He has carried out some 1,500 hours flying, mostly instructing, without a single accident.

This was supported at the level of No.1 Training Command, but on an uncertain date, Air Marshal L.S. Breadner converted it from an AFC to a Commendation.

On 9 December 1943 he was recommended for an Air Force Cross. He was then at No.16 SFTS and had flown 1,600 hours (170 in previous six months). Text as follows:

Squadron Leader Broadbent has by conscientious effort gradually risen from an aero engine mechanic to Chief Instructor. Because of his outstanding ability, his vast experience and good judgement, he was selected to assist in supervising the opening of new flying stations. Except for a few weeks while on temporary duty, this officer has been on the strength of this station since it opened. For approximately fourteen months Squadron Leader Broadbent commanded a training squadron at this Station, where the excellent results obtained by the students in his squadron indicated not only the high regard in which he is held by all his pupils but also indicate that he has earned the respect of the instructors under him. He has set an excellent example both as an officer and as a flying instructor. All told, Squadron Leader Broadbent has carried out some 1,600 hours of flying, which record has not been marred by any flying mishap. This officer recently returned to this Station in the capacity of Chief Instructor from the Empire Central Flying School in England. It is very strongly recommended that this officer be granted the award of the Air Force Cross.

On 8 July 1944, W/C G.L. Ingram (No.14 SFTS, Aylmer) recommended Broadbent for a George Cross. As of that date he had flown 1,671 hours (100 in previous six months) of which 1,300 were instructional hours (90 in previous six months). Text as follows:

Squadron Leader S.Y. Broadbent was pilot of Harvard aircraft No.2672 on 6th July 1944. Whilst carrying out aerobatics at 6,000 feet, the upper elevator cable completely parted. The aircraft whip stalled from a nose vertical upwards position. Endeavouring to recover from the ensuing vertical dive, the pilot discovered the complete loss of elevator control. By the use of elevator trim, the nose was brought up, but control was difficult to maintain. Squadron Leader Broadbent gave the crewman orders to abandon aircraft by parachute and assisted him onto the wing to make his jump safer. This resulted in the aircraft diving out of control again. Squadron Leader Broadbent prepared to abandon aircraft, but noticed it was heading toward a thickly populated area. Fearing a crash might cause loss of civilian life and with complete disregard for his own life, knowing his actions might result in his coming too low to successfully jump, he manoeuvred the aircraft away from the area under semi-control. Noticing an unused relief field nearby, Squadron Leader Broadbent decided to try to save the aircraft and with extreme courage and great skill carried out a forced landing with no damage. Not only was loss of life averted and a valuable aircraft saved but the preservation of the aircraft intact disclosed evidence of sabotage which might have been destroyed had the aircraft crashed.

Notes: The Air Gunnery and Bombing Course, Camp Borden (4 October 1933 to 31 March 1934) included the following courses and marks: Photography (83 percent), Map Reading (80 percent), Airmanship (75 percent), Signals (90 percent), Gunnery (79 percent), Engines (64 percent), Bombing (70 percent), Airframes (79 per cent), Air Pilotage (85 percent), Meteorology (89 percent), Semaphore Sending (98 per cent), Semaphore Reading (100 percent), Telegraphy Sending (100 percent) and Telegraphy Reading (99 percent). Flew as passenger only in Fairchild (22 hours 55 minutes), Avro Tutor (eight hours 25 minutes) and Courier (two hours 50 minutes). Engaged in trapshooting (53 percent on last three shoots, bombing (50 percent within 100 yards of target) and air gunnery (6.4 percent hits). "This airman has worked hard during his course, with good results. He is neat in appearance and would make a good instructor." (S/L A.A. Leitch).

The flying training course was 4 October 1938 to 13 June 1939. In that time he flew Fleets aircraft on elementary training (ten hours dual to first solo, 43 hours five minutes advanced dual, 33 hours 50 minutes solo), Moth as a "service type" (four hours 20 minutes dual, eight hours 45 minutes solo) and another "service type" not specified (four hours 55 minutes dual, six hours 15 minutes solo). No accidents. Described as "Generally an average pilot. Landings and cross wind landings were not up to standard but forced landings were good." A further comment was revealing: "This NCO is keen, reliable and capable of undertaking responsibility. Inclined to be too familiar with junior officers." Examined in Air Pilotage/Navigation (147/200), Meteorology (36/40), Airmanship (119/170), Engines, Written (142/200), Engines, Practical (248/300), Rigging, Written (94/100), Rigging, Practical (191/200), Administration (70/100), Organization (36/50), Law (81/100), History (16/25), Theory of Flight (27/50), Armament, written (53/65), Armament, practical (178/200), Signals, written, (100/100), Signals, practical (72/100). Flying tests completed on Fleet, Wapiti and Fairchild.

His first course as Instructor was at Camp Borden, 11 September to 7 October 1939. Described as follows:

This NCO's explanations and demonstrations are generally good, but needs more practice on aerobatics. Although his voice is a little weak, he is hard working, and although lacking in the experience normally required he is considered a capable instructor.

On 19 September 1940, W/C F.S. McGill (Commanding Officer, No.2 SFTS) wrote a letter to Air Officer Commanding, No.3 Training Command, which read in part:

Within the past few months, numerous officers have been taken into the service from Civil Flying. Many of these are older, and claim to have more flying hours than certain members of the RCAF who are much more experienced in the service routine. It is, therefore, not always easy for a Flight Commander, younger and holding the same rank as his instructors, to maintain the authority and respect that he must have, in order that his flight may operate efficiently. In the present emergency, it is considered of vital importance that every man's work be done as efficiently as possible, and it is felt that RCAF Headquarters can greatly assist by granting acting rank to Flying Officers, who of necessity must be appointed Flight Commanders.

It is therefore strongly recommended that the above noted Officer [F/O Broadbent] be granted the rank of Acting Flight Lieutenant so long as he holds the position of Flight Commander.

A Categorization Report for Flying Instructors dated 17 December 1940 (which raised him to C.2 category) stated he had flown 413 hours single-engine solo, 82 hours 10 minutes single-engine dual, 60 hours 25 minutes twin-engine solo and 17 hours five minutes twin-engined dual. He had been tested in a Harvard II and assessed for the following: Sequence ("Fairly Good"), Voice ("Good"), Manner ("Confident"), Ability to Impart Knowledge ("Average"), Ability as a Pilot ("High Average"); with remarks as follows:

Has been turning out good pupils. Preambles are fairly good. Has sound methods of instructing. Deserves raise to higher category.

As of 21 November 1942 he had flown a total of 674 hours ten minutes single-engined solo, 84 hours 40 minutes single-engined dual, 354 hours 30 minutes twin-engined solo and 18 hours five minutes twin-engined dual. Aircraft types listed were Fleet, Moth, Fairchild, Oxford, Norseman, Delta, Harvard, Yale, Anson, Northrop and Cessna. A Categorization Report for Flying Instructors dated 21 November 1942 (which raised him to C.1 category) stated he had taken a Flying Instructor Course, 2 November to 21 November 1942, during which he flown Single Engine Elementary aircraft (four hours 25 minutes solo, two hours 15 minutes dual),

Single Engined Advanced Trainers (seven hours 55 minutes day solo, 90 minutes night solo, six hours 40 minutes day dual and 55 minutes night dual) and Twin Engined Advanced Trainers (13 hours five minutes day solo, 100 minutes day dual, 13 hours 55 minutes night solo, three hours five minutes night dual). Squadron Leader J.C.J.B. Mirabelli wrote of him:

Very keen, hard-working instructor of above the Average ability, whom progressed very satisfactorily during the course. General flying on all training types above the average. Warrants Highest Category.

Although he was assessed highly as an instructor throughout his career, one W/C A. Watts of the Empire Central Flying School submitted an unusual report upon his completion of the course there (filed 7 September 1943):

Whilst this officer is very experienced he has indicated during the course that he is rather browned-off with training. I do not think he should go back to Central Flying School but I would suggest that he be posted as Squadron Leader to an SFTS for a period of six months and then to some work outside of training altogether. I feel that in six months he will be able to impart the value he has received from this course, and after that he will be of more value to the Service in some other branch.

The above probably accounts for his eventual posting to Liberator training and then to No.11 (BR) Squadron.

As of 24 January 1947, an Instrument Rating Ability Report stated that he had flown 1,032 hours 35 minutes on single engined aircraft and 1,096 hours 50 minutes on multi-engines aircraft. Aircraft types listed were Anson, Crane, Harvard, Canso, Liberator, Mitchell and Expediter. He had just been examined by F/L H.R. Norris following written tests (Flight Procedure, Meteorology, Navigation, Radio Aids) and a flight in an Expediter. Described as follows:

This pilot has a fairly good knowledge of radio range and radio compass procedures. R/T procedures are good. Reading of clearance is good but does not apply them in planning his flight. Instrument flying was very good throughout entire trip. Engine handling is weak. Results of oral quiz satisfactory.

His last assessment, drafted 25 March 1948 by S/L R.W. Thompson, Station Trenton, rated him highly in all categories - Appearance and Bearing, Cooperation, Determination, Initiative, Leadership, Loyalty, mental Alertness, Organizing Ability, Power of Expression, Reliability, Self-Confidence and Service Knowledge. The assessment read:

This officer is a very experienced pilot and Flight Commander. He is keen and competent and controls his flying operations in a very satisfactory manner. He takes a sincere interest in his men and is held in high regard by them. He is

rather an unusual personality band is slightly reticent on first meetings, but can be easily cultivated over a period of time. He is capable as an administrator and pilot-instructor.

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BROADBRIDGE, F/L Arthur Frederick (C12177) - **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 15 February 1915. Home in Invermay, Saskatchewan; enlisted Saskatoon 2 July 1941 as Radio Mechanic. To No.2A Manning Depot, 15 July 1941. To No.38 SFTS, 27 July 1941. To No.4 ITS, 19 August 1941. To University of British Columbia, 11 October 1941. Promoted LAC, 30 January 1942. To No.1 Manning Depot, 14 February 1942. To No.31 Radio School, 19 February 1942. Commissioned in Signals Branch, 28 May 1942. To No.31 Personnel Depot, 29 July 1942. To RAF overseas, 24 September 1942. Attained rank of Flight Lieutenant, 17 August 1944. Repatriated 1 August 1945. Retired 2 October 1945. Died 29 March 2009 in Cobourg, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2009.

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BROCHU, F/L Leopold Rosario (J85412) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 5 September 1944 as per **London Gazette** of that date and AFRO 2373/44 dated 3 November 1944. Born 7 October 1918. Home in St.Marie de Beauce; enlisted in Quebec City, 24 September 1941 and posted to No.4 Manning Depot. To No.5 Manning Depot, 27 January 1942. To No.4 BGS, 27 February 1942 (guard). To No.3 ITS, 11 April 1942; graduated and promoted LAC, 6 June 1942 but not posted to No.11 EFTS until 8 July 1942; may have graduated 4 September 1942 but not posted to No.13 SFTS until 25 September 1942; graduated and promoted Sergeant, 22 January 1943. To "Y" Depot, 5 February 1943. To RAF overseas, 8 March 1943. Promoted Flight Sergeant, 22 July 1943. Commissioned 5 March 1944. Promoted Flying Officer, 5 September 1944 but clearly an Acting Flight Lieutenant at the same time. Repatriated 5 August 1945. Retired 21 September 1945. Re-engaged as Ground Observer Corps officer, 18 January 1952 to uncertain date (47707). Award sent by registered mail 1 December 1950. RCAF photo PL-30734 (ex UK-12234 dated 7 July 1944) has Halifax "Le Presse Express" in background; in front, members of the crew chat with a member of the ground crew (LAC Romeo Deoust, Montreal); aircrew are F/O Leopold Brochu (St.Marie de Beauce, pilot) and WO Idionel Recicot (Montreal). RCAF photo PL-30737 (ex UK-12237 dated 7 July 1944) shows brothers Leopold (left) and Gilbert Brochu (St.Marie de Beauce) posed in front of Halifax "La Presse Express" during a visit to No.425 Squadron; Gilbert, a Spitfire pilot, had been forced to bale out over the Channel on D Day.

One night in June 1944 this officer piloted an aircraft detailed to attack a target in Northern France. En route to the target the aircraft was struck by anti-aircraft fire. A large hole was torn in the bomb aimer's compartment and much equipment was rendered unserviceable by shell fragments. The rigging was

damaged which affected a wing. Despite this, Flight Lieutenant Brochu went on to the target and executed his attack. This officer has completed many sorties and has invariably displayed a high standard of skill and courage.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Vol.20600) has original recommendation by W/C L. Lecomte, drafted 12 July 1944 when he had flown 32 sorties (172 hours); no sortie list but text as follows:

A veteran pilot whose courage, skill and qualities of leadership reflect great credit on his squadron, Flight Lieutenant Brochu has completed 32 offensive sorties against the enemy. These operations include sorties to Essen, Frankfurt, Nurneburg and Berlin, as well as to Schweinfurt, where intense fighter and flak opposition was encountered.

On one recent occasion, on the night of 10/11th June 1944, he was pilot of a Halifax bomber detailed to attack Versailles, France. While the aircraft was crossing the French coast over Dieppe, en route to the target, flak burst immediately under the nose, tearing a hole one and a half feet long in the Bomb Aimer's compartment. Fragments also flew into the Navigator's compartment. In addition to damage to the rigging, which caused the aircraft to fly one wing low, the Airspeed Indicator, Distant Reading Compass, and Directional Gyro were all rendered unserviceable. Fearlessly, and with a fine offensive spirit that provided a magnificent example to his crew, Flight Lieutenant Brochu obtained a course from the Navigator and continued to the target on the P.4 Magnetic Compass. The bombing mission successfully completed, he then flew the aircraft back to its base.

This officer's superb captaincy and airmanship have been displayed on this and on many other occasions. His courage, skill and devotion to duty under extremely trying conditions fully merit the award of the Distinguished Flying Cross.

The same text is found in DHH file 181.009 D.1730 but with the following sortie list:

27 January 1944 - Berlin (6.30, second pilot)
20 February 1944 - Stuttgart (7.35)
24 February 1944 - Schweinfurt (7.55)
1 March 1944 - Stuttgart (9.15)
7 March 1944 - Le Mans (5.25)
13 March 1944 - Le Mans (4.50)
15 March 1944 - Stuttgart (7.30)
18 March 1944 - Frankfurt (5.20)
22 March 1944 - Frankfurt (6.10)
24 March 1944 - Berlin (6.55)
26 March 1944 - Essen (4.45)

30 March 1944 - Nuremberg (8.25)
24 April 1944 - Karlsruhe (7.20)
26 April 1944 - Essen (4.45)
27 April 1944 - Aulnoye (4.20)
30 April 1944 - Somain (4.40)
1 May 1944 - St. Ghislain (4.15)
7 May 1944 - St. Valery (3.25)
9 May 1944 - Calais (3.25)
12 May 1944 - Louvain (4.35)
19 May 1944 - Louvain-Franceville (4.10)
27 May 1944 - Bourg Leopold (3.50)
9 June 1944 - Le Mans (5.35)
10 June 1944 - Versailles (5.15, hit by flak)
14 June 1944 - St. Pol (4.00)
16 June 1944 - Sautrecourt (4.00)
21 June 1944 - St. Martin (4.05)
23 June 1944 - Bientques (4.25)
27 June 1944 - Foret d'Eavy (4.55)
3 July 1944 - Biennais (4.25)
5 July 1944 - Biennais (3.45)
7 July 1944 - Caen (4.15)

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BROCK, P/O Robert George (J85520) - **Distinguished Flying Cross** - No.50 Squadron (deceased) - Award effective 23 April 1944 as per **London Gazette** dated 21 December 1945 and AFRO 155/46 dated 15 February 1946. Born 26 May 1918. Home in Toronto; enlisted there 19 February 1942. To No.1 Manning Depot, 6 April 1942. To No.6 ITS, 1 August 1942. Graduated and promoted LAC, 25 September 1942; posted next day to No.4 BGS; graduated 21 November 1942 when posted to No.1 AOS; graduated and promoted Sergeant, 30 December 1942. To "Y" Depot, 13 January 1943. To RAF overseas, 25 January 1943. Promoted Flight Sergeant, 30 June 1943. Commissioned 22 March 1944. Killed in action, 24/25 April 1944 (Lancaster ED876); wife in Toronto. Award presented to next-of-kin, 2 December 1946.

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

Public Records Officer Air 2/8780 has recommendation for a DFM (he was still a Flight Sergeant; promoted to Warrant Officer 3 March 1944 with effect from 31 December 1943), dated 15 March 1944 when he had flown 20 sorties (140 hours ten minutes).

9 October 1943 - Hanover
18 October 1943 - Hanover

20 October 1943 - Leipzig
22 October 1943 - Kassel
10 November 1943 - Modane
18 November 1943 - Berlin
20 December 1943 - Frankfurt
1 January 1944 - Berlin
2 January 1944 - Berlin
5 January 1944 - Stettin
14 January 1944 - Brunswick
21 January 1944 - Magdeburg
27 January 1944 - Berlin
28 January 1944 - Berlin
30 January 1944 - Berlin
15 February 1944 - Berlin
19 February 1944 - Leipzig
20 February 1944 - Stuttgart
25 February 1944 - Augsburg
1 March 1944 - Stuttgart

Flight Sergeant Brock is the bombardier in the crew captained by Pilot Officer Durham; he has now completed 20 successful operational sorties. During his tour he has obtained many photographs of target conditions and has invariably pressed home his attacks with great determination and coolness. His initiative in the air is well illustrated in an action when he found that due to an electrical failure the light in the Collimator tube would not work. By shining his torch down the Collimator tube he was able to provide the necessary light and reproduce the graticule on the reflector glass; thus he was able to use his sight accurately and make a successful attack. Flight Sergeant Brock has always been anxious and enthusiastic to carry out operational flying, and for his bravery, skill and devotion to duty he is recommended for the award of the Distinguished Flying Cross.

The website "Lost Bombers" provides the following information about his death. The Lancaster is identified as ND876 (VN-Z), target Munich. When lost this aircraft had a total of 26 hours. Airborne at 2053 hours, 24 April 1944 from Skellingthorpe. Hit by Flak over the target, breaking in two sections and falling 0154 hours, 25 April 1944 at Munchen-Laim. Crew were F/O O.L. Durham, DFC, (killed in action), Sergeant F.P. Brown (killed in action), Flight Sergeant E.S. Jones (killed in action), P/O R.G. Brock, DFC, RCAF (killed in action), Flight Sergeant D.L. Reynolds (killed in action), Flight Sergeant N. Jackson (killed in action), Flight Sergeant J.N.G.R. Casaubon, RCAF (killed in action).

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BRODIE, F/O Robert James (J35288) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 19 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born 19 September 1921. Home in Westmount; enlisted Montreal, 12 May 1941 and posted to No.1 Manning Depot. To No.119 (BR) Squadron, 25 May 1941. To No.3 ITS, 25 July 1941; graduated and promoted LAC, 1 September 1941 when posted to No.13 EFTS; graduated 25 October 1941 when posted to No.2 SFTS; graduated and promoted Sergeant, 4 July 1942. To No.13 EFTS, presumably to instruct, date uncertain, To Trenton, 8 January 1942. To Rockcliffe, 6 February 1942. To No.9 BGS, 7 July 1942. Promoted Flight Sergeant, 4 January 1943. Commissioned 12 September 1943. To "Y" Depot, 29 September 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Promoted Flying Officer, 12 March 1944. Reported missing, 2 November 1944 but subsequently confirmed as safe. Repatriated with No.408 Squadron, 17 June 1945. To No.405 Squadron (Tiger Force), 20 June 1945. To Greenwood, 1 October 1945. To Eastern Air Command Communications Flight, 17 November 1945. To Release Centre, 18 February 1946. Retired 27 February 1946. Died in Montreal 1989 as per **Airforce**, issue of April-May-June 1990. Award sent by registered mail 20 April 1949. Cited with Sergeant Thoburn W. Christie (RCAF, rear gunner, awarded DFM).

This officer and airman were pilot and rear gunner respectively of an aircraft detailed to attack Dusseldorf. Soon after the target had been attacked the aircraft was engaged by three enemy fighters. As they closed in, Sergeant Christie opened fire. His bullets struck one of the attackers, causing it to give up the fight. Nevertheless, the other two fighters attacked with great persistence. Flying Officer Brodie's aircraft sustained much damage. Despite this, he manoeuvred with much skill. Meanwhile, Sergeant Christie used his guns to good effect and the enemy aircraft were finally driven off. Sometime later the bomber sustained further serious damage. Displaying the greatest coolness, Flying Officer Brodie maintained control and effected a successful crash landing on an open patch of ground in friendly territory. He displayed a high standard of skill, courage and tenacity on this his first sortie as a captain. Sergeant Christie also proved himself to be a resolute and devoted member of aircraft crew. This was his first operational mission and his coolness and confidence in such trying circumstances set a fine example.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 vol.20600) has recommendation raised by W/C C.W. Burgess, 19 November 1944 when he had completed four sorties (21 hours):

Flying Officer Brodie was the captain of an aircraft detailed to attack Dusseldorf on the night of November 2nd, 1944. Just after bombs were dropped three Me.110s with nose lights on closed in on the aircraft and, switching off their lights, attacked with cannon fire causing severe damage to the instrument panel, mid-upper turret, wings and fuselage of Flying Officer Brodie's aircraft. One enemy aircraft was hit by return fire and disappeared. The enemy aircraft followed the bomber down as the pilot sought cloud cover, attacking at intervals. After staying in cloud some time, Flying Officer Brodie tried to regain stream but each time he left cloud cover the enemy aircraft would attack. He therefore flew in cloud at 1,500 feet until the port wing struck an obstruction, tearing out the port outer engine, bending the blades of the port inner airscrew over the cowlings and tearing off the port wing tip. Flying Officer Brodie maintained control and ordered the crew to crash positions. Immediately on seeing a clear patch of ground he crash-landed the aircraft without injury to himself or his crew. This was Flying Officer's first sortie as captain. Flying Officer Brodie displayed great skill and coolness in very harrowing circumstances and his masterly control of his badly damaged aircraft resulted in the saving of his whole crew from injury. It is strongly recommended that he be awarded the Distinguished Flying Cross (Immediate).

The website "Lost Bombers" offers the following on the above incident. Halifax NP686 (OW-T), target Dusseldorf was one of three Halifaxes of No.426 Squadron lost on this operation (the others were LW199 and nP696. Airborne at 1615 hours, 2 November 1944 from Linton-on-Ouse. Badly damaged by fighters and crash-landed in Allied held territory near Namur, Belgium - no injuries. The full crew were F/O R.J.Brodie (RCAF), Sergeant G.Beale, F/O R.Alderson, F/O J.C.Swan (RCAF), Sergeant W.Pooskunik (RCAF), Sergeant J.Deyell (RCAF), Sergeant T.W.Christie (RCAF).

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BRODRIBB, S/L William James (C1998) - **Member, Order of the British Empire** - RCAF Overseas Headquarters - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Ottawa, 21 October 1911. Enlisted in RCAF, 7 October 1941 as Clerk. Much prewar service in AFHQ. Had attained rank of Flight Sergeant, 15 December 1939. Commissioned 15 April 1940. Promoted Flight Lieutenant, 15 August 1941. To RCAF Overseas Headquarters, 22 November 1941. Promoted Squadron Leader, 1 May 1942. Promoted Wing Commander, 1 May 1943. Repatriated 24 December 1943. To AFHQ, 2 January 1944. Reverted to Squadron Leader, 1 October 1946 in postwar RCAF (19956). Award

presented by King George. Later awarded Queen's Coronation Medal, 30 October 1953 while a Wing Commander, AFHQ. Died 25 August 1964.

Squadron Leader Brodribb has been Personal Assistant to Air Marshal H. Edwards both at Air Force headquarters and RCAF Overseas Headquarters. On him has fallen the task of dealing with matters of a most secret nature and of the highest policy level. He is one of the most capable officers in the entire service and through his tact and diplomacy he has greatly relieved the Air Officer Commanding-in-Chief of not only the routine matters of the day but he has also prepared the way in all matters of policy to such an extent that many hours of time and labour have been saved.

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BRODSKY, F/L Buddy Karl (C5560) - **Air Force Cross** - No.112 Wing - Award effective 24 March 1944 as per **London Gazette** dated 31 March 1944 and AFRO 921/44 dated 28 April 1944. Born 18 April 1915 in South Dakota. Home in Sturgis, South Dakota. Enlisted in Regina, Saskatchewan, 9 September 1940 as Pilot Instructor. To No.1 SFTS, 30 September 1940. To Trenton, 24 November 1940. To No.9 SFTS, 9 January 1941. Commissioned 14 May 1941. Promoted Flying Officer 15 May 1941. Promoted Flight Lieutenant, 1 May 1942. To No.3 Training Command, 18 March 1943. To AFHQ, 15 July 1943. To No.6 OTU, 15 June 1944. Promoted Squadron Leader, 1 October 1944. To Release Centre, 20 August 1945. Retired 24 August 1945. Died in Sturgis, South Dakota, 17 March 1974; buried in Black Hills National Cemetery. No citation other than "In recognition of distinguished service with the Royal Air Force." Public Records Office Air 2/9616 gives unit and citation; says that as of recommendation (13 January 1944) he had flown 2,756 hours including 373 in previous six months. Award presented.

This officer has been instructing at North Bay for ten months and has proved himself an indefatigable worker and extremely competent on all types of aircraft. His category is A.1 and he has completed no less than 790 hours flying in the past twelve months.

The same file has what appears to be a different draft (though also dated 13 January 1944) which merely reads:

This officer has been instructing at North Bay for ten months and is extremely competent on all types of aircraft. His category is A.1 and he has completed no less than 790 hours flying in the past twelve months.

His Ferry Command crew card records numerous flights within North America and only one trans-Atlantic mission. He is first logged in at Montreal on 19 March 1943. On 10 May 1943 he departs Montreal in Hudson FH457 which he flies in stages to Nassau, arriving there 11 May 1943 and returning to Canada by commercial airline. There follows a number of flights to such places as Goose Bay, Washington and Mont Joli. He does not undertake an overseas flight until 22 August 1943 when he departs Montreal in Liberator BZ895, proceeds by Goose Bay and arrives in Britain 25 August 1943. He then stages the aircraft through to Iraq (arriving 30 August 1943) before returning to Canada by commercial airline (BOAC). By 17 September 1943 he is back in Canada, resuming flights to places like Fort Dix in Hudsons and Mitchells. The last crew card entry is dated 13 June 1944.

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BRONFMAN, S/L Gerald (C9946) - **Officer, Legion of Merit (United States)** - effective 21 December 1945 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. Born in Montreal, 22 December 1911; graduated from McGill, 1935 (Commerce). Home in Montreal; enlisted there 25 November 1940 as Equipment Assistant and posted to No.1 Manning Depot. To Technical Training School, 29 November 1940. To No.12 Technical Detachment, 17 January 1941. Promoted AC1, 25 February 1941. Promoted LAC, 1 July 1941. To No.6 ITS, 6 February 1942. Commissioned 11 February 1942 in Equipment Branch. To Technical Training School, 14 April 1942. Promoted Flying Officer, 1 June 1942. To No.6 SFTS, 24 January 1943. Promoted Flight Lieutenant, 1 March 1943. To AFHQ, 24 June 1943. To Canadian Joint Staff, Washington, 31 May 1944. Promoted Squadron Leader, 1 March 1945. To Release Centre, 27 September 1945. Retired 3 October 1945. Died in Montreal, 1989 as per **Airforce**, issue of April-May-June 1990. NOTE: This was originally announced in AFRO 388/46 dated 12 April 1946, reference **Canada Gazette** dated 6 April 1946. Why republication? Following citation found in **Canadian Jews in World War II**. Award presented.

Squadron Leader Gerald Bronfman, Royal Canadian Air Force, performed outstanding services from June 1943 to August 1945, while assigned to the Royal Canadian Air Force Division of the Canadian Joint Staff, Washington. Demonstrating unusual foresight, he organized a Canadian procurement group at Wright Field and supervised it in the work of simplifying the processing of requirements, which materially assisted the smooth operation of supply channels. He established methods and procedures whereby information and reports pertaining to requirements could be freely exchanged, and actively studied the production capacity of his own country with a view to full co-operation in satisfying all demands of critical supply. Through his skill and tactical [tactful ?] discharge of his duties, Squadron Leader Bronfman contributed much to the expeditious fulfilment of Royal Canadian Air Force

supply requirements and the spirit of friendly co-operation existing between the United States and Canada.

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BROOK, F/O Albert Carnelley (J10422) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 30 June 1944 and AFRO 1861/44 dated 25 August 1944. Born 27 September 1916 near Elgin, Manitoba. Home in Boissevain, Manitoba. Attended Normal School and taught in the inter-lake district of Manitoba. Enlisted Winnipeg 5 February 1941 and posted to No.1 Manning Depot. To Trenton, 31 March 1941. To No.3 ITS, 15 May 1941; graduated and promoted LAC, 1 July 1941 when posted to No.14 EFTS. Ceased training and posted to Trenton, 21 July 1941. To No.6 AOS, 14 September 1941; to No.5 BGS, 19 December 1941; graduated and promoted Sergeant, 31 January 1942 when posted to No.1 ANS; graduated and commissioned, 4 March 1942. To "Y" Depot, 5 March 1942. To RAF overseas, 12 April 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 4 June 1944. Repatriated 15 April 1945. Retired 29 June 1945. Postwar he attended University of Manitoba (Bachelor of Commerce) and University of Toronto (Master of Business Administration). Returned to Winnipeg in 1950 to work for Revenue Canada. Died in Winnipeg, 26 January 2010. Award presented 6 July 1945. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.5526 (RG.24 Vol.20667) has recommendation dated 19 April 1944 when he had flown 23 5/6 sorties (approximately 166 hours 35 minutes). The sortie sheet mentions five sorties flown on anti-submarine patrols ("Log book lost - Time unknown") followed by 25 trips, 16 February 1943 to 15 March 1944. Aircraft shot up over St.Nazaire, 22 March 1943; holed by flak over Dusiberg, 26 March 1943; shot up over Cologne, 3 July 1943; flak damage over Leverkusen, 22 August 1943; flak damage resulting in return on three engines from Berlin, 22 November 1943. Photo PL-35920 is a portrait.

This officer has successfully navigated his aircraft on many long operational flights and has shown a complete disregard for personal safety in the face of enemy opposition. He has participated in attacks on many heavily defended targets, including the Ruhr and Berlin. Flying Officer Brook has displayed keenness, courage and devotion to duty worthy of the highest praise.

The sortie list was as follows:

Five sorties on anti-submarine patrols; log book lost; times unknown.

16 February 1943 - anti-submarine patrol (7.50)

20 February 1943 - anti-submarine patrol (9.50)

22 March 1943 - St. Nazaire (6.05, aircraft shot up)
26 March 1943 - Duisburg (4.30, aircraft holed by flak)
24 June 1943 - Elberfield (6.00)
3 July 1943 - Cologne (7.05, aircraft shot up)
9 July 1943 - Gelsenkirchen (6.45)
13 July 1943 - Aachen (5.55)
22 August 1943 - Leverkusen (5.15, flak damage)
23 August 1943 - Berlin (7.20)
31 August 1943 - Berlin (7.35)
8 October 1943 - Hanover (5.30)
22 October 1943 - Kassel (6.20)
15 November 1943 - Mannheim (7.25)
19 November 1943 - Leverkusen (5.45)
22 November 1943 - Berlin (6.55, flak damage, returned on three engines)
26 November 1943 - Stuttgart (6.45)
3 December 1943 - Leipzig (8.10)
20 January 1944 - Berlin (7.30)
28 January 1944 - Berlin (8.10)
19 February 1944 - Leipzig (7.45)
2 March 1944 - Moulans sur Mureaux (5.05)
7 March 1944 - Le Mans (5.50)
13 March 1944 - Le Mans (5.45)
15 March 1944 - Amiens (5.30)

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BROOK, Sergeant Archibald Robert (R100603) - **Mention in Despatches** - Station Yarmouth - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in England, 18 September 1904. Enlisted in Toronto, 31 March 1941 as cook. To No.1 Manning Depot, 22 April 1941. To Technical Training School, 17 May 1941. Promoted AC1, 30 June 1941. Appears to have been retained at St. Thomas for some time; promoted LAC, 1 October 1941. Promoted Corporal, 1 July 1942. To No.5 ITS, 25 September 1942. To Goose Bay, 12 June 1943. Promoted Sergeant, 1 March 1944. To Yarmouth, 30 May 1944. To Eastern Air Command Headquarters, 1 October 1945. To Composite Training School, 21 January 1946. Released 26 March 1946. Died in Rama, Simcoe County, 3 October 1967. Certificate sent to Yarmouth, 27 June 1945.

The high standard of morale among airmen on this station may be attributed in a large measure to the efforts of Sergeant Brook. As non-commissioned officer in charge of airmen's mess, he has provided meals that are fully appreciated. His

energy and enthusiasm over the Christmas and New Year seasons are particularly commendable, and were an inspiration to his staff. Despite the fact that he performs the duties of a messing officer for the entire station, this non-commissioned officer finds time to supervise the work of his personnel. He does much of the cooking himself, instructs less experienced chefs and potential chefs assistants in their trades. He also helps personally in maintaining a high standard of cleanliness. Sergeant Brook is always cheerful, works long hours and is held in high respect by his subordinates.

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BROOK, F/L Philip Roy (J15469) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 14 November 1944 as per **London Gazette** dated 21 November 1944 and AFRO 1/45 dated 5 January 1945. Born at Salmon Arm, British Columbia, 7 February 1918. Educated in Niagara Falls and St.Catharines, Ontario. Enlisted in Toronto, 7 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 21 January 1941. To No.4 BGS (guard duty), 8 February 1941. To No.3 ITS, 23 March 1941; graduated and promoted LAC, 21 April 1941 when posted to No.9 EFTS; graduated 9 June 1941 when posted to No.1 SFTS; graduated and promoted Sergeant, 20 August 1941. To "Y" Depot, 21 August 1941. Arrived in United Kingdom, 29 September 1941. Further trained at No.60 OTU (20 October to 23 December 1941). Commissioned 1 May 1942. Promoted Flying Officer, 1 November 1942. Promoted Flight Lieutenant, 1 May 1944. Served with No.410 Squadron (23 December 1941 to 4 December 1942) and No.255 Squadron in North Africa (16 January 1943 to 8 October 1943). Returned to UK, 7 November 1943; at No.63 OTU, 23 November 1943 to 18 January 1944; at No.62 OTU, 18 January to 14 February 1944; at No.51 OTU, 14 February to 20 June 1944; No.418 Squadron (20 June 1944 to 1 November 1944). Returned to Canada, 2 November 1944; No.8 OTU, Greenwood, 13 December 1944 to 7 August 1945; released 11 August 1945. Died in Toronto, 7 February 1995. RCAF photo PL-33218 (ex UK-15280 dated 26 September 1944) is captioned as follows: "F/L P.R. Brook, pilot with his navigator, F/O A.D. McLaren of 72 Banff Road, Toronto, who were on the longest daylight raid to be performed by an RCAF Mosquito. In the company of another City of Edmonton squadron Mosquito they penetrated deep into Germany to destroy three enemy aircraft and damage three others. F/L Brook is from 144 Water Street, Hamilton, Ontario." Personnel records indicate a wartime total of 101 sorties (318 operational hours). DHist file 181.009 D.1509 (RG.24 Vol.20599) has letter on file indicating that between 30 December 1941 and 15 October 1943 he had flown 75 sorties and had a total of 975 hours 30 minutes flying time. Aerial victories as follows: **8/9 September 1943**, one Ju.88 destroyed 15 miles north of Capri (see DFC citation); **12 September 1943**, one Ju.88 destroyed; **9/10 July 1944**, one V-1 destroyed over sea; **29/30 July 1944**, one V-1 destroyed over sea; **5/6 August 1944**, one V-1 destroyed over sea; **21 September 1944**, one unidentifiedn enemy aircraft destroyed on ground plus one unidentifiedn enemy aircraft

damaged on ground; **30 September 1944**, one FW.190 destroyed on ground plus one FW.190 damaged on ground (Erding) plus one Bf.109 damaged (Horshing) and one Bf.110 damaged on ground (Eferding). NOTE: On night of 12 September 1944, flying Beaufighter VI F, MM881, he intercepted a Ju.88. While flying his port engine cut. He continued firing until the target burst into flames and crashed into sea. He was losing altitude at 1,500 feet per minute. At 6,000 feet the observer, F/L C.J.D. Greenland (RCAF) bailed out and was never seen again. Brook bailed out at 4,000 feet and was rescued by a hospital ship.

Flight Lieutenant Brook has shown courage, initiative and tenacity throughout all his operations. During his first tour he destroyed a Junkers 88. In September 1943, a few weeks later, he destroyed another Junkers 88. His own aircraft was damaged by flying debris and he was forced to abandon it by parachute. After spending fourteen hours in his dinghy he was rescued miles off Naples. Throughout his second tour of operations he proved himself a reliable and resourceful pilot. In most adverse weather he patrolled many of the most inaccessible enemy airfields both well inside Germany and occupied territories. In addition to the destruction of three flying bombs, Flight Lieutenant Brook has destroyed an enemy aircraft and damaged another. He has set an excellent example to all members of his squadron.

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BROOKER, F/L Douglas Jack (C1451) - **Commended for Valuable Services** - No.16 SFTS - Award effective 1 January 1943 as per **Canada Gazette** dated 9 January 1943 and AFRO 55/43 dated 15 January 1943. Born at Brantford, Ontario, 12 January 1919. Home there. Enlisted at Hamilton, 31 January 1940. To Trenton, 25 March 1940. To Camp Borden (No.1 SFTS), 3 May 1940. To Central Flying School, 7 September 1940. To No.5 SFTS, 19 October 1940. To No.16 SFTS, 8 August 1941. Promoted Flight Lieutenant, 1 June 1942. Promoted Squadron Leader, 1 October 1942. To AFHQ, 9 May 1943. To No.1 Composite Training School, 30 September 1943. To No.5 SFTS, 10 April 1944. To War Staff College, Toronto, 16 June 1944. To No.1 Training Command, 1 September 1944. To No.9 SFTS, 11 September 1944. Promoted Wing Commander, 1 October 1944. To No.5 OTU, 27 November 1944. To Moncton, 27 April 1945. To Torbay, 29 April 1945. To No.1 Air Command, 16 September 1945 for service with Central Flying School. To Malton, 2 October 1946. To Station Toronto, 1 February 1947. Retired 5 March 1947. See DHist file 181.009 D.3948 (RG.24 Vol.20641); recommended for AFC, 27 August 1942.

Flight Lieutenant Brooker is employed as Officer Commanding, No.2 Squadron. He has completed 1,252 hours on flying instructional duties and despite the arduous and taxing nature of this type of work, his record has not been marred by any accident. His cheerfulness, loyalty and devotion to duty have earned him

the respect of all ranks. He is of outstanding ability as a pilot and demonstrates an efficiency in his flying instruction which is outstanding.

BROOKER, W/C Douglas Jack (C1451) - **Air Force Cross** - Central Flying School - Award effective 23 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Previously Commended for Valuable Services in the Air. As of award, had flown 2,310 hours (2,000 hours as instructor, 60 hours in previous six months). Award presented 22 June 1949.

This officer, during his lengthy flying career, has at all times displayed fine qualities of leadership and character and has made a valuable contribution to flying training. The enthusiasm, loyalty and untiring devotion to duty he has shown under all circumstances have set a splendid example to all his associates and are worthy of high praise.

It appears that in 1943 he attended the Empire Central Flying School. The CFI there, W/C A. Watts, wrote of him in September 1943::

A good sound officer who has done well on the course. His attitude toward the course has been considerably influenced by Squadron Leader Broadbent, and for this reason I do not consider that he got quite as good value as he might have. He would do very well at Central Flying School or an SFTS, but it is recommended that he not be posted to the same unit as Squadron Leader Broadbent.

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BROOKES, A/V/M George Eric, OBE (C42) - **Companion, Order of the Bath** - No.6 Group Headquarters Overseas - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 809/44 dated 14 April 1944. Born Ingleton, Yorkshire, 22 October 1894. Family settled near Owen Sound, 1910. Employed pre-war by Christie Brothers of Owen Sound (apprentice and fitter, steam and hot water heating) and by CNR, Winnipeg (fitter, steam and hot water heating). Enlisted in 5th Field Ambulance, Canadian Army Medical Corps, 22 November 1914; Private, Canadian Expeditionary Force, 20 November 1914 to 25 September 1916. Served seven months in France with 2nd Division. To RFC as Second Lieutenant, 26 September 1916; to No.2 School of Aeronautics, 10 October 1916. To No.8 Reserve Squadron, 8 December 1916. To No.36 Reserve Squadron, 6 January 1917. Appointed Flying Officer, 27 February 1917. To No.13 Squadron, France, 9 March 1917. Wounded, admitted to hospital, 5 April 1917. To hospital in England, 17 April 1917. To School of Aerial Gunnery, Loch Doon, Scotland, 12 June 1917 (administrative work, gunnery officer at Catterick). To No.46 Training Squadron, November 1917 (station examining officer). To Northern Training Brigade, non-effective pool, early 1918. Lieutenant, Royal Air Force, 1 April 1918 at which time he was with

No.46 Training Squadron as instructor; appointed Acting Captain, 1 October 1918 when at No.49 Training Depot Station. Transferred to Unemployed List, 11 July 1919. Air Ministry Letter of 29 August 1919 stated he had been Mentioned for Valuable Services (not published in **London Gazette**). Postwar worked five months for Canadian Aircraft Company Limited, Winnipeg as mechanic and pilot, commencing 1 May 1921 (recommended to Air Board by W.A. Straith and by the Chief Pilot, Hector F. Dougall). Issued Temporary Commercial Air Pilot's Certificate, 28 May 1921 at Winnipeg, having taken air tests from A.G. Goulding. Issued Temporary Air Engineer Certificate, 30 June 1921 while at Winnipeg. Relinquished Temporary RAF Commission, 1 September 1921. Joined CAF as Flight Lieutenant, 14 September 1921; Flight Lieutenant, RCAF, 1 April 1924 when on strength of Camp Borden. Succeeded S/L N.R. Anderson as chief of training when Anderson went to UK on course, December 1924. To RCAF Headquarters, 10 November 1925. This seems to have caused some trouble, for the logical successor would have been either R.S. Grandy (who had an A.1 instructor rating) or C.M. McEwen (who had more seniority). The Gordian knot was cut by moving S/L A.B. Shearer from No.3 (Operations) Squadron to No.1 Flying Training Station. Brookes returned to Camp Borden, 1 May 1926 for service with No.1 Flying Training School. Took RAF Flying Instructor Course, Upavon, commencing 17 January 1927. The course lasted 18 January to 4 April 1927 and included flying on the following: Avro (7.30 dual, 24.20 solo), Snipe (15 minutes), Bristol Fighter (1.55 dual, 3.05 solo), DH.60 (ten minutes dual), Grebe (2.45 solo), Gamecock (1.05 solo), and Siskin (one hour solo), "A very sound pilot. Very keen; has mastered the CFS course extremely well, Should be a really excellent instructor." Also took courses in Rigging Part 1 (81 percent), Rigging Part 2 (86 percent), Engines Part 1 (81 percent), Engines Part 2 (80 percent), Air Pilotage (75 percent) and Stores and Stores Accounting (93 percent). "A very keen and outstanding officer. Should make a good instructor." To this the Commandant (G/C C.S. Burnett) added, "One of the best officers on the course; hard working, conscientious and reliable. Will make a first class instructor." Subsequently toured RAF establishments (RAF Cadet College at Cranwell, Men's Technical Training School at Cranwell, RAF School for Boys; Training at Halton, Martlesham Heath, RAE Farnborough, civil works of Boulton and Paul, RAF Base Gosport, Fairey Aviation, Short Brothers, Hawker or Vickers, Avro works at Hamble, Bristol Company at Failton), returning to Canada on SS **Montnairn**, 5 May 1927. Promoted Squadron Leader, 1 April 1927. Passed Staff College Preparatory Course, 1 October 1927. However, he failed an RAF Staff College entrance exam and declined to press for such a course. To Station Trenton, 30 September 1933. To Camp Borden, 31 March 1934. Awarded OBE, 20 July 1935. To command Camp Borden, 26 September 1936. Promoted Wing Commander, 1 April 1937. To Station Trenton, 30 June 1937 as second in command. To Station Dartmouth, 9 February 1938 to command No.5 (General Reconnaissance) Squadron. To command Station Dartmouth, 1 June 1938. To Eastern Air Command Headquarters, 20 December 1938 as Officer in Charge of Administration. Promoted Group Captain, 1 April 1939. His duties included checking out reconnaissance of aerodrome sites in civilian clothes, to avoid publicity. Promoted Air Commodore, 15 May 1940. Promoted Air Vice-Marshal, 14 May 1942. employed chiefly on air

training between the wars. Helped plan EAC operations; AOC No.1 Training Command, May 1940; AOC No.6 Group, 24 October 1942 to end of 1943. Taken on strength of RCAF Overseas Headquarters, 29 February 1944. To No.1 Repatriation Depot, 18 March 1944. Repatriated to Canada, 14 May 1944. Insignia of CB presented at Buckingham Palace, 1 February 1944. Retired 22 November 1944; awarded Queen's Coronation Medal, 23 October 1953 while on retired list; died in Toronto 8 September 1982 as per **Airforce Magazine** of December 1982. RCAF photo PL-19733 (ex K-5342 dated 1 October 1943) shows A/V/M G.E. Brookes with Air Chief Marshal Sir Arthur Harris in an RCAF station bomber mess during a Harris visit to No.6 (Bomber) Group. No citation to CB in Canadian sources. Public Records Office Air 2/8958 gives the following recommendation.

This officer commands the Group and has been responsible for its organization and subsequent operation. He has had a difficult time in achieving the amalgamation of units and personnel moves from other groups whilst necessary interfering as little as possible with operations during the period of re-organization. He has done well in trying circumstances.

BROOKES, A/V/M George Eric, CB, OBE (C42) - **Chevalier of the Legion of Honour (France)** - AFRO 485/47 dated 12 September 1947 and **Canada Gazette** dated 20 September 1947

BROOKES, A/V/M George Eric, CB, OBE (C42) - **Croix de Guerre avec Palm (France)** - AFRO 485/47 dated 12 September 1947 and **Canada Gazette** dated 20 September 1947. 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 Brookes commanded the Canadian Bomber Group with the utmost efficiency during the early stages of its organization in England, and thereby aided materially in the liberation of France.

BROOKES, A/V/M George Eric (C42) - **King Haakon VII's Cross of Liberation (Norway)** - Award effective 12 June 1948 as per **Canada Gazette** of that date and AFRO 371/48 dated 11 June 1948.

NOTE: He had an accident with HS2L G-CYEJ, Friday, 30 June 1922, Parry Sound. The cylinders had been replaced and Brookes was testing the machine. A take-off had to be aborted and he came back to buoy to allow engine to cool. It was not firing on all cylinders. However, he tried again, but as he taxied at some 20 mph he struck a deadhead near the dock. The starboard fin was broken for about four feet and the machine rapidly filled with water. Brookes taxied it to shore and left it there where tail ultimately submerged. In a letter to the Acting Director of Flying Operations (Air Board) dated 10 July 1922, Clifford McEwen (Air Station Superintendent,

Whitney) reported he had gone on 3 July to Parry Sound "to exchange observers" and look at the aircraft. He stated:

Undoubtedly, this accident has held us up considerably and caused a lot of trouble and extra work. It was totally unnecessary in the first place because it was quite apparent from shore that the engine was not functioning properly and should have been brought in and the cause of the trouble ascertained. Instead of this, you will note, the machine was again taken out and another attempt made to get off. Leaving the machine in the water until Monday [3 July] should not have occurred as it should have been taken out immediately.

On several occasions I have had trouble with Brookes through his not using at least common sense. However, since that time his work has been quite satisfactory at Parry Sound with Mr. Lawrence, so I shall take the matter up with Captain Johnson when he visits this station.

McEwen appears to have written another critical letter (not on file) on 23 August 1922. He then backed off, writing on 30 September 1922:

My letter of August 23rd (confidential) regarding this officer may be cancelled. Since that time he has shown marked improvement in his work and also interest in the duties of the station and is proving himself quite a capable officer.

This may have crossed another letter in the mail, for the Acting Director, CAF, had written to McEwen on 28 September 1922:

I am enclosing confidential report dated August 23 on Flight Lieutenant Brookes, G.E. As this is considered an adverse report, it is requested please, that the report be signed by the officer concerned [Brookes].

At this point McEwen finally backed off, writing on 4 October 1922:

In reply to your letter of September 28th regarding the above names [Brookes], I would refer you to my letter of September 30th (confidential).

His actual flying times varied and are sometimes surprisingly low for someone engaged in flying instruction, as the following figures from Annual Assessments show:

1926: 126 hours 25 minutes (plus 25 minutes as passenger)

1927: 73 hours (but he had been in the UK part of the time)

1928: 174 hours 40 minutes
1929: 87 hours 35 minutes
1930: 125 hours 55 minutes
1931: 192 hours 40 minutes plus one hour 55 minutes as passenger
1932: 68 hours 55 minutes
1933: 109 hours 50 minutes plus 65 minutes dual
1934: 126 hours plus 70 minutes as passenger
1935: 197 hours 25 minutes
1936: 71 hours 20 minutes plus one hour 45 minutes as passenger
1937: 54 hours 25 minutes plus three hours 50 minutes as passenger.
1938: 20 hours 35 minutes plus 46 hours 20 minutes as passenger.

Department of Transport file 6606-3, "Services - Aviation - Trophies and Awards - McKee Trophy" (National Archives of Canada RG.12 Box 1003) has a letter dated 29 March 1934 from Air Commodore G.M. Croil to Controller of Civil Aviation in which he recommends three officers for the McKee Trophy (F/L E.G. Fullerton, who ultimately received the trophy, F/L W.I. Riddell, who did not, and S/L G.E. Brookes). The summary for Brookes read as follows:

The previous service of Squadron Leader Brookes consists of the following:

CEF - 20 November 1914 to 25 September 1916
RFC - 26 September 1916 to 31 March 1918
RAF - 1 April 1918 to 11 July 1919
CAF - 14 September 1921 to 31 March 1924.

On April 1st, 1924, Squadron Leader Brookes was appointed to the RCAF as a Flight Lieutenant (Permanent) on the General List and was posted to RCAF Station Camp Borden as Officer Commanding the Training Flight. In 1925 he was transferred to RCAF Headquarters for a period of temporary duty of six months as Staff Officer Training. On May 1st, 1926, he was again returned to Camp Borden taking the position of Officer Commanding "A" Flight, Flying Training School.

On December 31st, 1926, Squadron Leader Brookes proceeded to England to take a flying instructor's course at the Central Flying School with the RAF, and his progress and experience was such that he was granted an "A.1" category. On the completion of the Central Flying School course, he again returned to Camp Borden and was placed in command of "A" Flight, and also acted as second in command of the station.

On April 1st, 1930, Squadron Leader Brookes was placed in command of the Training Wing at Camp Borden and, from that date until August 17th, 1933, was largely responsible for all flying training carried out at the principle training station of the RCAF.

He was transferred to RCAF Station Trenton on October 2nd, 1933, to act as second in command but was returned to Camp Borden on March 31st, 1934 to again act as Officer Commanding the Flying Training School and Flying Control Officer.

Squadron Leader Brookes has spent most of his service career at Camp Borden either instructing or being Officer in Command of flying instruction carried out at that station. It is largely due to his keenness and ability that the present high standard of flying instruction given in Canada both by civilians and service personnel is being carried out.

In 1933, Squadron Leader Brookes was detailed to proceed on duty throughout Eastern Canada under the aegis of the Controller of Civil Aviation to categorize civilians who were, or desired to act as, flying instructors either at the flying clubs or at private schools. Squadron Leader Brookes' knowledge and sympathy, whilst carrying out these duties, aided in a large measure in making the civilians being tested enthusiastic to cooperate with the Department in the application of the Air Regulations.

Squadron Leader Brookes is keenly interested in flying and all its aspects. He has flown all RCAF types of aircraft with a total of 2,726.40 hours.

Message, 12 February 1944, Breadner to Power:

I THINK IT IN THE BEST INTERESTS OF ALL CONCERNED THAT BROOKES BE REPLACED. HE HAS CREDITABLY PERFORMED HIS DUTIES BUT IS SHOWING SIGNS OF STRAIN AS A RESULT OF HIS HEAVY AND WORRYING RESPONSIBILITIES. AIR CHIEF MARSHAL HARRIS RAISED THIS QUESTION YESTERDAY. I HAD BEEN GIVING THOUGHT TO IT SINCE ARRIVAL. MCEWEN LOGICAL REPLACEMENT. HARRIS CONCURS AND CONSIDERS MCEWEN SUITABLE. DO YOU APPROVE. CAN YOU TELL ME WHAT APPOINTMENT BROOKES WOULD ASSUME ON RETURN. IT MIGHT BE HELPFUL FOR HIM TO CONTEMPLATE. DO NOT CONSIDER BROOKES WILL BE AVERSE TO MOVE IF APPOINTMENT AVAILABLE.

It appears that some thought was given to him having some responsibilities for Operational Training Units, but this do not go forward.

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BROOKES, F/L Norman Frederic (C11395) - **Mention in Despatches** - No.6 Group Headquarters - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388 dated 12 April 1946. Identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations with MiD recommendations for 1 February to 31 July 1945 identifies unit. Born 24 June 1909 in Warwick, England. Educated in Seattle (1916-1917), Victoria (1918-1919), Duncan (1921-1922), Ladner (1923-1924) and University School, Victoria (1925-1926). Attended University of British Columbia (1927-1933, mining engineering). On Geological Survey of Canada, summer 1929, surveying 1929-1930, Pioneer Gold Mines (1932), Morning Star Mine, Oliver (1933-1934), Nootka Gold Mine (1934-1935). Employed by Reno Gold Mines (Sheep Creek), 1935 to 1940 when transferred to Central Zeballos Gold Mine. Home in Vancouver; enlisted North Bay 1 May 1942 in Aero Engineer Branch and commissioned that day. Posted on enlistment to No.1 Manning Depot. To Aero Engineer School, Montreal, 22 May 1942. Promoted Flying Officer, 1 November 1942. To No.8 SFTS, Moncton, 2 November 1942. To No.2 SFTS, Uplands, 29 December 1942. To No.3 Flying Instructor School, Arnprior, 9 January 1943. To "Y" Depot, 27 March 1943; embarked from Canada, 1 June 1943; disembarked in Britain, 15 June 1943. To Base Linton, 2 July 1943. Attached to Middleton St. George, 5 July to 8 August 1943 and again from 23 August to 14 October 1943. To No.6 Group Headquarters, 30 September 1943. To Station Leeming, 27 November 1943. Attached to Bristol Aircraft, 24 January to 6 February 1945. Promoted Flight Lieutenant, 11 April 1944. To No.6 Group Headquarters, 26 March 1945. Attached St. Mawgan, 27 May to 17 June 1945 (probably for despatch of Lancaster aircraft to Canada). Attached to No.20 Movement Unit, 8 July to 27 August 1945. Repatriated 3 December 1945. Retired 18 January 1946. Certificate sent to Vancouver, 20 August 1948. Died in Summerland, British Columbia, 5 August 1997.

Notes: On 12 March 1942, writing from Sudbury, he wrote an interesting and eloquent letter to the RCAF Recruiting Centre in North Bay:

Gentlemen; In support of my application for a commission in the RCAF, I beg to submit the following outline of my reasons for wishing to join the Service.

I was born in England in 1909, received my early education in the public and private schools of British Columbia. In then attended the University of B.C., graduating with a degree of Bachelor of Applied Science (B.A. Sc.) in Mining Engineering in 1933. Since that time I have never been unemployed, having held responsible engineering and executive positions with several mining companies,

chiefly in B.C. My earning for the past five years averaged about \$ 3,500 per annum and I am at present employed.

For quite some time, however, I have felt that I should offer my services to the country for the duration of the war. My present job does not make full use of my professional training and experience, and it can easily be filled by somebody else.

Here are some of the reasons why I am applying to the Air Force in preference to the other Services:

(a) I have recently learned that the RCAF will take experienced mining engineers for specialized training in aeronautical engineering

(b) The Air Service has always appealed to me because of its progressive nature and its vital importance in Empire defence.

(c) My eyesight requires the help of glasses most of the time; this would be a handicap in the Army, but should not interfere with ground duty in the RCAF.

(d) I have never considered joining the Navy, as I very readily get seasick, and would be of very little use on board ship.

The present serious state of the war situation makes me doubly anxious to get into active service, and I trust that it will not be very long before my application is accepted.

Attended School of Aeronautical Engineering, 23 May to 24 October 1942. Courses in Administration and Organization (written, 84 percent), Theory (written, 87 percent), Aero Engines (written, 70 percent), Airframes (written, 73 percent), oral on all subjects (82 percent) and Trade Test in Practical Fitting (52 percent). "Above average student. Serious and worked very hard throughout the course. Reliable and conscientious. Order of Merit - 7th out of 16."

Assessed 29 December 1942 - "Not very much experience to date but takes hold well and should make a good engineer officer." (S/L G. Minard, Chief Technical Officer, No.8 SFTS).

Assessed 13 July 1944 - "This officer at the present is employed in engineering duties in Repair and Inspection and is performing his duties in an extremely capable manner." (S/L J.E. Garlick, Station Leeming.)

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BROOKING, Corporal Charlie Curtis (R71202) - **Mention in Despatches** - No.62 Base Servicing Echelon - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 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. No citation in AFRO. DHist file 181.009 D.1722 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945. Aero Engine Mechanic. Born 10 September 1913 in Trehearne, Manitoba; home there (farm hand). Enlisted in Winnipeg 19 September 1940 and posted to No.2 Manning Depot. To Technical Training School, 15 November 1940. Promoted AC1, 22 March 1941. To No.3 BGS, 26 March 1941. Promoted LAC, 1 July 1941. To "Y" Depot, 9 March 1942; to RAF overseas, 30 April 1942. To No.408 Squadron, 13 June 1942. Promoted Corporal, 1 July 1942. To No.62 Base, 20 November 1943. Subsequently a member of No.9432 Servicing Echelon. Repatriated 22 July 1945. Retired 24 September 1945. Recalled to service, 13 February 1946. To Northwest Air Command, 12 March 1946. To No.6 Communication Flight, 14 March 1946. Reverted to LAC, 1 October 1946. Killed at Whitehorse, 15 January 1947 in crash of Beechcraft 1394. Recommendation confirmed he had served 19 months in Canada, 33 months overseas.

Corporal Brooking is second in charge of the Base Power Plant Shop. His organizing ability and all-round devotion to duty have made this shop one of the best of its type in Bomber Command. More recently, Corporal Brooking has been expending his efforts in improving the organization of other shops in the Base Major Servicing Section and he has been doing very well in this direction.

A report dated 10 July 1945 described his courses overseas as a two week course on Bristol Hercules engines and two weeks on a Merlin engine course. "In charge of base engine shop for 2 1/2 years. Last six months in charge of spark plug section, tire shop, prop shop, hydraulic section, small component section, etc."

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BROOKS, F/L Alan Francis (C13577) - **Mention in Despatches** - Linton-on-Ouse - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Unit in AFRO given as "No.6 Group" but DHist file 181.009 D.1658 (RG.24 Vol.20605) identifies unit more closely. Name also rendered as "Allan Francis Brooks". Born 20 August 1917. Home in Hampstead, Quebec; enlisted Montreal 19 May 1938 as Armourer Assistant. With No.115 (Fighter) Squadron as of 19 May 1938. Promoted AC1, 19 May 1939. To Trenton, 13 February 1940. Promoted LAC, 4 May 1940. Promoted Corporal, 12 August 1940. To No.9 SFTS, 28 December 1940. Promoted Sergeant, 15 February 1941. To No.8 AOS, 21 February 1942. Promoted Flight Sergeant, 1 March 1942. Commissioned 4 September 1942. To eastern Air

Command, 2 October 1942. Promoted Flying Officer, 4 March 1943. Promoted Flight Lieutenant, 1 October 1943. To "Y" Depot, 13 March 1944. Taken on strength of No.3 PRC, Bournemouth, 20 March 1944. Repatriated 23 August 1945. Retired 17 October 1945. When recommended (August 1944) he had spent 71 months in Canada, four months in UK. Recommendation as follows:

This officer has shown himself an outstanding Armament Officer. In the training and supervision of his staff, along with the organization of his section, he has displayed exceptional qualities of devotion, ability and leadership. Since the invasion of Normandy, when maximum efforts were called, this officer extended his efforts to his physical maximum. By his ability, cheerfulness and loyalty he has made a most commendable contribution to our operational efforts. He is strongly recommended for mention in despatches.

RCAF Press Release No. 547 dated 4 August 1945 by F/O J.C. Birt read as follows:

WITH REAR HEADQUARTERS, CANADIAN BOMBER GROUP IN BRITAIN: -
Armament men of the Canadian Bomber Group stations in Britain are completing their biggest disposal job of the war, and as a result thousands of tons of bombs, once labelled "For Hitler", are now on their way "To Hirohito".

In May, when VE-day arrived, bomb dumps of the seven Canadian operational bomber stations were stacked to capacity with roughly 20,000 tons of heavy explosives and incendiary bombs. To return the stations to peacetime conditions, the group had to transport or dispose of 14,000 tons and according to F/L Alan Brooks of Montreal (25 Finchley Road, Hampstead) Quebec, Group Armament Officer, the work has almost been completed.

"When the war ended, the 20,000 tons on hand were enough for two months' operations, or roughly for five 1,000-bomber raids, which could have blown several German cities sky high," F/L Brooks said, "We had a big stock because, although the operations slowed down at the end for lack of targets, the Lancs could get rid of the bombs twice as fast as we could haul them in, and we had to be ready in case large amounts were needed".

"On the bomb dumps were 2,500 tons of incendiaries which had been opened ready to be loaded into aircraft. These were not worth the effort of the slow and complicated process of re-packing, because newer and more powerful types are available for use against Japan. Instead, they have been jettisoned in the North Sea and now lie fathoms deep in Davy Jones' locker," Brooks explained.

Disposal of the incendiaries was assigned to the aircraft of the Lion (427) Bison (429) Tiger (424) and Porcupine (433) squadrons. They flew 80 sorties a day – two trips each for 40 planes – and the aircrews were briefed as under operational conditions. Each plane carried the comfortable load of 7,000 pounds per trip.

The incendiaries were released in a jettison area far out in the North Sea by agreement with the British Admiralty and Ministry of Fisheries.

The incendiaries just drop into the sea and won't float, but sink at once to the bottom. Many deteriorate so quickly in the water that they are useless in a few hours. The rest will be absolutely no good within a month. There's no danger that any of them could drift to land."

The bulk of the surplus explosives included 500, 1000, 2000, and 4000 pound bombs which could be prepared for shipment to Japan or elsewhere. Civilians of the aeronautical Inspection Directorate were attached to each station immediately after VE-day and carried out an inspection of all the stores to be returned.

"Each bomb had to be checked to be sure it had no fuse or detonator attached. F/L Brooks said, "and each truck in the transport move had to be certified safe for travelling along the English roads."

"We moved out a shipment of bombs one day and the next they were trans-shipped to the Pacific," F/L Brooks pointed out. "The armorers left behind to do the job were hardened veterans from the bombing offensive days, when they often worked 24 hours at a stretch under bad weather conditions. On this disposal assignment they worked 10 hours a day and deserve a lot of credit."

"There was nothing easy about this for the men on the dumps", he continued. "The staffs had been reduced by postings; trucks had been sent to East Asia Command; other equipment had been packed. But the men knew the sooner they got their job done, the sooner they would be available for repatriation and head for home."

F/L R.F. Hanna of Edmonton (11148 – 85th Avenue) coordinated the work at Leeming and Skipton stations which finished first because aircraft were available there . Ground crews were flown up to assist F/L S.A. Moore of Niagara Falls

(Stamford Centre), Ontario, at the "ghost stations" of Middleton St George and Croft, where the disposal has just been completed. Similar assistance is being given F/L L.C. Cassady of Paris, Ontario, who is in charge of the work at Linton, Thelthorpe and East Moor, where only a small amount remains to complete the job on schedule by August 15.

All surplus pyrotechnics, such as photo flashes used in reconnaissance, and signal cartridges, as well as hundreds of thousands of rounds of ammunition were included in the disposal.

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BROOKS, FS Cecil Henry (R64436) - **British Empire Medal** - RCAF Station Goose Bay - Award effective 14 November 1944 as per **Canada Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 2 January 1913. Home in Hamilton, Ontario; enlisted there 3 July 1940 as Service Police. To No.1 BGS, 19 August 1940. Promoted AC1, 3 October 1940. Promoted LAC, 3 January 1941. To No.12 SFTS, 16 May 1941. To No.2 Training Command, 9 September 1942. Promoted Corporal and Sergeant, 15 December 1941. Promoted Flight Sergeant, date uncertain. To No.4 SFTS, 22 March 1943. To Goose Bay, 20 July 1943. To Pennfield Ridge, 5 September 1944. Released 26 October 1945. Re-engaged with RCAF, 16 May 1946, still in Security Branch. Still serving as of 1954 (21546). Award presented. Cited with Sergeant H.G.J. Saye. See also G/C A.J. Hanchet-Taylor, OBE.

Following the crash on take-off of a Ventura aircraft, carrying eleven passengers and crew, these non-commissioned officers, with complete disregard for their personal safety, approached the burning aircraft and removed several occupants to a safe distance. They went into the fire in the face of exploding ammunition and magnesium flares in an effort to determine whether any other occupants could be removed alive. It was only after the heat had reached proportions beyond all possible endurance that they abandoned attempts at rescue and continued to direct traffic and fire fighting operations. As a result of their efforts two of the crew lived most of the day after rescue. The determination, courage and devotion to duty displayed by Flight Sergeant Brooks and Sergeant Saye in the face of great danger is most praiseworthy.

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BROOKS, F/L Hubert (J94368) - **Military Cross** - No.419 Squadron - Awarded as per **London Gazette** of 8 October 1946. Born in Alberta, 29 December 1921, home in Montreal. Enlisted in Montreal, 14 August 1940; commissioned 1944. Trained at No.1 AOS (graduated 25 May 1941),

No.1 BGS (graduated 5 July 1941) and No.1 ANS (graduated 18 August 1941). Shot down and taken prisoner, 9 April 1942. Award presented by Governor General at Government House, 14 November 1950. Photo PL-50468 shows him with his mother and his wife after investiture. Served in the post-war RCAF and was added to the RCAF Flyers hockey team to compete in the 1948 Olympics. With a 6-0-1 record, the Flyers defeated the Swiss team 3-0 to win the Olympic gold medal. Two days later, Brooks married his Danish sweetheart, Birthe Grontved in St. Moritz, Austria with Barbara Anne Scott (Olympic gold medal skater) as the maid of honour and Dr. Sandy Watson, coach of the flyers as best man. Died in Ottawa, 1 February 1984.

On 8th April 1942, Flight Lieutenant Brooks was navigator/bomb aimer of a Wellington aircraft, detailed to attack Hamburg. Prior to reaching the target, the aircraft caught fire and had to be abandoned. Flight Lieutenant Brooks landed near Oldenburg. Despite an injury to his knee, he disposed of his parachute and attempted to evade capture. Eventually his injuries caused so much pain that he was compelled to seek assistance and in doing so, was handed over to the German authorities. He was taken to a prisoner of war camp at Lamsdork on 16th April 1942, and remained there till 10th May 1943. During this time, Flight Lieutenant Brooks made two unsuccessful attempts to escape and finally in May 1943, he succeeded in getting away to join Polish partisans with whom he remained until liberated by Russian forces in January 1945. The first escape entailed cutting the barbed wire on the hut window and also the wire of a double fence, brilliantly lighted and patrolled by guards. Flight Lieutenant Brooks and a companion succeeded in doing this and were travelling towards Gracow, moving by night and existing on food saved from Red Cross parcels, when they were recaptured owing to information given by pro-German Poles. After a long interrogation, Flight Lieutenant Brooks was placed in solitary confinement for fourteen days and, when this was over, had to go to hospital as his feet had been badly blistered. On 10th September 1942, Flight Lieutenant Brooks made his second bid for freedom, escaping this time with five other prisoners from the top story of a building despite the armed guard on the ground floor. He walked to Lunenburg and successfully concealed himself on a train to Vienna where he was again arrested. While en route to another prisoner of war camp, Flight Lieutenant Brooks was confined in a dug-out for eight days and was severely beaten by a German non-commissioned officer for trying to escape. On arrival at the camp, he was put in solitary confinement for fourteen days. Finally in November 1942, Flight Lieutenant Brooks was sent to work at a sawmill at Tost. While there he planned an escape but details became known to the Germans and he was warned that he would be shot if any attempt was made. Undeterred, this officer revised his plans. He made several useful contacts with Poles outside the camp and obtained civilian clothing and maps. On 10th May

1943, he and a sergeant cut through the window bars and escaped. They successfully evaded all efforts to capture them and reached Czectochowa where they remained hidden till January 1945. Throughout the whole period, Flight Lieutenant Brooks showed great determination. He was not dismayed, or deterred from attempting to escape by punishments or hardships and even when he knew he was a marked man, he continued to make further plans and efforts to escape.

At the time of his investiture a shorter text:

This officer was shot down while on bomber operations in April 1942. After safely parachuting and evading capture, painful injuries compelled him to seek assistance which resulted in his falling into the hands of the German authorities. Subsequent to his capture he twice unsuccessfully attempted to escape, resulting in recapture and consequent severe punishment and solitary confinement on both occasions. After other abortive attempts at escape, and being told he would be shot, he finally successfully eluded his captors and evaded all efforts to effect his recapture. From May 1943 to January 1945 he fought with the underground forces in the cause of the Allies. Throughout the whole period, despite the many dismaying adversities he encountered, Flight Lieutenant Brooks displayed endurance, determination and courage of the highest qualities.

BROOKS, P/O Hubert (J94368) - **Mention in Despatches** - No.419 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388 dated 12 April 1946.

NOTE: On 27 April 1945 at St. Hubert he applied for operational wings. AFHQ examined the request and declined to grant them. The DHist card carried notation, "Has undoubtedly done commendable work in the line of duty but unfortunately he has insufficient number of air operations against the enemy."

Clipping in file notes he had lived eight years in Ottawa (to age of 12) before going to Montreal. Described by his sister Doris as "too full of the devil for the Nazis to hold."

DHist cards also indicate that he was awarded the **Polish Cross of Valour** and **Polish Silver Cross of Merit with Swords** (authority given as C-J94368 DPC dated 15 October 1947). There is no AFRO, **Canada Gazette** or **London Gazette** entry to confirm this, and Government House Chancellery Division has no record of the awards. Did the Poles bestow them and Canadian authorities decline or forget to acknowledge these honours? The answer, found in his

documents, is a fascinating study of political and diplomatic protocol blended with common sense. The following documents speak for themselves:

1. Undated document signed by P.1961, F/O W. Schoffer, RAF:

I certify that P/O Brooks has been known to me since 3rd September 1944, through reports from his Unit, and personally known to me since 22nd November 1944, when he came directly under my command.

Brooks was promoted to the rank of acting Pilot Officer in the Polish Home Army in 1943, from which time he was put in command of a Platoon in the district of Krakow.

Throughout the time he served as an officer with the Polish Home Army he showed great courage and outstanding ability as a leader. Brooks was responsible for selecting suitable landing grounds in the Nony Sacz, Myslenice and Bochnia areas for aircraft sent from Italy to Poland. He was also responsible for the security and welfare of seventeen British and American soldiers and airmen who were under the protection of the Polish Home Army.

Brooks took part in many ambushes and attacks on the Germans. Polish Headquarters in London are in possession of my full report regarding Brooks.

2. Documents issued by Polish General Staff, London, 28 March 1945 includes the following:

Certificate issued to P/O H. Brooks by the Commanding Officer of the Nowy Sacz District, 20th January 1945.

"I hereby certify that P/O H. Brooks took an active part in fighting the Germans on Polish territory, being attached to a Partisan Unit of the Polish Home Army.

The above mentioned officer has distinguished himself, showing outstanding courage and has proved himself to be an excellent soldier.

P/O Brooks has been awarded the Cross of Valour. This has not yet been presented to him owing to prevailing difficulties in the Field."

(signed) Borowy, Major

3. Letter, 3 February 1947, S/L J.M. Enstone (Chief Liaison Officer, RCAF Overseas Headquarters) to DND re Brooks with many appendices as follows:

APPENDIX "A"

EXTRACT FROM LETTER DATED 10TH DECEMBER 1946

The Provisional Polish Government in Warsaw have recently protested about the issue of Polish decorations except under their authority. Group Captain Bohuszewicz, who signed the certificate produced in support of the application for permission to accept the awards for Flight Lieutenant Brooks, does not function under the authority of the Warsaw Government.

In the circumstances it should be explained to the Canadian authorities that if an officer of the Royal Air Force were in question, we should not be able to take official cognizance of the awards, seeing that they were not referred to His Majesty's Government and agreed to by them before recognition was withdrawn from the former Polish Government on the 6th July 1945.

APPENDIX "B"

Letter, 28 January 1947, Major W. Klonkowski (officer in charge of Award and Decoration Section, Polish General Staff, London, to S/L J.M. Enstone, Acting Chief Liaison Officer, RCAF Overseas Headquarters:

I would like to inform you that F/L H. Brooks was awarded, on January the 20th, 1945, the Polish Cross of Valour, and on January the 25th, 1945, the Silver Cross of Merit with Swords.

The above awards were made by the Commander of the Polish Underground Army in Poland during F/L H. Brooks' service there between May 1943 and 26th January 1945.

When F/L H. Brooks returned to England and proved his awards by special certificates given to him by the Commander of the Underground Army, they were confirmed by the President of the Republic of Poland in Exile.

The Cross of Valour was presented to F/L H. Brooks on December the 6th 1945, and the Cross of Merit with Swords on June the 6th 1946.

I enclose a certificate authorising F/L H. Brooks to wear the Silver Cross of Merit with Swords.

APPENDIX "C"

Document issued by Polish General Staff, London, 6 December 1945:

CERTIFICATE

It is certified that F/Lt. Hubert Brooks, born 29.12,1921, Alberta, Canada - has been awarded the CROSS OF VALOUR on the 20st [sic] January 1945, by the Commander of the Polish Home Army for his generous courage and bravery during his service in the Polish Underground Army from May 1943 to 26st January 1945.

Stamped with crest

signed W. Bohuszewicz

Group Captain

APPENDIX "D"

Identity card dated 6 December 1945 and issued by Polish General Staff, noting that P/O Hubert H. Brooks is entitled to wear the Cross of Valour; further noted: "Award published in the "Gazette of the Personal" [sic], No.2 dated 8 March 1946 and signed by Group Captain W/ Bohuszewicz.

APPENDIX "E"

Translation of a Polish document dated 20 January 1945.

CERTIFICATE

I certify that the bearer of this certificate P/O Hubert Brooks took part in engagements against the Germans on the Polish territory among the groups of the Polish Home Army / A.K./,-

The above mentioned officer distinguished himself with courage and bravery and has been awarded the Cross of Valour.

The decoration has not been presented because the award should be confirmed by the Government in London.

(signed) Borowy, Major

APPENDIX "F"

Document dated London, 4th June 1946, from "General Staff"

CERTIFICATE

It is certified herewith, that the Commander of the Polish Home Army by order of the 20th January 1945 has conferred the SILVER CROSS OF MERIT WITH SWORDS on F/Lt Hubert Brooks for bravery during his service in the Polish Home Army in Poland from May 1943 to 26 January 1945.

Stamped with crest

signed W. Bohuszewicz

Group Captain

APPENDIX "G"

Document issued in London, January 1947 by "Polish General Staff"

Certificate

It is hereby certified that F/L H. BROOKS was awarded the Silver Cross of Merit with Swords during his service in the Polish Underground Army in Poland from May 1943 to the 26st January 1945, and is entitled to wear the above named decoration.

SZTAB GLOWNY

stamp of crest

POLISH GENERAL STAFF

signed by W. Klonkowski, Major

Officer in Charge of the

Award and Decoration Section

4. Memo, 19 February 1947, W/C W.A. Dicks (RCAF Records Officer) to Air Member for Personnel:

Honours and Awards - Foreign Decorations

J94368 F/O H. Brooks MC

1. Hereunder is correspondence received from CLO concerning Polish recognition for the a/n officer for services rendered the Polish underground forces subsequent to his escape from POW camps, Germany.

2. F/L Brooks was awarded and invested with the Polish Cross of Valour and the Polish Silver Cross of Merit by persons who, it appears, do not presently function under the Warsaw Government. From Appendix "A" (correspondence hereunder) it seems that the Warsaw Government has been strongly protesting regarding the issue of Polish decorations except under their authority.

3. It is pointed out that:

- (i) The Polish authorities did not enlist the acceptance of these awards from the RCAF.
- (ii) F/L Brooks received the MC for services rendered prior to and subsequent to his escape as a POW and RCAF policy dictates that a foreign gallantry award will not be accepted where the gallantry in question has been recognized by the award of a British decoration.

4. In view of the possible political embarrassment involved, it is recommended that the RCAF does not take any official cognizance of the Polish awards in question, and if you concur the CLO will be requested to inform the Central Honours Committee accordingly.

5. Memo, 1 March 1947, W/C W.A. Dicks (RCAF Records Officer) to CLO, RCAF Overseas Headquarters, London:

Honours and Awards - Foreign Decorations

J94368 F/O H. Brooks MC

1. In reply to your referenced correspondence, it is advised that the RCAF will not take official cognizance of the Polish awards with which the a/n officer was invested.

2. It is requested that the Central Honours Committee be advised accordingly.

6. FILE NOTE dated 17 September 1947, signed by F/L E.R. Heggveit, EA to AMP (Campbell) - apparently not directed to anyone in particular.

Honours and Awards - Foreign Decorations

J94368 F/O H. Brooks MC

1. F/L Brooks was awarded the Polish Silver Cross of Merit with Swords for the services which he rendered the Polish Home Army in Poland from May 1943 to 26 January 1945. Additionally, F/L Brooks was awarded the Polish Cross of Valour on 20 January 1946 by the Commander of the Polish Home Army for the services F/L Brooks rendered the Polish underground from May 1943 to 26 January 1945. These awards were never officially offered the RCAF for acceptance. The Polish Cross of Valour was presented to F/L Brooks on 6 December 1945, and the Cross of Merit with Swords on 6 June 1946.
2. In reviewing this case, Air Ministry state that, because of the recent protests of the Provisional Polish Government in Warsaw regarding the issue of Polish decorations except under their authority, had these circumstances pertained to an RAF officer the RAF could not under the circumstances take official cognizance of the awards. This recommendation was made to D/AMP on 19 February 1947 and D/AMP concurred that the RCAF should not take official cognizance of the awards in question.
3. AMP wishes that the decision to deny F/L Brooks authorization to wear the Polish decorations with which he was invested be reconsidered on D/AMP's return from leave.
4. If D/AMP concurs, AMP has suggested that inasmuch as the awards in question pertain to gallantry, we will have the CLO accept these awards on behalf of the RCAF and accordingly promulgate in Supplement to AFROs and F/L Brooks will be given authorization to wear the ribbons in question.
7. Memo dated 15 October 1947: A/V/M Hugh Campbell (AMP) to AMAP (Morfee):

Honours and Awards - Foreign Decorations

J94368 F/O H. Brooks MC

1. The m/n officer who was recently taken on strength of this HQ, and posted to your Division for duty, was awarded the Polish Silver Cross of Merit with Swords and the Polish Cross of Valour for meritorious services rendered the Polish underground forces subsequent to having escaped from German custody as a prisoner of war.
2. It will be observed from the folios in this file that official RCAF recognition of these awards was withheld from this officer, even though the awards were confirmed by the President of the Republic of Poland and F/O Brooks had been invested with the actual insignia.

This course of action was taken because of the complicated political picture in the country concerned and the attitude adopted towards this subject by the British authorities due to the unstable nature of the government in question.

3. It will be noted at flagged folio "A", however, this HQ has taken cognizance of these awards by virtue of having F/O Brooks' records annotated accordingly, although no promulgation action in either the Canada Gazette or AFROs was taken. On reviewing the whole case, it has been decided that our previous ruling in this case should now be interpreted as granting permission for this officer to wear the ribbons of these awards on Service uniform in addition to the recording action taken, but as in the first instance, no promulgation action will be undertaken at the present time.

4. In view of the above, may F/O Brooks be informed that permission to wear the ribbons of the Polish decorations in question is granted.

Public Record Office WO 208/3326 has his MI.9 report based on interview of 19 April 1945. He had been captured near Leer (9 April 1942), finally escaped at Tost (10 May 1943), left Odessa on 7 March 1945 and arrived in Britain on 19 March 1945. Other members of his crew had been P/O Creighton (RCAF, pilot, last heard of in Stalgag Luft III), Flight Sergeant W.R. McWilliam (second pilot, POW, last heard of on march near Gorlitz), Flight Sergeant Paton (wireless operator, RCAF, last heard of on march near Gorlitz), Flight Sergeant W. C. Parker (front gunner, RCAF, last heard of on march near Gorlitz) and Flight Sergeant E.R. Howard (rear gunner, RCAF, killed in crash). The aircraft was Wellington X3467.

1. CAPTURE:

We took off in a Wellington aircraft from Mildenhall about 2100 hours on 8 April 1942 to bomb Hamburg. On approaching the target the starboard engine caught fire and all efforts to extinguish the fire failed. The bombs were jettisoned and shortly afterwards the port engine also burst into flames. We were then ordered to bale out.

I landed in a field close to a farm house about two miles north of Oldenburg (Germany, 1:250,000, Sheet X 54, R 3205) and injured my knee on landing (about 010 hours 9 April 1942). I tore my parachute canopy into strips and hid the harness, etc. I then started walking in a north-westerly direction and at about 0800 hours arrived on the outskirts of Leer (Q 8115). Due to my injured knee I was unable to walk any further so approached a house where I asked for help. The occupant called the police and shortly afterwards I was escorted to the local police station by a civil policeman and a soldier.

In the afternoon I was taken in a police car to Police Headquarters in Oldenburg. Here I met the remainder of my crew with the exception of P/O Howard whom the Germans stated was killed in the crash of the aircraft. We were then taken to a German Air Force airfield on the outskirts of Oldenburg. Here we were searched and had our personal belongings - watches, lighter, etc - confiscated. We were questioned by a German Air Force Hauptmann who threatened and shouted at us for about an hour. We were then placed in the Detention Barracks where we remained until about 1500 hours on 10 April when we were taken to the railway station. Accompanied by two officers and three guards we went by train to Dulag Luft, arriving in the afternoon of 11 April. We were each put into a separate cell, stripped to the skin, and after about half an hour had our clothes returned to us. They found our special fly buttons and collar studs but I managed to retain a compass which I kept in my mouth. We were then taken to the interrogation centre and given the bogus Red Cross form. The interrogator told us that mess bills and a 1250 had been found in Howard's clothing, from which he had established our squadron's number and our base. He appeared to be most interested in Group Captain Evans-Evans, our base commander. We maintained that we had never heard of him. We remained at Dulag Luft for two more days, then went to Lamsdorf, P/O Creighton going to Sagan. We arrived in Lamsdorf about the 16 April, after a rail journey which took three days.

2. CAMPS IN WHICH IMPRISONED:

Dulag Luft (Wetzlar), 11 April 1942 (for a few days)
Stalag VIII B (Lamsdorf), 16 April 1942 to 10 May 1943.

Working Camps attached to Stalag Luft VIII B

Bobrek (on Polish frontier), June 1942
Zweitean (Sudetenland), September 1942
Tost, 10 November 1942 to 10 May 1943.

3. ATTEMPTED ESCAPES:

(a) First Attempted Escape:

On about 28 May, after learning something about the camp routine etc., I changed my identity with a Private in the New Zealand Army. Under this assumed name I went out of the camp with a Pole named Joseph Krawiec on a

working party. We were sent to Bobrek about three kilometres from the Polish frontier and went to work in a coal mine.

On the night of 8 June a heavy storm was raging and I decided that it would be a good opportunity to get out. The camp in which we were billeted was surrounded by two barbed wire fences with flood lights at each of the four corners. The windows of our huts were also covered with barbed wire. There was only one gate with an armed guard on the gate and another guard who patrolled the perimeter between the two fences. Private Cross, an Irishman in my room, elected to make the attempt with me and we had been saving up biscuits, chocolate, butter and cheese from Red Cross parcels.

I had managed to steal a pair of pliers from the coal pit. Shortly before midnight we got our kit of food, etc. ready and cut the barbed wire on the window with the pliers. At midnight the night shift returned to camp from the mine and it was the custom of the guard patrolling the perimeter to go to the gate to assist the gate guard in checking the POWs into the camp. While he was doing this we got out of the window, cut our way through the wire of the first fence at a point as far from the gate as possible and in shadow. We jumped over the second fence and ran down the embankment of the railway which ran past the camp. We followed the line for a short distance in a south-easterly direction, then made our way across country to the main highway leading to Krakow. We made our way along the roads by night, sleeping during the day. We rationed our supply of food to six biscuits and butter or cheese and one small piece of chocolate per 24 hours.

Travelling thus we arrived at Krakow (Germany 1:250,000, Sheet Q 51, Z 24) about 16 June. I went to a house for food where unfortunately the Polish occupants were pre-German. They got the police and we were taken to the station, where we remained in a cell until the following morning. From here we went to Gestapo headquarters where we were questioned and then sent to a POW camp which was just being started on the outskirts of the city and contained about 200 Russians. We were here for three days and I made several attempts to get out via lavatory windows without success. We were then sent back to Lamsdorf where we got 14 days solitary confinement on bread and water as a punishment. After being released from solitary confinement I was returned to the working party compound, but as I had blistered my feet badly while at liberty I had to report sick and was in the camp hospital for a month and a half. While in the hospital I met Wing Commander Bader. He had been out on a

working party with six other airmen all posing as Privates and had made an unsuccessful attempt to escape.

(b) Second Attempted Escape:

I remained in camp for about three weeks after discharge from the hospital, then got out on another working party. This time ten of us went to Zwitean in the Sudetenland to reinforce a party working there on the railway. We arrived on 8 September and were billeted in a two-storey house with the guards on the ground floor. On 10 September I managed to steal a hacksaw and while the boys sang and made a row I cut the bars on the window. Our trousers and boots were taken from us each evening and locked in a small room leading off our sleeping quarters. We got the hinges of the door of this room, got our trousers and boots and went out of the window on a rope made out of blankets. Six of us escaped, leaving in pairs. I went with Corporal Joseph Sidi, a Jew. We walked to Lunenburg, about 30 miles south of Brun (Germany 1:250,000, Sheet N 49, U 41). Here we went to the marshalling yards and got on a coal train bound for Vienna. On the outskirts of Vienna we left the train and spent the day hiding in the woods. We then decided to go to Italy and returned to the marshalling yards at about 2130 hours. After spending about half an hour looking for a suitable train we found one loaded with lumber bound for Trieste. We shifted the lumber in one of the cars, making a hideout just big enough for the two of us to squeeze into. About midnight a yard engine shunted us about the yards making up a train. After the train was made up it was shunted to an illuminated part of the yard and inspected. The inspector apparently had his suspicions aroused by the timber we had shifted as he shifted it back and found us. We were arrested by railway police and taken to their cells. From here we went to the local police headquarters and then to a French POW camp about 80 kilometres south of Vienna at a place called Mannerstadt. This camp contained a large number of French, Poles and Serbians. We were confined in a sort of dugout with a barred door for eight days. I tried to get out of here but was caught loosening the bars by a guard. He summoned an NCO who beat us for attempting to escape. We were then sent back to Lamsdorf and served another 14 days solitary confinement.

4. FINAL ESCAPE:

Shortly after being released from prison I got on another working party. This time on 10 November 1942 I was sent to Tost (Sheet Q 51, Y 29) to work in a saw mill. I was accompanied by Sergeant Duncan [MI.9 report SPG (G) 2951], 51st

Highland Division, and we planned to escape from the working party together. On our arrival we were warned by a Feldwebel that he knew that Sergeant Duncan, myself and five others were planning to escape and if we attempted it we would be shot. As a result of this we were specially watched. Obviously information was leaking out and by 15 December we had established without doubt that two British POWs were giving the Germans all the information that they could get. We beat them up and told them that if they did not report sick we would take more stringent measures. They reported sick and returned to Lamsdorf.

About 10 January 1943 there was some trouble with the Mill boss and most of the POWs went on strike, with the result that 14 were sent back to Lamsdorf and were replaced by 14 Canadians captured at Dieppe. Sergeant Duncan was put in charge of us and I got myself a job as a lorry driver. I left the mill daily, delivering lumber to places in the vicinity. This enabled me to get a good idea of the geography of the district and make a few contacts with the Poles. I managed this by putting dirt in the carburettor and each time the engine stalled, which was quite frequently, I told the guard that I would get help from the Polish civilians to start the lorry again. About this time I was again warned not to attempt an escape and we became suspicious of another British POW whom we believed was acting as an informant, but we were never able to catch him.

As a result of my numerous breakdowns with the lorry I had managed to get and conceal two large maps of Europe and four 1/4-inch maps of the Tost district. We had also accumulated a good supply of Red Cross biscuits, chocolate, etc., a hacksaw blade and some spare clothes which we stole from the camp stores. On 10 May with this gear made up into two bundles, Sergeant Duncan and I sawed the bars off the window of our room and got away. We travelled by night, slept by day, walking along the highway. We went to Langendorf (Sheet P 51, H 83), from here to Lubliniec, from here to Herby (Sheet Q 51, T 83) and from there to Czestochowa (T 63), Poland. In Czestochowa we contacted a member of the Polish underground on about 15 May 1943 at an address given me by a Polish airman at Lamsdorf. From this date onwards I remained with the Polish underground until the arrival of Russian troops. I embarked at Odessa aboard the SS **Moreton Bay** on 7 March 1945 and arrived in the United Kingdom on 19 March.

* * * * *

BROOKS, FS Malcolm Hutton (Can 4811) - **Mention in Despatches** - No.436 Squadron (AFRO says only "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 21 July 1910 in Stirling, Scotland. Home in Melville, Saskatchewan (press salesman); enlisted: Regina ,11 September 1939 as Master Motor Mechanic but with No.120 (Bomber) Squadron, the Auxiliary unit there. To Station Vancouver, 9 October 1939. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. To Patricia Bay, 21 June 1940. To No.6 (BR) Squadron, 3 July 1941. Promoted Corporal, 1 January 1941. To Alliford Bay, 24 January 1942. Promoted Sergeant, 1 March 1942. To No.4 Group Headquarters, 23 June 1942. To No.3 Repair Depot, Vancouver, 28 August 1942. To No.14 Squadron, Sea Island, 5 February 1943 and served at Ummak. To Station Sea Island, 7 August 1943. To Coal Harbour, 9 October 1943. Promoted Flight Sergeant, 1 December 1943. To No.2 Equipment Depot, 20 June 1944. To "Y" Depot, 23 August 1944. Taken on strength of No.3 PRC, 29 August 1944 but actually disembarked in Britain on 5 September 1944. To No.1 Personnel Despatch Centre, 17 September 1944 for posting to Far East. Taken on strength of No.436 Squadron, 24 October 1944; service included attachment to No.3 Hill Depot, 14-17 January 1945. Promoted WO1, 1 December 1944. Emplaned from Ramree Island, 5 September 1945; arrived in United Kingdom, 11 September 1945. Struck off strength of No.436 Squadron and posted to Down Ampney, England, 8 October 1945. To Station Torquay, 21 April 1946. To Station Topcliffe, 17 May 1946. Repatriated 5 June 1946. To Sea Island, 17 July 1946. Reverted to Sergeant, 1 October 1946 in postwar RCAF. To Patricia Bay, 14 November 1946. To Western Air Command, 5 January 1947. To Sea Island, 1 March 1947. Died of natural causes (heart attack) at Sea Island, 31 October 1947.

While in Canada he was routinely assessed as an efficient driver and dispatcher with initiative. Overseas he was in charge of the Motor Transport Section of No.436 Squadron. There is no specific recommendation, but an assessment dated 2 November 1945 ticked off boxes which described him under the following headings - SERVICE KNOWLEDGE: "Searches for ways to improve his service knowledge"; TRADE PROFICIENCY: "Superior - knows his work and does it well."; ADMINISTRATIVE ABILITY: "Outstanding organizer - produces excellent results promptly"; DEPENDABILITY: "Can definitely depend upon his loyalty".

* * * * *

BROOKS, FS (now P/O) Roy Lyons (R194199/J87697) - **Distinguished Flying Medal** - No.77 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 24 January 1912. Home in Goodwater, Saskatchewan; enlisted Montreal, 28 September 1942 and posted to No.1 Manning Depot. To No.15 SFTS (guard), 23 November 1942. To No.4 Manning Depot, 6 March 1943. Promoted LAC and posted to No.9 BGS, 17 April 1943. Graduated and promoted Sergeant, 28 May 1943. To "Y" Depot, 11 June 1943; to RAF overseas, 15 June 1943. Further trained at No.20 OTU and

No.1652 Conversion Unit. Commissioned 3 July 1944. Promoted Flying Officer, 3 January 1945. Repatriated 2 August 1945. Retired 21 September 1945. Award sent by registered mail.

This airman, as mid-upper gunner, has flown on many operational sorties. These have included six attacks on heavily defended German targets and ten minelaying missions in enemy waters. Flight Sergeant Brooks has been in combat with attacking enemy fighters three times. On one occasion one enemy aircraft was destroyed. He has constantly shown great keenness throughout his operational career and a devotion to duty of a high order.

Public Record Office Air 2/9026 has recommendation drafted 18 July 1944 when he had flown 33 sorties (173 hours 31 minutes operationally); text reproduced in Ian Tavender, **The Distinguished Flying Medal Register: Second World War** (London, Savannah, 2000).

This mid-upper gunner has just completed an operational tour comprising 33 sorties, six of which were against heavily defended German targets and ten minelaying missions in enemy waters, the others being attacks on French targets. Flight Sergeant Brooks carried out his duties in a most commendable manner, having been called upon on three occasions to enter into combat with attacking enemy fighters. On the night of 20th December 1943, his aircraft was attacked by a Me.110 and hits were successfully registered on the fighter. Again, on 21st January 1944, a Ju.88 was encountered but successfully evaded. Finally, on 10th April 1944, total destruction of a twin-engined enemy aircraft was claimed. The results of these incidents say much for the efficiency and courage of this mid-upper gunner and the part he played in combination with his pilot and rear gunner. This Non-Commissioned Officer has always shown the greatest keenness in his work, both in the air and on the ground. In recognition of his unflinching devotion to duty, I strongly recommend that he be granted the award of the Distinguished Flying Medal.

Public Record Office Air 50/194 has the following Combat Reports:

20/21 December 1943: Pilot was Sergeant Pearce; rear gunner was Sergeant I.D. Hancocks, later awarded DFM):

On the night of 20/21 December 1943, Halifax "P", LK728 of No.77 Squadron was detailed to attack Frankfurt. Whilst at a height of 18,000 feet, position 5040N 0606E., with an I.A.S. of 158 m.p.h., at 1857 hours, an Me.110 was sighted on the port quarter up, at a range of 500 yards. Rear gunner gave instructions for a diving turn to port, and he and the mid-upper gunner opened fire with

approximately 300 rounds with the fighter closing to 350 yards and breaking away to starboard. No warning was given by Monica. Weather was good with 5/10 clouds. Visibility was good. The fighter was claimed as damaged.

21/22 January 1944: same crew as above:

On the night of 21/22 January 1944, Halifax "K" (LK731) of No.77 Squadron was detailed to attack Magdeburg. At 2302 hours, position target area, height 18,000 feet, heading 240M, and at an I.A.S. of 170 m.p.h., a Ju.88 attacked the bomber from the port bow. The enemy aircraft was first seen by the Mid-Upper Gunner at 300 yards as it opened fire. The enemy aircraft broke away on the port beam and was not seen again. Due to the speed and surprise of the attack no combat manoeuvre was taken by the Halifax and the fire of the enemy aircraft was not returned. Visibility at the time was poor with 6/10 cloud.

To the above, the Squadron Gunnery Leader wrote:

Due to the visibility the Air Gunners' search appears to have been limited.

10/11 April 1944: Rear gunner was Sergeant I.D. Hancocks. Aircraft was W/77 (LL126), target Tergnier. Special equipment (Aural Monica) not used. Time was 0013, height 11,000 feet, heading 298 Magnetic; position 49.46 North 01.37 East. Visibility was good above, poor below, full moon. Three fighter flares seen astern, five minutes before attack. First visual was by pilot, at 500 yards, port bow down. Enemy aircraft carried a light in the nose. Aircraft took evasive action during attack, losing 1,000 feet. Flight engineer and mid-upper gunner kept watch while rear gunner (Hancocks) fired about 112 rounds.

The pilot first saw the enemy aircraft on the port bow below at approximately 1,500 feet flying on a reciprocal course, but before he could state the exact position the Halifax was subjected to heavy flak, immediate combat manoeuvres being taken.

The Rear Gunner then saw enemy aircraft on port beam, range approximately 700 feet, slightly below. He instructed the pilot to prepare to turn port and as he gave these instructions the enemy aircraft turned into attack from the port quarter, range 400 yards. As the enemy aircraft turned it opened fire, the Rear Gunner returning the fire immediately with a long burst.

The enemy aircraft was seen to blow up in mid-air at approximately 200 yards.

The Mid-Upper Gunner [Brooks] meanwhile was not able to bring his guns to bear owing to the obstruction of the tail plane, but he saw the enemy aircraft explode and fall in flames and burn on the ground.

The Air Bomber who was lying in the nose confirms the destruction of the enemy aircraft which he saw on fire and burning on the ground.

At the time of the attack there was no searchlight activity but roughly five minutes before the attack, three fighter flares were dropped dead astern.

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BROOM, FS Herbert (R72473) - **British Empire Medal** - No.1 Aircrew Conditioning Unit - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 7 May 1905 in Birmingham, England. Educated in England. Employed in Machine Shop, two years, drawing office of Willy-Overland, one year, truck driver for Shuttleworth Chemicals, two years, and shipper/butcher for Swift Canadian, 14 years. Home in Exeter, Ontario. Enlisted in Toronto, 30 September 1940 for General Duties. To No.9 SFTS, 24 November 1940. Reclassified as Cook, 3 March 1941. Promoted Corporal, 1 October 1941. Promoted Sergeant, 1 April 1943. Reclassified Chef, 1 June 1943. Promoted Flight Sergeant, 1 December 1943. To No.1 Aircrew Conditioning Unit, 30 June 1945. To No.1 Flying Training School, 16 September 1945. To No.4 Release Centre, 10 December 1945. Retired 12 December 1945. Award sent by registered mail. Died in Exeter, Ontario, 25 June 1985 as per **Legion Magazine** of October 1985.

Throughout the nearly five years that this non-commissioned officer has been on the strength of this unit as Chef he has rendered exceptionally meritorious service and has displayed a consistent devotion to duty and personal interest in his work. His duties are of a very trying and arduous nature but he has displayed a high degree of initiative, forethought and enthusiasm at all times.

Note: Although the recommendation is not in his file, it almost surely was from No.9 SFTS. The following assessments from that unit support this:

“Is an exceptional organizer and untiring in his efforts to improve conditions in his own section. Can be relied upon to do a good job with the least direction.” (Assistant Section Officer J.B. Norris, 17 September 1943).

“This NCO has much experience and carries a great deal of weight in the section.” (Section Officer B.B. Amory, 7 March 1945)

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BROOMFIELD, FS James Orville (R60150) - **Distinguished Flying Medal** - No.462 Squadron - Award effective 10 January 1944 as per **London Gazette** dated 18 January 1944 and AFRO 410/44 dated 25 February 1944. Born 20 July 1919. Home in Turner Valley, Alberta; enlisted Calgary 10 June 1940 as Wireless Operator. To No.1 WS, 19 August 1940. To No.2 WS, 28 March 1941. Reclassified as Wireless Electrical Mechanic, 30 March 1941. Promoted AC1, 30 March 1941. To No.4 WS, 7 July 1941. To No.16 SFTS, 18 August 1941. Promoted LAC, 1 October 1941. Remustered to aircrew, 4 January 1942 and posted to No.6 ITS; graduated 27 February 1942 but not posted to No.14 EFTS until 14 March 1942; may have graduated 5 June 1942 but not posted to No.4 SFTS until 20 June 1942; graduated and promoted Sergeant, 9 October 1942. To "Y" Depot, 23 October 1942. To RAF overseas, 27 October 1942. Promoted Flight Sergeant, 9 April 1943. Promoted WO2, 9 October 1943. Commissioned, 4 November 1943. Repatriated 27 November 1944. To No.2 Air Command, 16 January 1945. To No.1 CNS, 22 January 1945. To "Y" Depot, Moncton, 9 March 1945. To RAF overseas, 18 March 1945. Repatriated 13 June 1945. Trained for Tiger Force; retired 24 September 1945. Presented at Government House 14 January 1947. Died in Willow Creek, Alberta, 1970.

This airman has had much success in bombing sorties and has recently been employed in flare dropping. On a high proportion of his missions he has been responsible for the efficient immunization [illumination ?] of the target, often remaining in the area for long periods and making as many as seven runs to ensure the success of the sorties. This airman has invariably displayed outstanding leadership and devotion to duty.

NOTE: Public Records Office Air 2/9153 has recommendation dated 22 October 1943 which has a more detailed text and a list of 27 sorties (185 hours 25 minutes):

27 April 1943 - GARDENING, Frisian Islands (3.40)
28 April 1943 - GARDENING, Danish Coast (6.35)
29 June 1943 - Messina (6.05)
22 June 1943 - Reggio (6.40)
14 July 1943 - Messina (7.20)
17 July 1943 - Reggio (6.40)
23 July 1943 - Reggio (7.15)
30 July 1943 - Reggio (7.15)
5 August 1943 - San Giovanni (6.50)
22 August 1943 - Crotonne (6.50)
27 August 1943 - Crotonne (7.15)
3 September 1943 - Grotaglie (8.15)

7 September 1943 - Manduria (7.30)
10 September 1943 - Potenza (8.15)
13 September 1943 - Potenza (8.25)
25 September 1943 - Hassini (1.00, DNCO)
27 September 1943 - Larissa (7.55)
29 September 1943 - Argos (6.15)
2 October 1943 - Calato (7.40)
3 October 1943 - Heraklion (5.30)
5 October 1943 - Maritza (8.15)
7 October 1943 - Maraklion (6.05)
9 October 1943 - Maritza (7.15)
11 October 1943 - Meritza (8.45)
16 October 1943 - Maritza (5.30)
18 October 1943 - Antimachia (8.20)
20 October 1943 - Maritza (8.05)

This Non-Commissioned Officer has completed 27 night sorties as captain of an aircraft totalling 185 hours operational flying.

Since he was so consistently successful on bombing sorties he has recently been employed as a flare dropper in conjunction with Flight Sergeant Browne's crew. On seven sorties out of ten Sergeant Broomfield has been responsible for locating, identifying and illuminating the target, and as a result of his excellent leadership in flight planning and his determination to illuminate the target for the bombers, which often resulted in his remaining in the target area for periods of over 35 minutes, and doing as many as seven runs over the target to keep it illuminated, the success of many raids by the wing can be attributed to Sergeant Broomfield and his crew who have seldom failed to bring back a photograph of the target in spite of accurate opposition.

Sergeant Broomfield is recommended to be awarded the Distinguished Flying Medal for outstanding leadership and devotion to duty.

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BROPHY, F/O Bernard Joseph (J94387) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. See **War Service Records 1939-1945** (Canadian Bank of Commerce, 1947). Born 11 February 1924, Cornwall, Ontario. Home in Harrison's Corners, Ontario. Enlisted in Ottawa 14 September 1942 and posted to No.1 Manning Depot. To No.8 BGS, 21 January 1943.

To No.6 ITS, 20 March 1943; graduated and promoted LAC, 28 May 1943 but not posted to No.1 AOS until 26 June 1943; Graduated and promoted Sergeant, 10 December 1943. To "Y" Depot, 13 January 1944. To No.4 Aircrew Graduate Training School, 16 January 1944. To "Y" Depot again, 11 February 1944. Taken on strength of No.3 PRC, Bournemouth, 25 March 1944. Commissioned 8 March 1945. Repatriated 13 August 1945. Promoted Flying Officer, 8 September 1945. Released 26 September 1945. Award presented 7 August 1946. No citation, "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 2/8772 has recommendation dated 15 May 1945 when he had flown 29 sorties (200 hours 50 minutes) as follows:

27 November 1944 - Freiburg
29 November 1944 - Dortmund
30 November 1944 - Duisburg
2 December 1944 - Hagen
6 December 1944 - Osnabruck
23 December 1944 - Coblenz
28 December 1944 - Bonn
29 December 1944 - Sholven
31 December 1944 - Osterfeld
2 January 1945 - Hunrburg
5 January 1945 - Hanover
6 January 1945 - Neuse
14 January 1945 - Merseburg
7 February 1945 - Cleve
14 February 1945 - Dresden
15 February 1945 - Chemnitz
20 February 1945 - Dortmund
21 February 1945 - Duisburg
23 February 1945 - Pforzeim
1 March 1945 - Mannheim
2 March 1945 - Cologne
5 March 1945 - Chemnitz
8 March 1945 - Dessau
11 March 1945 - Essen
12 March 1945 - Dortmund
15 March 1945 - Misburg
21 March 1945 - Hamburg
3 April 1945 - Nordhausen
4 April 1945 - Lutzendorf

Pilot Officer Brophy, a Canadian, is a Navigator of outstanding ability who has completed a tour of twenty-nine highly successful sorties with No.101 Squadron. Many of the varied range of targets which he has attacked have been strongly defended. Nonetheless this officer has never allowed the opposition, however intense, to deflect his grim determination to navigate his captain to the target.

In a calm and unassuming manner this gallant officer has shown a fine enthusiasm for operations and set an example of dauntless devotion to duty even in the most hazardous circumstances. His bravery and resource have been of the utmost help to his captain and crew, who have always had the utmost confidence in him.

This officer's magnificent record of outstanding ability as a navigator and sustained personal courage in the face of the enemy are fully worthy of this recommendation for the award of the Distinguished Flying Cross.

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BROUGHTON, F/L Robert Ivan (C18477) - **Member, Order of the British Empire** - No.307 Mobile Signals Servicing Unit (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 Dursley, England, 29 March 1914; educated in Lethbridge, 1921-1934. Home in Edmonton, Alberta; engaged in amateur radio for twelve years; served in 19th Alberta Dragoons from 23 July 1940 until enlistment in RCAF, Edmonton, 15 November 1940. On strength of No.1 Manning Depot, Toronto, 18 November 1940 to 24 January 1941; posted overseas February 1941; on strength of Station Colerne, 20 February 1941 to 24 February 1943 (NCO in charge of a Transmitting Station; promoted Corporal, 4 August 1941; promoted Sergeant, 1 July 1942); with No.1 Signal School, 24 February to 15 September 1943 for Signals and Radar courses; then posted to RAF Officers School, Cosford, No.22 Group; with No.6 Group Headquarters, 20-23 October 1943; with No.83 Group Headquarters, 23 October 1943 to 31 January 1944; with No.307 Mobile Signals Servicing Unit, 1 February 1944 to 31 May 1945 (to "Concentration Area" on 9 June 1944, "Marshalling Area" on 16 June 1944 and disembarked in France on 18 June 1944); repatriated to Canada, 9 July 1945; released 15 September 1945. Initially a Wireless Electrical Mechanic; reclassified Wireless Mechanic (1 August 1942) and Signals Officer (14 October 1943) when he was commissioned; promoted Flight Lieutenant, 1 May 1944. Award presented 29 November 1947. Died in Lethbridge, Alberta, 1995.

Although no citation or recommendation has been found, documents show nature of his work. On 27 January 1945 S/L R.E. Skelley described him as having "shown great skill in surmounting

technical difficulties under the worst conditions in the field. A sound and reliable Radio Engineer". W/C P.H. Holmes was equally enthusiastic: "An intensely hard working and conscientious officer with a flair for invention and improvisation, backed by a very thorough technical knowledge".

Again, 14 June 1945, G/C P.H. Holmes wrote:

An officer with exceptionally high technical ability. A conscientious and indefatigable worker. Has done an immense amount for signals in 83 Group; his loss to this Group will be very keenly felt.

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BROUSE, Flight Sergeant Jacob Cormack (R67206) - **British Empire Medal** - RCAF Headquarters Overseas - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born at Iroquois, Ontario, 6 December 1910 (RCAF press release announcing award); educated there. Garage manager. Enlisted in Kingston, 4 October 1940 for General Duties. To No.119 (BR) Squadron, 31 October 1940. Promoted LAC, 4 April 1941. Reclassified as Service Police, 16 April 1941. Promoted Corporal, 5 July 1941. To No.2 SFTS, 13 October 1941. To "Y" Depot, 26 February 1943. To RAF overseas, 27 March 1943. To RCAF Overseas Headquarters, 15 May 1944. Repatriated 23 October 1945. To Rockcliffe, 2 December 1945. Retired 18 January 1946, Award sent by registered mail 6 May 1949.

This non-commissioned officer is one of the most experienced men in the Provost and Security Branch. He has shown exceptional ability as an investigator and through his untiring efforts many involved criminal cases have been brought to a successful conclusion. He is particularly outstanding in his trade as a service policeman and by his example other non-commissioned officers have been spurred to greater devotion to their duty. Flight Sergeant Brouse is an indefatigable worker and extremely adaptable to all the varying conditions which he encounters during his work. He spares neither time nor effort in the pursuit of his duties, many of which call for ceaseless effort far beyond the normal working hours. His contribution to the success of the investigation unit of the Provost and Security Branch has been outstanding.

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BROUSSEAU, P/O Joseph Henri Normand (J17601) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 21 October 1943 as per **London Gazette** dated 29 October 1943 and AFRO 2457/43 dated 26 November 1943. Born 11 September 1921. Home at Cap de la

Madeleine; enlisted Montreal, 29 May 1941 and posted to No.4 Manning Depot. To No.3 ITS, 8 August 1941; graduated and promoted LAC, 25 September 1941 when posted to No.4 EFTS; graduated 20 November 1941 when posted to No.9 SFTS; graduated and promoted Sergeant, 10 April 1942. To "Y" Depot, 11 April 1942. To RAF overseas, 30 April 1942. Award sent by registered mail 30 September 1948. Rejoined RCAF Auxiliary in Montreal, 10 October 1949 as pilot, No.438 Squadron (110148); retired 2 March 1954. RCAF photo PL-15998 (ex UK-3973 dated 24 May 1943) shows members of No.425 Squadron - Flight Sergeant F.H. "Frank" Rowan (WOP, Orillia, Ontario), Sergeant J.H. "Joe" Moreau (navigator, St. Norbert, Manitoba), Sergeant N. "Norm" Brousseau (pilot, Three Rivers), F/O D.B.J. "Denny" Hodgetts (bomb aimer, Birmingham, England) and Sergeant H.B. "Ben" Marceau (rear gunner, Montreal).

Pilot Officer Brousseau as captain of aircraft has participated in a large number of successful sorties at night against heavily defended targets in German and Italian territory. Throughout his operational career this officer has been conspicuous for his devotion to duty and his exceptional coolness and courage in hazardous circumstances.

Note: Incident with Wellington BJ918 at Dishforth airfield. On 28th February 1943 the crew of this aircraft were in the process of taking off for an operational flight to St.Nazaire when the starboard engine failed on take off. The pilot made a rough landing near, what was then known as, Dishforth Crossroads, around a mile south of the airfield at 18.05hrs. The crew escaped injury and the bomb load did not explode. Pilot - Sgt Joseph Henry Normand Brousseau RCAF, of Cap de Madeleine, Quebec, Canada; Navigator - Sgt "J H Moreau RCAF" (Possibly Gerald or Jerry Moreau RCAF); Wireless Operator - Sgt John D L Fontaine/Fontain RCAF, of Rosemount, Quebec, Canada; Bomb Aimer or Wireless Operator, F/O Dennis Bertram James Hodgetts RAFVR (123849), of Birmingham; Air Gunner , Sgt Joseph Alfred Henri Bernard "Ben" Marceau RCAF, of Montreal, Quebec, Canada; Air Gunner or Bomb Aimer - P/O Thomas Robert Clifford "Cliff" Irwin RCAF (J/22523), of St.Boniface, Manitoba, Canada.

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BROWELL, Sergeant (now P/O) George Willard (R85068/J43133) - **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 11 March 1917. Home in Yellow Grass, Saskatchewan; enlisted Regina, 18 December 1940 and posted to No.2 Manning Depot. To No.11 Equipment Depot, 26 January 1941. To No.2 ITS, 26 March 1941. Promoted LAC, 6 May 1941 and posted to No.2 Manning Depot. To No.2 WS, 21 June 1941. To Trenton, 22 January 1942. To No.6 BGS, 14 March 1942; graduated and promoted Sergeant, 13 April 1942. To "Y" Depot, 14 April 1942. To RAF overseas, 30 April 1942. Promoted Flight Sergeant, 1 March 1943. Promoted WO2, 13 April 1943. Served in No.9 Squadron. Repatriated July 1943. To Rockcliffe, 13 July 1943.

Promoted WO1, 13 October 1943. Reverted to LAC, 15 October 1943. To No.31 OTU, 31 October 1943. Commissioned 14 December 1943. To Boundary Bay, 20 March 1944. To No.5 OTU, 31 March 1944. Promoted Flying Officer, 14 June 1944. To "Y" Depot, 1 April 1945. To United Kingdom, 13 April 1945. Repatriated 5 August 1945. Retired 4 October 1945. Applied for Operational Wings, 17 December 1944 while at No.31 OTU. No citation in AFRO.

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BROWN, F/L Alexander George (J10885) - **Medal for Bravery (Czechoslovakia) - Canada Gazette** dated 24 January 1948, AFRO 81/48 dated 6 February 1948. Born in Port Stanley, Ontario, 2 October 1919; home in Winnipeg; enlisted in Calgary, 23 June 1941. To No.2 Manning Depot, 2 August 1941; to No.4 ITS, Edmonton, 31 August 1941; graduated and promoted LAC, 3 October 1941 but not posted to No.5 AOS, Winnipeg until 11 October 1941; graduated 17 January 1942 when posted to No.7 BGS, Paulson; graduated 28 February 1942 and promoted Sergeant; posted that day to No.1 ANS, Rivers; graduated and commissioned 4 April 1942; to "Y" Depot, 18 April 1942; embarked from Canada on 8 May 1942, and arrived No.3 PRC, Bournemouth, 23 May 1942. To No.7 PRC, 22 June 1942; to No.1 (Coastal) Operational Training Unit, 31 July 1942; promoted Flying Officer, 4 October 1942; to No.86 Squadron, 15 October 1942; promoted Flight Lieutenant, 4 April 1944; was to have gone to No.1674 Conversion Unit, 20 May 1944 but this was cancelled and he embarked for Canada on 14 June 1945, arriving 15 June 1944; to No.1 General Reconnaissance School, Summerside, 29 July 1944 (redesignated No.1 Reconnaissance and Navigation School, 4 February 1945); served there to 5 October 1945; released 11 October 1945.

NOTE: A letter dated 22 May 1944 stated he had flown 33 sorties (494 hours 15 minutes) and that his total flying time was 797 hours 40 minutes. There is nothing to indicate why he was selected for this medal; an assessment dated 16 May 1944 described him merely as "An average officer generally, very keen and good at his work as a navigator". At the time the award was made he and others received a standard letter signed by Air Vice-Marshal J.M. Plant which read:

I take this opportunity of expressing to you, on behalf of the Chief of the Air Staff and all ranks of the Royal Canadian Air Force sincere congratulations on the honour that has been bestowed upon you by the Government of Czechoslovakia by the award of the Czechoslovak Medal for Bravery. This well merited award not only recognizes your personal invaluable contribution to the success of the recent conflict, but adds lustre to the record of the service in which you served.

The official announcement of this award will appear in the Canada Gazette on Saturday, 24th January 1948.

Arrangements regarding presentation of your award are being completed by the Czechoslovak Legation from whom you will hear in the near future. In the meantime the appropriate ribbon may be worn on service uniform.

The award is evidently connected to the destruction of the German blockade runner, **Alsterufer** (2,729 tons), 27 December 1943. The ship had been in transit from Kobe, Japan to Bordeaux with wolfram cargo. It was detected by Sunderland T/201 at 46° 40' N, 19° 30' W., shadowed for four hours, attacked by a Sunderland of No.422 Squadron, and ultimately sunk by Liberator H, BZ796 of No.311 Squadron with bombs and rockets; P/O Dolezal, pilot F/O Hanus, navigator, received DFCs. The burning ship was then spotted by a Liberator of No.86 Squadron. When seen the ship was on fire, stationary, and its crew in four lifeboats about half a mile distant. The No.86 Squadron machine made two attacks, dropping one 500-lb MC bomb on each run. The first missed astern, the second exploded 10 yards from the port side causing it to heel over violently before righting itself. When the aircraft left the scene, was burning from the stern to just forward of the bridge. The crew of this Liberator is described as including four members of the RCAF, viz F/O R.W. Chadwick (pilot), F/O R.J. Traill, F/O A.G. Brown and Warrant Officer A. Fuchs.

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BROWN, WO Adrien Walter (R104832) - **Mention in Despatches** - No.425 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 5 February 1921. Home in Montreal; enlisted there 19 May 1941 and posted to No.1 Manning Depot. To No.4 BGS, 28 May 1941 (guard duty); to No.1 ITS, 15 July 1941; graduated and promoted LAC, 20 August 1941; posted that date to No.20 EFTS. Ceased training and posted elsewhere, 12 September 1941. To No.10 AOS, 26 October 1941; graduated 30 January 1942 when posted to No. 6 BGS; graduated 14 March 1942 and promoted Sergeant; posted that date to No.2 ANS. To "Y" Depot, 14 April 1942; to RAF overseas, 30 April 1942. Shot down 12 March 1943. Commissioned 14 September 1944. Repatriated to Canada, 1 June 1945. Retired 13 August 1945. Postwar he lived in Beaconsfield, Quebec and had a long career with Alta Construction Company as Chief Estimator. Died in Pointe Claire, Quebec, 6 August 2007. No citation in AFRO. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has none either, but has excerpt from a letter written by WO Roland Goulet (POW) to his wife in England on 12 March 1944. Letter passed from Bomber Command HQ to No.6 Group HQ (11 June 1944) and to No.425 Squadron (13 June 1944), suggesting appropriate award action for Brown, Gauthier and Lamontagne. Excerpt read:

If we are all alive it is because of them. Three times we were attacked by fighters and it's only after the second one that the pilot [Lamontagne] gave us

the order to leave the aircraft, when all her controls were broken. He did everything to keep it up there. Twice the navigator [Brown] and the Bomb Aimer [Gauthier] extinguished the fire in the front of the aircraft. They used everything - cushions, chutes and extinguishers to put it out and they succeeded but in vain. We had to jump in the end. I was wounded at the first attack, and did nothing. What I have seen them do is certainly distinguished flying, and that is why I want you to go to the RCAF Headquarters and give this letter to the C.O. If the act that they have done could be recognized by everybody, by a tangible thing I would be the happiest man on earth because they really merit it.

The website "Lost Bombers" gives the following on the loss of his aircraft. Wellington BK340 (KW-T) of No.425 Squadron, target Essen, was airborne at 1912 hours, 12 March 1943. Shot down by a night-fighter (Fw Vinke) and crashed 2158 hours at Spanbroek (Noord Holland), 16 km NE of Alkmaar. Crew were Sergeant J.R.A. Gouley (RCAF, injured, later repatriated owing to severity of injuries), Flight Sergeant M.J.A.J. Aumond (also wounded and repatriated early), Sergeant J.G.G.C.Lamontagne, RCAF (POW). Flight Sergeant A.W.Brown. RCAF (POW), Flight Sergeant J.A.V.Gauthier, RCAF (POW), Flight Sergeant Brown was interned in Camps L3/L6/357. POW No.888, with Flight Sergeant J.A.V.Gauthier (promoted to WO1 during captivity, POW No.899) and Sergeant Lamontagne (promoted to WO1 during captivity, POW No.905).

Directorate of History and Heritage file 181.001 D.24 has his account of the loss of his aircraft (although giving letter "R" for machine); taken down 29 April 1945:

The night of the 12 April 1943, target Essen. All went right till on the return to base. Having been instructed to cross the coast at 9,000 feet, we had reached this height when from the front and under we were hit by a '110 fighter. The aircraft caught fire and the rear gunner was hit and his turret was put out of action. He was fortunately able to bale out. The WOP started repairing radio equipment. Bomb aimer directed pilot and started getting fire under control. Navigator got new course for England - second attack just clipped wing - no real damage. Third attack, observer and WOP both hit, controls cut, aircraft went into dive. The pilot gave orders to bale out. The hatch was jammed and had to cut out with axe by navigator while the bomb aimer put out fire in pilot's chute as well as his own. Bomb Aimer then jumped while navigator put on the pilot's chute for him, then the navigator baled out, then WOP, then pilot.

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BROWN, F/O Alan Grant (J28086) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45

dated 23 February 1945. Born 20 August 1920. Home in Millbrook, Ontario; enlisted Toronto 10 February 1942. Granted Leave Without Pay until 22 March 1942 when posted to No.1 Manning Depot. To No.6 ITS, 18 July 1942; graduated and promoted LAC, 11 September 1942 but not posted to No.20 EFTS until 10 October 1942. Ceased training 9 November 1942 when posted to Composite Training School to No.8 BGS, 23 November 1942; graduated 30 April 1943 and posted next day to No.2 AOS; graduated and commissioned 9 July 1943. To "Y" Depot, 13 July 1943; to United Kingdom, 28 July 1943. Repatriated 28 October 1944; retired 8 February 1945. Award 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...numerous operations against the enemy in the course of which [he] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 10 September 1944 when he had flown 34 sorties (162 operational hours) from 9 April to 25 August 1944.

This officer has completed thirty-four sorties against such heavily defended targets as Hamburg, Stuttgart and Brunswick. At all times he has displayed the highest skill, courage and cheerfulness. Often in the face of concentrated opposition his coolness and disregard of danger have contributed largely to the safe return of the aircraft and crew. During his tour he has been highly successful in his bombing, and has been of great help training newer crews.

It is considered that his fine example of devotion to duty, resolution and determination fully merit the award of the D.F.C.

The sortie list was as follows:

9 April 1944 - Villeneuve St. George (5.50)
10 April 1944 - Ghent (4.30)
9 May 1944 - St. Valery en Caux (4.00)
11 May 1944 - Boulogne (4.20)
12 May 1944 - Louvain (4.55)
19 May 1944 - Le Clipons (3.50)
24 May 1944 - Aachen (4.40)
27 May 1944 - Bourg Leopold (5.35)
7 June 1944 - Acheres (4.40)
8 June 1944 - Mayenne (5.55)
12 June 1944 - Arras (5.15)
14 June 1944 - Cambrai (3.50)
15 June 1944 - Boulogne (3.40)
17 June 1944 - Oisemont (4.25)

21 June 1944 - Oisement (4.15)
24 June 1944 - Bonnetot (4.30)
25 June 1944 - Gorenflos (4.10)
27 June 1944 - Wizernes (3.55)
28 June 1944 - Metz (6.45)
4 July 1944 - Villeneuve St. George (5.35)
20 July 1944 - Grand Bois (3.45)
24 July 1944 - L'Hey (3.40)
25 July 1944 - Stuttgart (8.30)
28 July 1944 - Hamburg (5.00)
30 July 1944 - Amaye Seulle (4.00)
1 August 1944 - L'Hey (4.00)
3 August 1944 - Foret de Nieppe (4.05)
5 August 1944 - St. Leu d'Esserent (5.05)
8 August 1944 - Chantilly (4.25)
12 August 1944 - Brunswick (5.40)
13 August 1944 - Aisy (4.25)
15 August 1944 - Gardening (6.25)
18 August 1944 - Bois de St. Remy (3.35)
25 August 1944 - St. Mathieu (5.30)

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BROWN, P/O Allan Keith (J92578) - **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 13 June 1923. Home at Midnapore, Alberta; enlisted Calgary 24 June 1941. To No.3 Manning Depot, 27 August 1941. To No.5 BGS (guard duty), 10 September 1941. To No.2 ITS, 10 October 1941; graduated and promoted LAC, 5 December 1941 when posted to No.8 EFTS; to No.18 EFTS, 2 January 1942; may have graduated 13 February 1942 but not posted to No.15 SFTS until 28 February 1942; graduated and promoted Sergeant, 19 June 1942. To No.2 AOS, 5 July 1942. To No.2 WS, 19 December 1942; promoted Flight Sergeant, that same day. Promoted WO2, 19 June 1943. To No.19 SFTS, 9 December 1943. To "Y" Depot, 4 February 1944. Taken on strength of No.3 PRC, 25 March 1944. Commissioned 12 October 1944. Missing 5 April 1945 and subsequently reported safe. Repatriated May 1945. To No.2 Air Command, 31 May 1945. To No.7 Release Centre, 28 July 1945. Retired 3 August 1945. Award presented 9 July 1949.

One night in April 1945 Pilot Officer Brown was pilot in an aircraft detailed to attack Harburg. On the outward flight the port outer engine had to be put out of action. In spite of this, Pilot Officer Brown flew on to the target and executed a

good attack. Soon afterwards the starboard outer engine failed as did the port inner engine a little later. The aircraft lost height so rapidly that only three members of the crew were able to leave by parachute. At this stage the last engine failed. Displaying outstanding coolness and exceptional skill, Pilot Officer Brown proceeded to land the aircraft by altimeter and air speed indicator only, at night, in enemy territory where not a single light was shining to assist him in a desperate situation. Fortunately his aircraft came down in open country. So well did Pilot Officer Brown accomplish his task that not a single member of his crew was injured. This officer set a splendid example of skill, coolness and courage.

The website "Lost Bombers" gives the following details. The DFC incident was the night of 4/5 April 1945 involving Halifax NP712 (EQ-N), target Harburg. NP712 was initially issued to No.432 Squadron. Airborne at 1943 hours, 4 April 1945 from Linton-on-Ouse to bomb the Rhenania synthetic oil refinery. This was an experienced crew with twenty-four operations each (although Brown on his questionnaire re aircraft loss stated he had flown 27 sorties. Full crew was P/O A.K.Brown, RCAF (injured), Sergeant R.A.Hind (injured), F/O W.G.Burnett, RCAF (injured), P/O T.C.King, RCAF (injured), Flight Sergeant J.B.Bennett, RCAF (injured), P/O F.W.Trow (POW), Flight Sergeant K.G.Finn, RCAF (injured). The men were confined to hospital until liberated; no POW numbers issued.

Brown's questionnaire re loss of aircraft (Directorate of History and Heritage 181.001 D.24) states he had flown 27 sorties. He also notes that he had no idea why his engines failed, as his gauges indicated 600 gallons left. His report stated:

Set course from Linton approximately 2010 hours, April 4, 1945 for Harbourg [sic]. Height 1,800 feet. At point X I commenced to climb to bombing height. At 9,000 feet the port outer engine quit. There was nothing to indicate that there was anything wrong with this engine previously to it packing up. I continued to climb slowly to reach 13,300 feet to bomb target. Reached it (after losing the port outer engine I jettisoned the bombs in the wing bays). Approximately 35 minutes after bombing and at the height of 2,500 feet the starboard outer cut with no apparent reason. Approximately 20 minutes later the port inner cut and I gave the order to abandon aircraft. The starboard inner cut about ten seconds later. At 1,200 feet the Bomb Aimer, WAG and Rear Gunner had baled out but Navigator, Flight Engineer and Mid-Upper were still on board. I then gave the order to take up crash positions as the descent was quite rapid. I landed straight ahead by the altimeter and landed somewhat off a swampy field. The starboard outer engine began burning fiercely and we left the aircraft immediately. After the port outer packed up the engineer found a leak in the main fuel line port side

approximately five gallons per hour. He repaired this and made a thorough check but found nothing else wrong. This check was carried out twice after. Fumes in the aircraft were very strong.

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BROWN, F/L Arthur Leland (J9354) - **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. Born 13 December 1914 in Hawarden, Saskatchewan. Home there (farming, garage assistant, service station attendant). Served in 16/22 Saskatchewan Light Horse, 16 August 1940 to enlistment in RCAF; enlisted in Vancouver, 14 May 1941 and posted to No.2 Manning Depot. To No.1 ANS (guard duty), 8 June 1941. To No.4 ITS, 2 July 1941; graduated and promoted LAC, 8 August 1941 when posted to No.5 EFTS; graduated 25 September 1941 when posted to No.7 SFTS; graduated and commissioned 19 December 1941. To No.31 GRS, Charlottetown, 9 January 1942; to No.31 OTU, Debert, Nova Scotia, 14 March 1942. To Ferry Command, Dorval, 30 June 1942; formally attached to RAF as of 7 July 1942. Emplaned for United Kingdom, 7 July 1942. Arrived in UK, 8 July 1942. To No.6 (Coastal) OTU, 29 September 1942. Promoted Flying Officer, 1 October 1942. Attached Torpedo Training Unit, November 1942. To Middle East, 2 December 1942. To No.216 Squadron, 22 December 1942. Attended paratroop and supply dropping course, Ramat David, Palestine, 6 August to 15 October 1942. With No.216 Squadron to India, April 1944. Promoted Flight Lieutenant, 19 December 1943. Returned to Canada, 28 February 1945. To No.2 Air Command, 13 March 1945. To No.31 OTU, 14 March 1945. To No.6 OTU, Comox, 15 April 1945. To Greenwood, 15 January 1946. To Eastern Air Command Communication Flight, 11 February 1946., still at Greenwood. To No.1 Composite Training School, 14 February 1946. To Air Material Communications Flight (Uplands), 2 April 1946. Postwar number was 19649. To No.412 Squadron, Rockcliffe, 25 March 1947. To Canadian Joint Air Training Centre, 7 November 1949. Postwar number was 19649. Promoted Squadron Leader, 14 June 1951. To AFHQ, 10 January 1952. Attended Army Staff College, Kingston, January to November 1952. To Tactical Air Command (Edmonton) as Staff Officer, Operations and Plans, 25 November 1952. To Canadian Joint Staff, London, 17 November 1956 on attachment as instructor at Old Sarum. To AFHQ, 8 August 1959. Retired 18 May 1962. Both DFC and AFC presented 1 April 1949. Died at Northwest Bay, British Columbia, 26 October 1975 as per British Columbia Vital Statistics.

This officer has taken part in operations in India, the Western Desert and the Eastern Mediterranean area. While flying in India he completed many supply dropping operations over difficult country and in the face of adverse weather. In May 1944 he led a formation of aircraft to drop supplies on an army column which was in urgent need of ammunition and food. Despite heavy ground opposition, this mission was successfully accomplished and though many of the

aircraft sustained damage all reached base safely. Flight Lieutenant Brown has invariably shown the greatest determination, skill and courage.

BROWN, S/L Arthur Leland, DFC (J9354) - **Air Force Cross** - No.216 Squadron - Award effective 3 April 1945 as per **London Gazette** of that date and AFRO 802/45 dated 11 May 1945. Public Records Office Air 2/9061 has recommendation dated 27 January 1945 when he had flown 2,033 hours, 124 in past six months.

This officer has served the squadron with distinction, earning the Distinguished Flying Cross for work with the squadron detachment in India. On one occasion when one engine on the Dakota he was piloting failed, he safely made a single engine circuit at night. On another occasion when an engine cut he made a successful forced landing on a disused desert landing strip. This officer has set an excellent example in the squadron by his deportment and enthusiasm for his work.

This was edited to the following for Air Ministry Committee consideration:

This officer is a Captain of aircraft in No.216 Squadron and has set an excellent example in the squadron by his general flying and enthusiasm for work. On one occasion he experienced engine failure in a Dakota aircraft but made a successful forced landing on a disused desert landing strip.

Notes: On repatriation form dated 7 February 1945 he stated he had flown 570 operational hours (two tours, 230 sorties - but see list below which identifies only 97) and 1,300 non-operational hours for a total of 1,870 hours; last sortie was 10 June 1944. Types flown were Bombay (100 hours) Hudson (160 hours) and Dakota (1,610 hours).

A statement of his flying dated 15 October 1947 while with No.412 Squadron said he had flown 66 single-engine hours and 2,890 twin-engine hours. Simulated instrument hours were 61.45; cloud flying was 99 hours.

Attended a TCA Link Course, 14-19 March 1948 and Transport Support Course, 19 June to 15 July 1950.

Record of flying to 31 December 1955 listed following types - Tiger Moth (58.05), Anson (104.00), Hudson (306.45), Ventura (27.00), Bombay (93.10), Dakota (3,148.35), Expeditor (739.50), Liberator (11.35), Harvard (22.30), Goose (3.25), Mitchell (4.10), Norseman (8.55), North Star (441.30), Chipmunk (7.45), Bell Helicopter (14.10), C-119 (1.00), Canuck (1.30), Otter (7.30). Total to date was 5001 hours 25 minutes.

Selected Assessments: "A sound officer. I consider he would make an excellent Flight Commander in a Transport Squadron." (W/C J.H. Williams, No.216 Squadron, 17 January 1945, noting he had joined the unit 21 December 1942 and had flown 2,033 hours 25 minutes).

At No.1 Composite Training School (18 February to 31 March 1946) described as follows: "This officer made slightly above average progress throughout the course. His individual exercises were completed in a competent manner and indicated careful preparation. His written work was quite well done. In syndicate exercises he contributed many sound suggestions. In public speaking, F/L Brown was rated as above average." S/L W.R. Ramsay went on to write, "Slightly above average. F/L Brown is capable of assuming fairly responsible administrative duties."

"The steady-going type of officer who carries out his every task methodically and efficiently. F/L Brown is an above average Captain of transport aircraft and can be relied on to look after his passengers in the best manner possible. This officer has been employed on flying duties almost continuously since joining the Service and it is recommended that F/L Brown should soon be given an opportunity to prove his worth in an administrative capacity. In this respect the Assessing Officer considers that F/L Brown's experience would be best utilized if he were assigned a training staff position." (W/C W.H. Swetman, No.412 Squadron, 24 March 1948; it may be noted that as of 6 April 1949 he was the North Star Conversion Training Officer of No.412).

A letter dated 14 July 1949 from J.F. Delaute (Assistant Secretary to the Governor) addressed to Air Marshal W.A. Curtis (Chief of the Air Staff) constitutes interesting reading:

"The Governor-General returned from his tour of Northern Canada on Saturday afternoon [9 July 1949]. His trip was most interesting and His Excellency praised very highly the very efficient arrangements made in this connection by the Royal Canadian Air Force for himself and members of his party.

"The skill, good judgement and courtesy of the pilots and crews of the various aircraft used in the North particularly impressed His Excellency, not to mention the similar qualities displayed by Flight Lieutenant A.L. Brown, DFC, AFC, Captain and Pilot of the North Star used on the larger stretches of the journey.

"His Excellency has asked that his most grateful thanks be expressed to you for placing the facilities of the RCAF at his disposal on this occasion, and that a message of appreciation be conveyed to Group Captain Annis and the host of officers and men who were responsible for the successful execution of the arrangements involved in a trip of this magnitude. It was, I

gather, an adventurous tour, arduous in spots, but well carried out, and His excellency looked marvellously fit when he returned.”

“F/L Brown is employed as an instructor in the Transport Air Support School at this Centre. He is responsible for the preparation of lectures, demonstrations and exercises pertaining to the teaching of the principles, staff duties, doctrine and employment of Transport Air Support. // This officer was not an instructor when he arrived at CJATC but, since joining, he has been quick to learn and is now a good instructor with immeasurable confidence in himself and his subject. His work has been of a high standard throughout. He is capable and conscientious in all his duties. // In addition to his normal duties in the Transport Air Support School, F/L Brown has been required to assist in the instruction given by other Schools, particularly the Offensive Air Support School. This officer has a well-rounded knowledge of all aspects of Land/Air Warfare. // F/L Brown is a keen curler and during the past year skipped a winning rink in the Kenora Military Bonspeil.” (W/C W.G. Welstead, CJATC, 7 November 1950).

“This officer possesses considerable knowledge of Army organization and has been extremely valuable in the planning of MSF operations and Alcanus exercises. He can be relied upon to complete the most difficult tasks with little or no supervision. His staff work has been consistently good at all times. He displays keenness to keep in flying practice and I recommend that he be given the opportunity to return to active flying duties at an early date.” (signature illegible, dated 12 April 1955). To this, G/C C.G. Ruttan (Tactical Air Command Headquarters) adds on 14 April 1955, “S/L Brown is an all around good officer although I would not rate him quite as high as the above. He is keen, most cooperative and a hard worker. The past few years experience on this staff have shown a great improvement in his work. Recommended for promotion to Wing Commander.”

“As Staff Officer Operations and Plans, this officer fills a key position within the Command Headquarters. He has a remarkably retentive memory and is thoroughly competent in all respects. His unusually sound knowledge of Army organization and procedures is frequently demonstrated to good advantage. Possessing an enviable trait of recognizing the ‘meat’ of any problem, he can be relied upon to consistently produce most satisfactory results. S/L Brown possesses all the essential attributes to qualify him for promotion to higher rank and greater responsibilities.” (W/C H. Malkin, Tactical Air Command Headquarters, 29 September 1955).

“S/L Brown has shown himself to be an able staff officer. In his association with the Canadian Army and United States Armed Forces he has been very highly regarded and his opinions received with the greatest respect. He is well liked socially and his personal affairs appear to be quite normal. He maintains his flying proficiency to a high standard and is currently instrument qualified.” (W/C H.S. Lisson, Tactical Air Command Headquarters, 15 November 1956).

"This officer has served under me for nine months. During this time he has proved himself to be an efficient and conscientious instructor. He willingly accepts additional duties and can be relied upon to carry them out without supervision. Both he and his wife have taken an active part in all station social activities and in addition have made many friends among the local residents. He is a worthy representative of his Service and country." (G/C W.V. Crawford-Compton, Old Sarum, 2 October 1957).

"This officer is a competent lecturer and has a good knowledge of all aspects of Land/Air Warfare. He is a rather quiet and reserved officer, without a forceful personality, but with all the qualities of integrity and reliability one wishes to see in an officer. He takes no part in the sporting activities of the Station but plays golf occasionally and appears to be fit. Both he and his wife have taken an active part in the social life of the station and have fitted into the pattern of the School very well. He has made adequate use of the flying facilities available to keep himself in current flying practice." (G/C W.V. Crawford-Compton, Old Sarum, 30 October 1958)

"S/L Brown is within three months of completing a tour at this School. He has been an above average exchange officer and has taken his full share of instructor duties. He has a wide knowledge of land/air warfare matters and is able express himself clearly in the discussion periods." (G/C W.V. Crawford-Compton, Old Sarum, 8 April 1959).

Training: Interviewed 3 March 1941 in Vancouver by a F/L Jones: "Typical farm and country boy. Has the necessary educational qualifications. Military training valuable. Keen on flying. Courteous and well mannered. Should be OK for pilot."

Course at No.4 ITS was 3 July to 5 August 1941. Courses in Mathematics (92/100), Armament, practical and oral (95/100), Signals (100/100), Hygiene and Sanitation (34/40), Drill (80/100), Law and Discipline (56/100). Placed first in a class of 107. "Above average intelligence. Cool, sincere, well disciplined. Brother overseas in CASF."

Course at No.5 EFTS was 8 August to 25 September 1941. Tiger Moth aircraft (28.00 dual, 30.05 solo of which 8.45 was on instruments). Ten hours in Link. "Should look around more, otherwise no faults." Ground school courses in Airmanship (149/200), Airframes (96/100), Aero Engines (91/100), Signals (98/100), Theory of Flight (80/100), Air Navigation (180/200), Armament, oral (130/200). "Above average student. Conscientious, reliable, steady type, conduct very good."

Course at No.7 SFTS was 25 September to 19 December 1941. Twin-engine aircraft; 35.30 day dual, 49.00 day solo, 4.50 night dual, 9.15 night solo. Of these hours, 17.35 on instruments. Also spent 20.30 in Link. "An above average pilot. Should overcome slight tendency towards being tense while flying." (F/L F.A. Pearce). Further graded in Qualities as an Operational Pilot

(above average), Formation Flying (average), Navigation Ability (above average), Night Flying (above average), Determination and Initiative (average), Instrument Flying (above average), Ability to Maintain Speed, Height and Course (above average). "Above average pilot, whose progress has been steady. Is a little on the nervous side, possibly over-keen. Did very well in G.I.S. Is a very dependable, conscientious worker." Ground courses in Airmanship and Maintenance (128/200), Armament, written (91/100), Armament, practical (88/100), Navigation and Meteorology (184/200), Signals, written (48/50), Signals, practical (95/100). "Mature, dependable. Very conscientious worker. Has definite leadership qualities." (S/L Harcourt-Lewis). Placed fifth in a class of 58.

Course at No.31 GRS, Charlottetown was 12 January to 14 March 1942. Flew 38 hours 20 minutes (all by day). Courses in DR Navigation (79/100 and 242/300), Astro Navigation (88/100), Compasses and Instruments (193/200), Meteorology (161/200), Signals (81/100), Reconnaissance (184/200), Coding (94/100), Ship Recognition (184/200), Photography (84/100), Visual Signals (Pass). Placed third in a class of 24. "A good officer who should make a sound G.R. pilot, after he has gained a little more confidence in himself. Recommended for flying boats."

Course at No.6 OTU, 30 September to 3 November 1942. Hudson aircraft (2.50 day dual to first day solo; 9.45 total day dual; 13.35 day solo; 1.10 night dual to first night solo; 7.10 night solo; 3.10 in formation). Flying tests in General Flying (364/400), Applied Flying (186/200), Instrument Flying (227/250), Night Flying (90/100), Link (48/50). Ground courses in Airmanship (243/300), Armament (195/300), Navigation (132/200), Signals (65/100); no examination in Meteorology.

Application for Operational Wing - This was 11 September 1945 and listed the following sorties, all with No.216 Squadron and all described as Close Support:

1 January 1943 - Middle East - Bombay (3.35)
5 January 1943 1943 - Middle East - Bombay (4.55)
6 January 1943 - Middle East - Bombay (2.50)
9 January 1943 - Middle East - Bombay (3.20)
11 January 1943 - Middle East - Bombay (4.25)
12 January 1943 - Middle East - Bombay (3.10)
17 January 1943 - Middle East - Bombay (4.10)
18 January 1943 - Middle East - Bombay (4.10)
19 January 1943 - Middle East - Bombay (2.50)
20 January 1943 - Middle East - Bombay (3.40)
21 January 1943 - Middle East - Bombay (6.05)
27 January 1943 - Middle East - Bombay (5.15)
28 January 1943 - Middle East - Bombay (4.05)

31 January 1943 - Middle East - Bombay (6.05)
4 February 1943 - Middle East - Bombay (1.20)
5 February 1943 - Middle East - Bombay (5.00)
6 February 1943 - Middle East - Bombay (3.05)
8 February 1943 - Middle East - Bombay (6.05)
9 February 1943 - Middle East - Bombay (4.20)
21 February 1943 - Middle East - Hudson (4.40)
22 February 1943 - Middle East - Hudson (2.20)
23 February 1943 - Middle East - Hudson (4.45)
24 February 1943 - Middle East - Hudson (2.20)
27 February 1943 - Middle East - Hudson (3.50)
1 March 1943 - Middle East - Hudson (9.00)
7 March 1943 - Middle East - Hudson (6.55)
8 March 1943 - Middle East - Hudson (5.40)
10 March 1943 - Middle East - Hudson (3.15)
11 March 1943 - Middle East - Hudson (6.35)
12 March 1943 - Middle East - Hudson (5.35)
19 March 1943 - Middle East - Hudson (3.50)
21 March 1943 - Middle East - Hudson (5.10)
25 March 1943 - Middle East - Hudson (6.20)
26 March 1943 - Middle East - Hudson (9.15)
28 March 1943 - Middle East - Hudson (6.15)
3 April 1943 - Middle East - Dakota (8.15)
4 April 1943 - Middle East - Dakota (2.45)
5 April 1943 - Middle East - Dakota (3.30)
8 April 1943 - Middle East - Dakota (7.55)
9 April 1943 - Middle East - Dakota (3.30)
11 April 1943 - Middle East - Dakota (3.20)
15 April 1943 - Middle East - Dakota (6.00)
16 April 1943 - Middle East - Dakota (9.40)
18 April 1943 - Middle East - Dakota (5.20)
19 April 1943 - Middle East - Dakota (7.05)
21 April 1943 - Middle East - Dakota (9.40)
25 April 1943 - Middle East - Dakota (9.00)
30 April 1943 - Middle East - Dakota (7.30)
1 May 1943 - Middle East - Dakota (7.10)
5 May 1943 - Middle East - Dakota (7.00)
22 May 1943 - Middle East - Dakota (7.25)
25 May 1943 - Middle East - Dakota (7.25)
26 May 1943 - Middle East - Dakota (7.20)

29 May 1943 - Middle East - Dakota (8.30)
30 May 1943 - Middle East - Dakota (6.35)
14 September 1943 - Middle East - Dakota (1.40)
14 September 1943 - Middle East - Dakota (5.30)
16 September 1943 - Middle East - Dakota (8.35)
19 September 1943 - Middle East - Dakota (7.50)
20 September 1943 - Middle East - Dakota (7.30)
23 September 1943 - Middle East - Dakota (7.50)
24 September 1943 - Middle East - Dakota (7.20)
26 September 1943 - Middle East - Dakota (7.20)
28 September 1943 - Middle East - Dakota (7.45 - this might have been 28 August 1943)
6 April 1944 - Burma - Dakota (4.15)
7 April 1944 - Burma - Dakota (5.20)
10 April 1944 - Burma - Dakota (6.20)
11 April 1944 - Burma - Dakota (5.55)
13 April 1944 - Burma - Dakota (7.05)
15 April 1944 - Burma - Dakota (6.25)
17 April 1944 - Burma - Dakota (4.00)
19 April 1944 - Burma - Dakota (2.25)
20 April 1944 - Burma - Dakota (5.40)
21 April 1944 - Burma - Dakota (5.10)
23 April 1944 - Burma - Dakota (4.50)
24 April 1944 - Burma - Dakota (3.00)
25 April 1944 - Burma - Dakota (2.30)
26 April 1944 - Burma - Dakota (5.10)
27 April 1944 - Burma - Dakota (7.20)
28 April 1944 - Burma - Dakota (4.20)
1 May 1944 - Burma - Dakota (3.10)
3 May 1944 - Burma - Dakota (5.50)
4 May 1944 - Burma - Dakota (6.10)
6 May 1944 - Burma - Dakota (6.45)
8 May 1944 - Burma - Dakota (2.55)
9 May 1944 - Burma - Dakota (5.35)
11 May 1944 - Burma - Dakota (6.50)
12 May 1944 - Burma - Dakota (7.10)
14 May 1944 - Burma - Dakota (5.55)
16 May 1944 - Burma - Dakota (5.45)
18 May 1944 - Burma - Dakota (5.05)
20 May 1944 - Burma - Dakota (6.30)
22 May 1944 - Burma - Dakota (6.15)

24 May 1944 - Burma - Dakota (5.45)
27 May 1944 - Burma - Dakota (4.40)
29 May 1944 - Burma - Dakota (7.45)
31 May 1944 - Burma - Dakota (5.45)

Total time: 544 hours 50 minutes

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BROWN, Sergeant Arthur Thomas (R64005) - **Mention in Despatches** - No.405 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 19 May 1920. Home in Hamilton; enlisted Galt 30 March 1940. To School of Technical Training, St. Thomas, 5 April 1940 to train as Airframe Mechanic. Promoted AC1, 1 July 1940; posted elsewhere, 14 August 1940. Promoted LAC, 1 December 1940. To No.14 SFTS, 3 July 1941. Promoted Corporal, 1 October 1941. To "Y" Depot, Halifax, 28 October 1941. To RAF overseas, 2 November 1941. Promoted Sergeant, 16 October 1942. Repatriated 15 January 1945; returned to UK, 18 May 1945. Repatriated again, 5 September 1945. Released 19 October 1945.

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BROWN, F/L David Reid (J25969) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 27 October 1920. Home in Fredericton; enlisted Moncton 4 March 1942. To No.5 Manning Depot, 19 March 1942. To No.5 Equipment Depot, 7 May 1942. To No.3 ITS, 4 July 1942; graduated and promoted LAC, 12 September 1942 but not posted to No.11 EFTS until 10 October 1942; may have graduated 4 December 1942 but not posted to No.5 SFTS until 27 December 1942; graduated and commissioned 30 April 1943. To "Y" Depot, Halifax, 14 May 1943; to RAF overseas, 22 June 1943. Repatriated to Canada, 21 December 1944. To Moncton, 31 January 1945. To No.1 Communication Squadron, 5 June 1945. To No.121 Squadron, 8 July 1945, being engaged in staff flying until 30 September 1946 when posted to No.4 (Composite) Flight. Released 14 November 1945. Died 23 December 1945; buried in Douglas Rural Cemetery, York County, New Brunswick. Award sent to family 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...numerous operations against the enemy in the course of which [he] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 15 September 1944 when he had flown 27 sorties (141 hours 50 minutes) from 31 May to 12 September 1944. On 18 August (Anderbelck) flak hit his port outer and the port tire; on 12 September 1944 (Dortmund) the port inner had been holed.

Flying Officer Brown has proven himself to be a very resourceful pilot and an extremely capable Captain of aircraft. He has at all times given outstanding leadership to his crew and has set a high example for other Captains in his Flight.

Flying Officer Brown has completed 27 sorties over enemy territory, some of which were carried out over heavily defended targets such as Stuttgart, Hamburg and Kiel. On all occasions he has displayed great courage and coolness in carrying out his duties...

The sortie list was as follows:

31 May 1944 - Cherbourg (4.10)
5 June 1944 - Caen (4.45)
8 June 1944 - Mayenne (5.45)
9 June 1944 - Le Mans (5.45)
12 June 1944 - Arras (4.40)
15 June 1944 - Boulogne (4.15)
16 June 1944 - Sautrecourt (4.45)
21 June 1944 - Oisemont (5.20)
25 June 1944 - Gorenflos (4.40)
27 June 1944 - Wizernes (4.20)
28 June 1944 - Metz (7.10)
4 July 1944 - Villeneuve St. George (5.50)
18 July 1944 - Caen (4.50)
18 July 1944 - Wesseling (5.15)
24 July 1944 - L'Hey (3.35)
25 July 1944 - Suttgart (9.35)
28 July 1944 - Hamburg (5.50)
31 July 1944 - Foret de Croc (4.15)
3 August 1944 - Foret de Nieppe (4.15)
5 August 1944 - St. Leu d'Esserent (4.40)
16 August 1944 - Kiel (5.15)
17 August 1944 - La Rochelle (7.00)
18 August 1944 - Anderbelck (4.05, flak, port outer motor and port tire)
25 August 1944 - Brest (6.30)
6 September 1944 - Emden (4.30)
11 September 1944 - Le Havre (4.30)
12 September 1944 - Dortmund (6.20, port inner holed).

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BROWN, F/O Donovan Samuel (J27188) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 25 September 1920. Home in Windsor, Ontario; enlisted there 13 April 1942. To No.1 Manning Depot, 10 May 1942. To No.9 BGS (guard duty), 10 July 1942. To No.3 ITS, 12 September 1942; graduated and promoted LAC, 7 November 1942 but not posted to No.11 EFTS until 5 December 1942; graduated 10 February 1943 when posted to No.9 SFTS; graduated and commissioned 11 June 1943. To No.1 General Reconnaissance School, 19 June 1943; to No.31 OTU, 20 August 1943; to "Y" Depot, 20 November 1943; to No.3 Personnel Reception Centre, Bournemouth, 13 December 1943. Repatriated to Canada, 9 February 1945. Released 28 April 1945. Graduated in Chemical Engineering from Queen's University; attended Ontario College of Education. He taught for 24 years at the Windsor Board of Education and Massey and Kennedy Collegiates. Died in Windsor, 14 April 2005. Award presented 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 2/9069 (Part 1) has recommendation dated 18 February 1945 when he had flown 33 sorties (157 hours 45 minutes), 1 August 1944 to 1 January 1945. NOTE: This document gives his names as Donald Samuel.

1 August 1944 - Prouville (4.30)
3 August 1944 - Bois de Casson (4.15)
5 August 1944 - Foret de Nieppe (3.20)
15 August 1944 - Tirlemont (4.10)
17 August 1944 - Brest (4.30)
18 August 1944 - Sterkrade (4.00)
25 August 1944 - Watten (3.20)
27 August 1944 - Homberg (3.55)
1 September 1944 - Lumbres (3.30)
3 September 1944 - Soesterburg (3.25)
10 September 1944 - Le Havre (3.30)
13 September 1944 - Boulogne (3.10)
13 September 1944 - Gelsenkirchen (4.45)
15 September 1944 - Kiel (5.25)
23 September 1944 - Neuss (5.10)
9 October 1944 - Bochum (5.00), DNCO
14 October 1944 - Duisburg (4.25)
14 October 1944 - Duisburg (4.55)
15 October 1944 - Wilhelmshaven (4.10)
23 October 1944 - Essen (6.00)

25 October 1944 - Essen (5.35)
28 October 1944 - Cologne (5.15)
31 October 1944 - Cologne (5.00)
2 November 1944 - Dusseldorf (5.30)
4 November 1944 - Bochum (5.05)
6 November 1944 - Gelsenkirchen (4.50)
16 November 1944 - Julich (5.05)
21 November 1944 - Sterkrade (6.55)
17 December 1944 - Duisburg (5.55)
22 December 1944 - Bingen (6.10)
24 December 1944 - Mulheim (5.20)
29 December 1944 - Coblenz (6.30)
1 January 1945 - Dortmund (5.10)

Flying Officer Brown was posted to No.10 Squadron in July 1944, and has now completed 33 sorties, comprising 158 operational hours. He has attacked some of the enemy's most heavily defended targets including Gelsenkirchen (twice), Wilhelmshaven, Essen (twice), Cologne (twice), Dortmund and Duisburg (three times).

This Canadian officer has proved himself to be a forceful and gallant pilot whose leadership has played a good part in the successes obtained. He has pressed home his attacks with the utmost determination and his cheerful confidence has maintained a high standard of morale in his crew.

He has brought back several good photographs of the target area. He was the captain of a Halifax aircraft detailed to attack Gelsenkirchen on 13th September 1944. On approaching the target area his aircraft was damaged by flak and the rudder and fuselage were holed in several places; both tyres were also hit. Despite this, he continued and successfully completed the mission. On return to base, he skilfully executed a safe landing despite the damage to rudder and a burst starboard tyre.

I strongly recommend that Flying Officer Brown's skill, courage and strong devotion to duty be recognized by the award of the Distinguished Flying Cross.

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BROWN, F/L Douglas Arthur (J26128) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 765/45 dated

4 May 1945. Born 30 June 1923. Home in Sutton, Quebec; enlisted Montreal, 18 February 1942 when posted to No.5 Manning Depot. To No.31 OTU (guard), 27 March 1942. To No.5 ITS, 5 June 1942; graduated and promoted LAC, 1 August 1942 but not posted to No.13 EFTS until 26 September 1942; may have graduated 20 November 1942 but not posted to No.1 SFTS until 5 December 1942; graduated and commissioned 30 April 1943. To No.1 General Reconnaissance School, 14 May 1943. To "Y" Depot, Halifax, 7 August 1943; to Britain, 12 September 1943. Repatriated 3 May 1945. Released 30 July 1945. Award sent by registered mail 6 May 1949. Died at Prescott, Ontario, 2 September 2009 as per **Legion Magazine**, "Last Post" column, March-April 2010. RCAF photo PL-40164 (ex-UK-16733 dated 21 November 1944) shows W/C Fred Gaffney (Brantford and Dartmouth), Beaver Base administration officer, showing new base badge to F/O A.D. Herbert (Montreal, bomb aimer) and F/O Doug Brown (Sutton, Quebec, pilot), both of Goose Squadron.

Flight Lieutenant Brown has shown commendable courage, determination and devotion to duty throughout an operational tour. He has completed a large number of sorties against some of the most heavily defended targets such as Essen, Dusseldorf and Kiel. By his keenness and cheerful confidence he has set a sterling example to all his crew. On one occasion in October 1944, during an attack against Hamburg, one engine of his aircraft was rendered unserviceable. The propeller came off and fire broke out. Despite this, Flight Lieutenant Brown pressed on to the target which was successfully bombed. The aircraft was very difficult to control on the return flight and he ordered his crew to leave by parachute. With outstanding airmanship he succeeded in executing a masterly landing without further damage being sustained.

DHH file 181.009 D.1510 has recommendation drafted 7 December 1944 by W/C F.R. Sharp when he had flown 23 sorties (113 hours); no sortie list:

On 25th October 1944, when detailed to attack Homburg, Flying Officer Brown has extreme difficulty with two of his engines. His port outer engine eventually failed completely, and due to loss of oil pressure he could not feather that propeller with the result that the engine continued to turn over until it seized, at which time the propeller came off and fire broke out in the engine. Flying Officer Brown, despite this difficulty, pressed on in spite of the loss of pressure in his starboard inner engine and successfully bombed the target. On return to this country Flying Officer Brown, experiencing great difficulty in controlling the aircraft, bailed out his crew rather than risk them in what appeared would be a crash landing. He managed, however, to land his aircraft successfully and without damage.

Flying Officer Brown has completed a large number of sorties against some of the most heavily defended enemy targets such as Wilhelmshaven, Essen, Dusseldorf and Kiel. His keenness in operations and cheerful disregard for any and all defences the enemy has to offer have made him an inspiration to his crew and an outstanding example to the other crews in the squadron.

His fine operational record and complete disregard for any danger have been a credit to the squadron. Therefore I strongly recommend that Flying Officer Brown be awarded the Distinguished Flying Cross (Immediate).

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BROWN, P/O Everett Lennes (J17162) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 10 December 1943 and AFRO 297/44 dated 11 February 1944. Born 8 September 1918. Home in Pembroke, Ontario; enlisted Ottawa 5 May 1941 and posted to No.4A Manning Depot. To Trenton, 9 June 1941. To No.1 ITS, 15 July 1941; graduated and promoted LAC, 20 August 1941 when posted to No.20 EFTS; ceased training and posted to Trenton, 9 September 1941; to No.5 AOS, 9 November 1941; to No.7 BGS, 14 February 1942; graduated and promoted Sergeant, 28 March 1942 when posted to No.1 ANS; graduated 27 April 1942. To "Y" Depot, Halifax, 28 April 1942; to No.31 OTU, 12 May 1942; to RAF overseas, 19 June 1942. Repatriated to Canada, 18 December 1944. To No.1 Training Command, 4 January 1945. To No.1 AOS, 13 February 1945. To "Y" Depot, 1 April 1945; overseas to Britain as of 13 April 1945. Repatriated to Canada 31 March 1946. Released 3 May 1945. In 1947 he joined the RAF (service number 59331), one of approximately 60 former members of the RCAF who joined that force. RCAF photo PL-32529 (ex UK-11805 dated 23 August 1944) shows him. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty."

RCAF Press Release No.4787 dated May 2, 1944 from Sergeant John Badger (transcribed by Huguette Oates) reads:

WITH RCAF BOMBER GROUP OVERSEAS: -- It is doubtful if many people realize how difficult the Germans can make it for bombers attacking their cities. Typical example is a trip one Lion Squadron Wellington tried to make to Bochum in the Ruhr. Flying Officer Len Brown, DFC, navigator from (283 Supple Street), Pembroke and Forester's Falls, Ontario, tells the story. He has since completed his tour of operations and his old squadron is now flying different, heavier aircraft but the experience remains as vivid as yesterday to him.

“We were on the run in to the target,” the tall 25-year-old flier related. “The markers were going down and we could see them fine. All at once everything opened up on us. Bags of searchlights coned us. We couldn’t escape them for the next 34 minutes, and they were heaving flak our way without letup. They chased us all over ‘Happy Valley’ but we hung on to our bombs. No matter how we tried, we couldn’t get through to the target.”

At the expiration of their bombing-time, the Wellington was “tossing in every direction” over the nearby city of Essen. One after another, its instruments went haywire from the violent manoeuvring. Compasses spun meaninglessly. The directional gyro and the artificial horizon became unserviceable. That ruled out instrument flying almost entirely.

“We had plenty of height, about 19,500 feet of it,” Brown recalled, “so, as a last resort, we went into a straight dive to 9,000. We were hitting over 300 miles an hour when the pilot pulled out. In the excitement, he pulled out too fast with the result that the kite almost looped but he rolled out of that.”

The way the Wellington stood up under the strain, considering that it was carrying 4,000 pounds of bombs, amazed the crew. “You can imagine how we felt when we realized the searchlights still had us after the 10,000 foot dive,” said Brown. “We were beginning to fear a possible petrol shortage so we bombed and went into evasive action until we got out of range of that mass of defences.” A vanishing fuel supply caused them to land at an airfield near their own. The RAF pilot was taxiing the battered machine up to the end of the airdrome when both motors stopped. They had used the last drop of petrol.

Not a man in the crew had been harmed but the sturdy Wellington was studded with between 50 and 60 holes. Flak had penetrated both motors and was found all over the fuselage and in the wings. The rear turret would not work. The aircraft was hospitalized to its hangar and did not emerge fit for operations for a fortnight. Brown gives all the credit for their escape to the RAF pilot and the tail gunner, Pilot Officer J.P. Duval, DFM, Gracefield, Quebec. “The flying skill of the one and the cool directions for evasive action of the other kept us out of the flak time and again,” he says.

Multiply that experience, with variations of danger and difficulty, many times and you get what the average aircrew lad goes through in the course of his operational tour. Brown is through his tour now and none the worse for it. At

present, he is teaching novice navigators how it's done at a heavy conversion unit of RCAF Bomber Group Overseas.

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BROWN, Sergeant George Arnold (R67580) - **Mention in Despatches** - Leeming - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 18 May 1913. Home in Windsor, Ontario; enlisted there 25 June 1940. Trained as an Armourer. Posted to "B" (exact site uncertain), 10 September 1940. Promoted AC1, 13 January 1941. To No.9 SFTS, 14 January 1941. Promoted LAC, 1 April 1941. Promoted Corporal, 1 October 1941. To No.9 BGS, 8 October 1942. To No.10 BGS, 13 October 1942. Promoted Sergeant, 1 November 1942. To "Y" Depot for overseas, 30 March 1944; to No.3 Personnel Reception Centre, Bournemouth, 4 April 1944. Repatriated 2 September 1945. Released 12 November 1945. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 1 February 1945 to No.63 Base HQ stating he had served 46 months in Canada, nine months in UK.

This NCO is employed as NCO in charge of the Bomb Dumb at RCAF Station Leeming. Sergeant Brown is both capable and energetic and has carried out an extremely difficult task in a most efficient manner. His careful observance of safety regulations and his insistence on cleanliness and tidiness in his Section has definitely made for safety and efficiency at this unit. This NCO also has a thorough knowledge of his trade and is both cheerful and untiring. He has gone out of his way to improve his service knowledge and sets an example that is hard to equal. Sergeant Brown is definitely outstanding, well deserving and recommended for an award of Mention in Despatches.

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BROWN, S/L George Cameron (C9889) - **Mention in Despatches** - Station Skipton-on-Swale (AFRO gives unit as No.6 Group) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 7 August 1916 in Woodstock, Ontario. Graduate of McGill University School of Engineering. Home in Montreal; enlisted in Quebec City, 16 January 1942. To Aero Engineer School, 31 January 1942. To No.1 Training Command, 11 July 1942. To No.1 BGS, 13 July 1942. Promoted Flying Officer, 16 July 1942. To "Y" Depot, Halifax, 6 November 1942. To RAF overseas, 10 December 1942, Promoted Flight Lieutenant, 10 April 1943. Promoted Squadron Leader, 14 January 1944. Repatriated to Canada with No.420 Squadron, 15 June 1945. To No.664 Wing, 6 August 1945. Released 21 September 1945. Worked postwar for Abitibi-Price, retiring in 1971. Died in Montreal, 30 June 2005. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation for an OBE dated 30 August 1944

from Skipton where he was Chief Technical Officer (NOTE: compare the following with his MBE).

Squadron Leader Brown was appointed Chief Technical Officer on this station at the time when it was established as a two-squadron station. He was responsible for the organization of the maintenance services during the difficult time when one of the squadrons was being formed and the other squadron was re-equipping with aircraft of a new type. The spirit and leadership he provided under the most adverse conditions of maintaining aircraft in open dispersals, during the northern English winter, and its attendant rain and mud, shortage of equipment and staff, was largely responsible for the successful operational work of these squadrons. He has driven his staff and himself for long hours day and night and by his personal example has proved an inspiration to all on the station.

BROWN, S/L George Cameron (C9889) - **Member, Order of the British Empire** - Linton-on-Ouse (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. Award presented 24 April 1948. No citation in AFRO or biographical file. DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has recommendation signed by G/C W.P. Pleasance dated 14 June 1945 when Brown was Engineering Officer.

During the lengthy period which this officer has spent with the RCAF overseas, he has at all times displayed great keenness and the utmost efficiency in carrying out his duties. As Chief Technical Officer of a heavy bomber station, his outstanding leadership qualities and technical knowledge have been apparent by the efficient manner in which his section has operated, and in the high rate of serviceability which has existed on his station. On many occasions, when beset with problems far beyond the capacity of the average individual to deal with, Squadron Leader Brown has won the admiration of all by the capable, efficient manner in which he has overcome these difficulties. Without a doubt, this officer's outstanding devotion to duty has been greatly responsible for the high operational standard of his station, and in recognition of his splendid service, I strongly recommend that he be awarded the MBE.

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BROWN, WO Gordon Frederick (R104757, later J89286) - **Distinguished Flying Cross** - No.293 Squadron - Award effective 21 July 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born 20 May 1920 in Danville, Quebec; educated there to 1938 and Montreal Technical School, 1938-1941. Home in Danville. Member of 1/11 Hussars, Bishopton,

Quebec, 1937-1938. Enlisted Montreal, 13 May 1941 and posted to No.1 Manning Depot. To No.1 Training Command, 27 June 1941. To No.3 ITS, 15 July 1941; graduated and promoted LAC, 1 September 1941 when posted to No.4 EFTS; graduated 24 October 1941 when posted to No.9 SFTS; graduated and promoted Sergeant, 5 February 1942. To "Y" Depot, 28 February 1942; to RAF overseas, 19 March 1942; disembarked in Britain, 29 March 1942. To No.9 (Pilots) AFU, 2 June 1942 (Master, 13.50). To No.59 OTU, 23 June 1942 (Hurricane, 63.20). Promoted Flight Sergeant, 27 August 1942. To No.530 Squadron, 7 October 1942 (Hurricane, 39.05). To No.277 Squadron, 19 January 1943 (Spitfire and Walrus, 55.20). Promoted WO2, 27 February 1943. To No.284 Squadron, 20 May 1943 (Walrus, 132.05, apparently all theatres). Embarked for North Africa, 4 June 1943; arriving Gibraltar 14 June 1943 and thence to Algiers, 26 June 1943. To Malta, 9 July 1943. To Cassibile, Sicily, 27 July 1943. To Lentini East, 21 August 1943. Promoted WO1, 27 August 1943. To Lentini West, 6 September 1943. To Scanzano, 25 September 1943. To Gioia, 4 October 1943, To Brindisi, 14 November 1943. To No.283 Squadron, 20 February 1944. To No.293 Squadron, 10 April 1944 (Walrus, 42.45). Commissioned 25 May 1944. To United Kingdom, 4 September 1944. Repatriated 23 November 1944. Retired 13 April 1945. Died in Danville, Quebec, 6 March 1982 as per **Legion Magazine** of July 1981. Award sent by registered mail 7 December 1948. Cited with a FS C.S. Taylor (RAFVR, WOPAG, awarded DFM). Photos PL-PL-18521 and PL-18522 are dated 3 December 1943 and describe him as "pilot of an Air-Sea Rescue Walrus aircraft...has saved many lives from the sea. He recently took off from the water with seven men aboard." PL-18523 is a Walrus, same date.

As pilot and wireless operator/air gunner respectively, Warrant Officer Brown and Flight Sergeant Taylor have completed many air-sea rescue sorties. Their steadfastness and courage in the face of numerous difficult and dangerous situations has won the greatest praise.

Public Record Office Air 2/9158 has recommendation drafted 18 June 1944 which noted he had flown 52 sorties and 109 hours 40 minutes operational time.

Warrant Officer Brown of No.293 Air Sea Rescue Squadron has been engaged on Air Sea Rescue work for fifteen months and has completed thirty operational sorties. During this time he has been personally responsible for the rescue of thirty aircrew from the sea, and for directing the rescue of twelve others. Many of the rescues have been effected in enemy waters and beyond the enemy lines, and others have been made under very difficult conditions.

On one occasion Warrant Officer Brown found a dinghy near the enemy coast and landed to rescue the pilot. In spite of fire from Flak ships nearby he closed in, picked up the airman, and took off again successfully. Close to the Italian coast, before landings were made in that country by the Allied forces, a further

successful rescue was achieved in the face of strong fire from shore batteries. On June 4th, 1944, Warrant Officer Brown carried out an extensive search near Civitavecchia and finally located a dinghy within half a mile from the enemy shore. He unhesitatingly landed, in spite of being well within range of enemy coastal guns, took aboard the pilot, and brought him safely back to base.

This Warrant Officer has always shown great courage and coolness in the face of danger, and has never permitted difficulties or the proximity of the enemy to stand in the way of rescuing his comrades in distress. He has shown complete disregard for his own safety on these and many other occasions, and when under fire has always completed his rescues successfully.

I strongly recommend Warrant Officer Brown for the award of the Distinguished Flying Cross.

Note: The corresponding recommendation for a DFM to Flight Sergeant Cyril Sidney Taylor (80 sorties, 140 hours 15 minutes) read as follows:

Flight Sergeant Taylor commenced his tour on Night Intruder work over France and Belgium. In February 1943 he started Air Sea Rescue work, and since then has taken part in 72 Air Sea Rescue Operations. He has, while flying with Warrant Officer Brown and other pilots, played a great part in the rescue of 24 persons, and directing the rescue of 18 others. On one occasion a dinghy was sighted off the enemy coast, and his aircraft landed to pick up the distressed pilot. Fire was opened on them from Flak ships, but while Warrant Officer Brown manoeuvred the aircraft, Flight Sergeant Taylor, quite undaunted, played his part in catching the dinghy and helping the pilot aboard. On another occasion, again with Warrant Officer Brown, a dinghy was found off the Italian coast, before that country was invaded. This time shore batteries fired on the Walrus, but again Flight Sergeant Taylor helped the distressed airman aboard, and a successful rescue was made.

On June 4th, 1944, Warrant Officer Brown and Flight Sergeant Taylor carried out an extensive search off Civitavecchia. The dinghy was found half a mile from the enemy shore. The aircraft landed, and in spite of being well within sight and range of the enemy, another pilot was rescued and brought back to safety.

At all times when a rescue has been made, beyond enemy lines, under fire from the shore, and in rough and difficult sea conditions, Flight Sergeant Taylor has shown a very steady nerve in the face of danger. He has done splendid work in

taking distressed and injured pilots and other aircrew from dinghies. By his magnificent team work with Warrant Officer Brown, his pilot, he shares the successes of the rescues achieved. I strongly recommend this Non-Commissioned Officer for the award of the Distinguished Flying Medal.

Norman Franks, in **Beyond Courage: Air Sea Rescue by Walrus Squadrons in the Adriatic, Mediterranean and Tyrrhenian Seas, 1942-1945** (London, Grub Street, 2003) lists the following rescues involving him:

27 July 1943 - with No.284; second pilot to Sergeant D.J. Lunn, crewman Warrant Officer N. Pickles - Walrus X9506 - 1645 to 1945 hours - Lieutenant D.E. Harwood, 65th Fighter Squadron, 57th Fighter Group saved.

24 September 1943 - with No.284 Squadron - crewman was Flight Sergeant J.W. Bradley - Walrus W3012 - 1114-1400 hours - rescued G.L. Wilson, F.O J.G.K. Maxwell, Flight Sergeant R.H. Ward, Sergeant H. Lidgett, RSM Ryan and Sergeant Major Devine.

4 April 1944 - with No.293 Squadron - crewman Flight Sergeant C.S. Taylor - Walrus Z1813 - 0630 hours, taxied back by 1110 hours - rescued crew of five of No.40 Squadron - Flight Sergeant L.J. Redden (RAAF), F/L L.J. Gillespie, Flight Sergeant W.R. Black, Sergeant L. Carey, Sergeant J.P.A. Whitlock.

6 April 1944 - with No.293 Squadron - crewman Flight Sergeant C.S. Taylor - Walrus Z1813 - 1630-2035 hours - rescued six survivors of a B-24, 761 Bomber Squadron, 460 Bomb Group, in company with Motor Torpedo Boats. Saved were First Lieutenant F. Smith, F/O H. Mansdorf, Second Lieutenants B. Budriunas, J. Schwartz, Sergeants H. Wilson and H. Breckenridge.

20 April 1944 - with No.293 Squadron - crewman Flight Sergeant C.S. Taylor - Walrus Z1813 - 1210 to 1500 hours - Flight Sergeant H.E. Eaves, RAAF, No.450 Squadron, southeast of Ancona (Eaves had been downed on 3 April and rescued by another crew of No.293 Squadron).

3 May 1944 - with No.293 Squadron - crewman Flight Sergeant C.S. Taylor - Walrus P5718 - 1105 to 1430 hours - rescued Lieutenants Rutter and Manhart, Staff Sergeant Schneider, 484 Bomb Group.

6 June 1944 (although citation suggests 4 June 1944)- with No.293 Squadron - crewman Flight Sergeant C.S. Taylor - Walrus Z1813 - 1335 to 1515 hours - Lieutenant G.A. Bell, 84 Fighter Squadron, 79 Fighter Group saved.

Notes: Application for Operational Wing dated 5 October 1944 stated he had flown 83 sorties (153 operational hours), 4 June 1943 to 16 August 1944.

On repatriation form dated 2 November 1944 he stated he had flown 83 sorties (155.05 operational hours), the last on 7 September 1944. Had also flown 193 non-operational hours.

Training: Interviewed in Montreal, 1 May 1941 by F/O J.R.O. Gibeault. "Straightforward, smart, good education and character and good family background; keen, very good material."

Course at No.3 ITS was 27 July to 1 September 1941. Courses in Mathematics (83/100), Armament, practical and oral (61/100), Signals (90/100), Hygiene and Sanitation (37/40), Drill (65/100) and Law and Discipline (39/60). Placed 75th in a class of 265. "Pleasant, mature, confident. Slow talker. Dependable. Serious."

Course at No.4 EFTS was 1 September to 24 October 1941. Fleet Finch aircraft - 28.00 dual, 26.55 solo. Was five hours on instruments and spent ten hours in Link. "Progress has been good during his flying training, but seems to be more suited for twin engine. Instrument flying good." (D.B. McPherson). Ground courses in Airmanship (173/200), Airframes (91/100), Engines (83/100), Signals, practical (75/100), Theory of Flight (60/100), Air Navigation (121/200), and Armament, oral (159/200). Rated 133/200 in Qualities as NCO/Officer. Placed 12th in a class of 26. "Near appearance, friendly and pleasing personality. Irresponsible, unstable, does not regard service seriously enough." Nevertheless, he twice violated Station Standing Orders in respect of flying (19 October 1941) and was awarded 168 hours detention.

Course at No.9 SFTS was 27 October 1941 to 27 February 1942. Harvard aircraft - 49.05 day dual, 43.30 day solo, 2.50 night dual, 9.20 night solo. Was 22.20 on instruments and logged 20 hours in Link. "Progress slow at first but seemed gradually to improve, Good instrument flier. 62 percent in Link." Ground courses in Airmanship and Maintenance (71/100), Armament, written (65/100), Armament, practical (44/100), Navigation (93/100), Meteorology (29/50), Signals,, written (43/50) and signals, practical (75/100). Placed 66th in a class of 67. "Below average student. Slow to grasp knowledge. Conduct and deportment good."

Course at No.9 (Pilots) AFU was 2-22 June 1942. Master aircraft - 9.15 day dual, 3.45 day solo, 50 minutes night dual.

Course at No.59 OTU was 26 June to 6 October 1942. Flew 6.50 dual and 63.50 solo. Was 4,55 on instruments. Flew 25 hours in formation. "A very good pilot who is also steady and reliable."

RCAF Press Release No. 2882 dated 6 October 1943 from "MacGillivray" reads:

TARANTO, ITALY: -- If you're picking the unsung heroes of the Air Force, don't forget the Walrus boys, probably the most unpublicized, unglamourized lads who ever wore wings. You'd understand how difficult it is to make popular heroes of these chaps if you could see the kite they fly. It's been called "the flying bird-cage". It awakens nostalgic memories in the breasts of last war pilots. It's a big, ponderous amphibian biplane with that rarity, a pusher engine. It stages into the air like an aged duck, and lurches along at maybe 100 miles an hour. Its fire-power is insignificant, and it's probably the only operational kite in the Royal Air Force that has never -- so far at least as this recorder can learn --- shot anything down. It looks and sounds like a museum-piece. But it isn't. In its own specialized field, the Walrus is one of the most valuable, indispensable and irreplaceable aircraft in service. It has done one of the most consistently excellent jobs of any kite since the war began, defying all competitors and confounding all critics of its archaic design.

The Walrus is the back-bone of the RAF Air-Sea Rescue Service ---the service that picks pilots out of the brink where nothing else either air-borne or sea-borne could reach them. And gives them dry clothes and first-aid, and whisks them back to fight again. Thus, it restores to the RAF maybe \$50,000 worth of pilot, and deprives the Luftwaffe of a possible source of information.

One of the few Canadians piloting a Walrus in this theatre of war is Sergeant Gordon Brown of Danville, Quebec, a 23-year-old former Technical High School student. Like other Walrus pilots, Brown looks longingly at Spitfires, and dreams of someday getting back on fighter ops. But meanwhile, he confesses a grudging fondness for the ungainly-looking machine on which he is building up his hours and adding to his list of rescues.

"The queerest case I've had since the Italian campaign began," says Brown, "was when we dragged a chap out of his rubber dinghy off Sicily, only to discover that he was a German fighter pilot. If he'd pulled his gun as soon as we got him aboard, it might have been awkward. But he was too busy shaking hands with us, in his delight at being saved. On the way back to base, we had to force-land in a vineyard, and it was then that our prisoner showed his Prussian colours. He refused to walk with us to the nearest military camp, and insisted on being taken on a vehicle. He was a choice example of the Hun with the officer-complex."

Brown's most genuinely appreciative "customer" was an American pilot whom he fished out of the brink early in the Sicilian campaign. The U.S. maintains no parallel of the RAF Air-Sea Rescue Service in this part of the world at least, and depends on the British for picking up its "dunked" air-crew.

"This Yank", says Brown, "was really thankful. His name was Lieutenant Harwood, but I don't know where he lived. Anyhow, it so happened that within a few days, our bunch picked up three others of his squadron. Next thing we knew, along came an invitation to a special dinner party given by the Yank squadron to our lads as a gesture of appreciation. "One look at the menu was enough to make your mouth water, and after weeks of bully beef we could hardly wait for the big night. Then, as tough luck would have it, I had to go out on a job, and I missed the feed. But anyhow, it was a nice thought."

The hazards of Walrus-flying are great, not only because of the purely nominal armament of the big, slow biplane, but because once having landed and taken on its load of from one to four men plus its own crew, the rescue kite may have difficulty getting off again, particularly in rough water. So intrepid are its pilots, however, that one Walrus recently went to within 300 yards of the enemy coast to pick up a British lad from his dinghy, and snatch him from under the very noses of the Huns. Yet Walrus casualties are surprisingly low. The work is unusual, comes in streaks, and offers a type of excitement all its own, combing the thrills of flying, power-boating and life-saving. And, as Brown says, "it gives you a special kind of satisfaction to know that you're not just saving lives, but you're saving valuable trained manpower for the war effort".

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BROWN, F/L Gordon Stewart (J9387) - **Distinguished Flying Cross** - No.400 Squadron - Award effective 23 March 1945 as per **London Gazette** dated 3 April 1945 and AFRO 802/45 dated 11 May 1945. Born 14 April 1921. Home in Montreal; attended Westmount High School and McGill University. Enlisted there 28 February 1941. To No.1 Manning Depot, 14 March 1941. To uncertain posting for guard duty. To No.1 ITS, 4 July 1941; graduated and promoted LAC, 8 August 1941 when posted to No.7 EFTS; graduated 25 September 1941 when posted to No.14 SFTS; graduated and commissioned 19 December 1941. To "Y" Depot, 20 December 1941; to RAF overseas, 8 January 1942. Promoted Flying Officer, 1 October 1942; promoted Flight Lieutenant, 19 December 1944. Repatriated 15 January 1945. To "Y" Depot, 5 March 1945; to United Kingdom again, 11 March 1945. Repatriated 5 September 1945. Retired 14 October 1945. Award presented in Montreal 25 November 1949. Postwar he started his own company (Eastern Coated Papers) and was president until retirement. Took courses at Macdonald

College and became a gentleman farmer near Winchester, Ontario. Died in Montreal, 26 December 2009 as per Ottawa **Citizen** of 6 January 2010.

This pilot has completed numerous fighter missions on all of which he has displayed exceptional skill, determination and courage. These operations have often been completed in the most difficult circumstances in the face of enemy anti-aircraft fire and fighter activity. Flight Lieutenant Brown took part in many fighter patrols in the course of which he damaged many locomotives. On one occasion his aircraft was severely damaged but despite this he flew safely to base.

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BROWN, F/O Gordon William (C8674) - **Member, Order of the British Empire** - No.2 Air Command Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 9 March 1908. Home in Winnipeg. Enlisted in Alberta, 16 November 1941 in Administrative Branch. Flying Officer as of 13 December 1941 when posted to No.12 SFTS. To No.23 EFTS, 8 November 1942. To No.11 SFTS, 21 April 1943. To No.7 ITS, 6 January 1944. To No.2 Training Command, 7 February 1944. To No.8 Repair Depot, 15 October 1944. Promoted Flight Lieutenant, 1 January 1945. Retained in RCAF as of 1 October 1946 (19860) with No.2 Air Command. Reclassified in Legal Branch, Special List, 1 April 1948. Promoted Squadron Leader, 1 January 1949. Award presented 1 December 1948.

This officer has served in the Administrative Branch since November 1941, where he has displayed administrative ability of the highest order. During the past two years he has worked chiefly in legal work with outstanding results, his various investigations requiring long hours of overtime. The zeal and energy he has displayed in all his duties are worthy of the highest praise.

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BROWN, LAC Harold Frank (R170702) - **Mention in Despatches** - Skipton-on-Swale - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 28 January 1920. Enlisted in Toronto 11 June 1942 as Radio Mechanic and posted to No.1 Manning Depot. To McMaster University, 17 August 1942. Promoted LAC, 14 December 1942 when posted to No.1 Manning Depot again. To No.31 RDF School, 24 February 1943. To No.5 Manning Depot, 6 June 1943. To RAF Detachment, 24 June 1943. To United Kingdom, 12 September 1943. Repatriated 9 December 1945. Retired 25 January 1946. . 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 15 months in Canada, 17 months overseas.

The above-mentioned airman has shown, during his service overseas, a particularly willing attitude toward his work. He has proved a most conscientious and sober individual, thoroughly trustworthy in any situation, requiring him to use his own initiative, and quick to appreciate the special problems peculiar to his trade of radar mechanic. Largely through his efforts, following an accident in which an aircraft crashed and blew up during an operational take-off, a fellow airman who was badly injured by the explosion was removed from further danger and taken to hospital. LAC Brown has maintained a most enthusiastic spirit throughout his service career which has been a constant source of inspiration to his fellow airmen.

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BROWN, F/O Harold Thomas (J13055) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 25 September 1943 as per **London Gazette** dated 28 September 1943 and AFRO 2198/43 dated 29 October 1943. Born 17 February 1922. Home in Biggar, Saskatchewan; enlisted Saskatoon, 16 July 1941. To No.2 Manning Depot, 14 August 1941. To No.3 BGS (guard duty), 25 September 1941. To No.2 ITS, 9 November 1941; graduated and promoted LAC, 17 January 1942 when posted to No.19 EFTS; may have graduated 30 March 1942 but not posted to No.10 SFTS until 11 April 1942; graduated and commissioned, 31 July 1942. To No.34 OTU, 15 August 1942. To "Y" Depot, 30 December 1942; to RAF overseas, 4 January 1943. Promoted Flying Officer, 31 January 1943. Promoted Flight Lieutenant, 1 February 1944. Repatriated 2 August 1945. Retired 18 September 1945. Invested with award by the King 11 August 1944. RCAF photos PL-28383 (ex UK-9277) and PL-28384 (ex UK-9278), both dated 28 March 1944, show him as a Flight Lieutenant and deputy flight commander in No.419 Squadron. Photo PL-32517 (ex UK-13817 dated 23 August 1944) is a portrait.

One night in August 1943, this officer piloted an aircraft detailed to attack Nuremburg. Although one engine of the bomber failed early on the outward flight, Flying Officer Brown continued to the target and bombed it successfully. Some nights later this pilot again flew with distinction on an operation against Berlin. On both occasions he displayed great determination and devotion to duty.

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BROWN, Nursing Sister Helen Margarete (C8023) - **Commended for Valuable Services** - Station Edmonton - Awarded 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Home in Czar, Alberta; enlisted Edmonton 24 July 1941.

Classified as Nursing Sister, 1 October 1941. To No.39 SFTS, 17 February 1942. To Torbay, 23 October 1942. To No.4 Training Command, 19 June 1943. To No.2 AOS, 5 July 1943. To No.2 WS, 8 August 1943. To North-West Air Command, 14 July 1944. To Station Edmonton, 15 July 1944. To "Y" Depot, 20 September 1944; taken on strength of No.3 PRC, 4 October 1944. Repatriated 30 October 1945/ To No.10 Repair Depot, 2 January 1946. To No.5 Release Centre, 10 May 1946; retired 21 May 1946. See also F/O J.S. Coombes, AFC, and F/L R.W. Burnap, Commendation. The original recommendation was for an Associate, Royal Red Cross but was changed to this Commendation (minute signed by F/L J.A. Vila, 20 October 1944, on recommendations dated 21 September 1944; Vila was Secretary to the Honours and Awards Committee at AFHQ.

This Nursing Sister recently volunteered to go on a mercy flight to an isolated farm in wild northern bush country to evacuate a patient, who was critically ill. In spite of a landing in a ploughed field and a take-off through brush, which damaged the aircraft, the patient was hospitalized in time to save her life. This Nursing Sister, with complete disregard for her own safety, displayed courage, skill and devotion to duty beyond even the high standards of her profession.

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BROWN, F/L Hugh John Alexander (C8050) - **Mention in Despatches** - Headquarters, Mediterranean Allied Air Forces - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 7 November 1919. Home Toronto; enlisted there 4 April 1941 as Radio Mechanic. To No.1 Manning Depot, 27 April 1941. To University of Toronto, 23 May 1941. Commissioned 30 August 1941. To Trenton, 17 September 1941. To No. 31 Radio School, 17 October 1941. Promoted Flying Officer, 1 March 1942. Promoted Flight Lieutenant, 25 November 1942. Date of overseas posting uncertain; repatriated 8 August 1945. To No.1 Air Command, 17 August 1945. To Mountain View, 17 September 1945. To Release centre, 14 October 1945; retired 22 October 1945. Certificate sent 13 August 1948. Died in Orrville, Parry Sound District, 1996. No citation

BROWN, S/L Hugh John Alexander (C8050) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. No citation.

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BROWN, F/L Jack (J7027) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 27 September 1918. Home in Edmonton; enlisted there 22 November

1940. To Patricia Bay, 19 December 1940. To No.2 ITS, 7 February 1941; promoted LAC, 15 March 1941 and posted that day to No.4 AOS; to No.1 BGS, 9 June 1941. Graduated 19 July 1941 and promoted Sergeant. To No.2 ANS, 20 July 1941. Commissioned 19 August 1941. To Embarkation Depot, 20 August 1941. To RAF overseas, 15 September 1941. Repatriated 21 December 1944. Released 9 February 1945. Award presented 9 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.2609 (RG.24 Vol.20627) has recommendation dated 19 August 1944 when he had flown 46 sorties (234 hours five minutes. First tour with No.115 Squadron (32 trips, 168 hours); second tour as of recommendation had been 14 sorties (66 hours five minutes), 9 July to 16 August 1944.

This navigator has completed one tour of thirty-two operation against the enemy and fourteen operations on his second tour. He has taken part in attacks on such difficult targets as Hamburg, Dusseldorf, Stuttgart, Essen and Cologne, and has always shown a keen desire to come to grips with the enemy and carry out his duty. He has shown himself to be a skilful navigator whose devotion to duty is outstanding. His quiet confidence has been a source of inspiration to his crew.

The sortie list with this recommendation on his second tour listed only the following sorties:

9 July 1944 - Ardouval (3.45)
12 July 1944 - Acquet (4.20)
18 July 1944 - Mondeville (4.30)
18 July 1944 - Wesseling (5.45)
20 July 1944 - Grand Bois (3.55)
23 July 1944 - Donges (6.20)
3 August 1944 - Foret de Nieppe (4.05)
4 August 1944 - Bois de Cassan (4.55)
5 August 1944 - St. Leu d'Esserent (5.20)
7 August 1944 - La Hogue (4.15)
8 August 1944 - Chantilly (4.35)
12 August 1944 - Le Breteque (5.05)
13 August 1944 - Aisy (4.20)
16 August 1944 - Kiel (4.55)

DHist file 181.009 D.1634 (RG.24 Volume 20604) has further recommendation by W/C A.P Blackburn dated 17 November 1944, by which time he had completed 50 sorties (235 hours 40 minutes, very odd given the circumstances) as Navigator. Flight Engineer. Sortie list covers both tours and in second tour differs slightly from above.

Flight Lieutenant Brown has completed over fifty operational sorties, the majority of which were attacks against heavily defended major German targets. On one occasion during an attack on Bremen the aircraft was struck by an incendiary knocking out one of the engines. His coolness and navigational skill under harassing circumstances were of great assistance to his pilot enabling him to bring the aircraft safely back to base. On another occasion his skilful and accurate navigation was responsible for location and subsequent rescue of seven members of an aircrew who had carried out a ditching 180 miles from the English coast. Throughout all his operations Flight Lieutenant Brown has displayed courage, keenness and navigational skill of a very high order. I recommend the award of the Distinguished Flying Cross.

The sortie list was as follows:

27 April 1942 - Dunkirk (2.20)
29 April 1942 - Ostend (3.15)
3 May 1942 - St. Nazaire (6.10)
4 May 1942 - Stuttgart (6.30)
8 May 1942 - Warnemunde (7.20)
17 May 1942 - Westerhaver (5.10)
30 May 1942 - Cologne (5.40)
1 June 1942 - Essen (4.35)
3 June 1942 - Bremen (5.30)
6 June 1942 - Emden (5.00)
7 June 1942 - Minelaying, Frisians (4.10)
9 June 1942 - Minelaying, Frisians (4.05)
20 June 1942 - Emden (4.00)
23 June 1942 - Emden (4.40)
25 June 1942 - Bremen (5.35)
27 June 1942 - Bremen (4.50)
29 June 1942 - Bremen (5.00)
2 July 1942 - Bremen (5.40, port motor hit by incendiary, came back on one engine, captain awarded DFM)
13 July 1942 - Duisburg (4.10)
21 July 1942 - Duisburg (3.55)
24 July 1942 - Duisburg (4.00)
25 July 1942 - Duisburg (3.55)
26 July 1942 - Hamburg (6.00)
29 July 1942 - Saarbrucken (4.45)
31 July 1942 - Dusseldorf (3.55)
5 August 1942 - La Rochelle (7.05)
9 August 1942 - Osnabruck (4.00)

11 August 1942 - Mainz (5.15)
12 August 1942 - Mainz (6.15)
18 August 1942 - Flensburg (5.40)
20 August 1942 - La Rochelle (6.40)

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9 July 1944 - Ardouvre (4.45)
12 July 1944 - Acquet (4.30)
18 July 1944 - Caen (4.30)
19 July 1944 - Wesseling (5.45)
21 July 1944 - Ferme de Grand Bois (3.55)
23 July 1944 - St. Nazaire (6.20)
3 August 1944 - Hazebrouck (4.05)
4 August 1944 - Bois de Cassan (4.00)
5 August 1944 - St. Leu d'Esserent (5.20)
7 August 1944 - La Hogue (4.10)
8 August 1944 - Chantilly (4.35)
12 August 1944 - Le Breteque (5.05)
13 August 1944 - Aisy (4.20)
16 August 1944 - Kiel (4.55)
18 August 1944 - L'Hey (3.55)
30 August 1944 - Cezembre (5.10)
25 September 1944 - Calais (3.50)
4 October 1944 - Bergen (6.25)
25 October 1944 - Homburg (3.20)

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BROWN, WO Jack Allen (R63935) - **Distinguished Flying Cross** - No.57 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 19 October 1943 and AFRO 2457/43 dated 26 November 1943. Born 13 March 1919. Reported to be American in the RCAF (home in Buffalo, New York) but nationality on enlistment given as Canadian. Enlisted Toronto 15 April 1940. To No.1 ITS, 29 April 1940; promoted LAC, 24 May 1940 and posted to Brantford Flying Club. To No.1 AOS, 24 June 1940; to No.1 BGS, 15 September 1940. Graduated 28 October 1940) when promoted Sergeant. Posted elsewhere, 28 October 1940; to No.1 ANS, 12 November 1940. (graduated 7 December 1940). To No.3 Manning Depot, 10 December 1940. To RAF overseas, 14 December 1940. Commissioned 6 October 1943 (J19055). Repatriated 19 April 1944. To No.1 AOS, 31 May 1944. To No.168 (Heavy Transport) Squadron, 4 August 1944. To Release Centre, 21 March 1946. Released 27 March 1946. Award sent by registered mail 13 November 1948.

This Warrant Officer has participated in a large number of operations. His exceptional ability in his duties has ensured outstanding success on many

missions. He has displayed marked keenness in the use of astro navigation and on several occasions he has used this method when no other means were available to achieve a successful flight back to base. Throughout his operational duties Warrant Officer Brown has displayed great eagerness to assist inexperienced navigators and has thereby been invaluable in raising the standard of navigation in the squadron.

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BROWN, S/L Jack Clement Robert, DFC (C89533) - **Bar to Distinguished Flying Cross** - No.434 Squadron - Award effective 18 October 1945 as per **London Gazette** dated 26 October 1945 and AFRO 133/46 dated 8 February 1946. Born in Toronto, 17 February 1918; educated there. Formerly a Canadian in the RAF (CAN/RAF) with which he was awarded DFC; transferred from RAF to RCAF in London, England, 29 December 1944. Repatriated to Canada, 2 August 1946; postwar RCAF service to 1952. DFC and Bar sent by registered mail, 30 March 1949. Photo PL-43498 shows S/L Jack Hudson DFC (Victoria, left) and S/L Jack Brown, DFC (Toronto, right) twiddling with bomb rack, No.434 Squadron. RCAF photo PL-46292 (ex UK-23776 dated 4 December 1945) taken at mess dinner, Leeming; shown are G/C E.H. Evans (Minnedosa, Manitoba), Air Marshal G.O. Johnson, and W/C J.C.R. Brown, DFC and Bar. DHist file 181.009 D.3080, RG.24 Vol.20636 has recommendation dated 21 May 1945 when he had flown 44 sorties. First tour was 31 sorties (161 hours 35 minutes), 15 February to 8 August 1944. Second tour was 13 sorties (100 hours 20 minutes), 4 February to 16 April 1945.

This officer has flown on a large number of operational sorties. Since the award of the Distinguished Flying Cross he has commenced a second tour of duty and has attacked some of the enemy's most heavily defended targets. As a captain of aircraft he has continued to display exceptional keenness, efficiency and leadership.

The original recommendation by W/C J.C. Mulvihill (21 May 1945) is also found in DHist file 181.009 D.1941 (RG.24 Vol.20612). Sortie list and submission as follows:

4 February 1945 - Bonn (6.15)
13 February 1945 - Dresden (10.20)
14 February 1945 - Chemnitz (8.55)
20 February 1945 - Dortmund (6.55)
21 February 1945 - Duisburg (6.40)
23 February 1945 - Pforzheim (8.35)
27 February 1945 - Mainz (7.35)
2 March 1945 - Cologne (5.45)
31 March 1945 - Hamburg (6.00)
4 April 1945 - Merseberg (9.00)

10 April 1945 - Leipzig (8.40)
13 April 1945 - Kiel (6.45)
16 April 1945 - Schwandorf (8.55)

Squadron Leader Brown, DFC, had completed thirteen sorties on his second tour of operations. As a crew captain he has continued to display the highest qualities of skill, courage and determination to hit the enemy. As Flight Commander, his keenness, efficiency and outstanding leadership served as an inspiration to all crews under him, thereby attributing [sic] in a large measure to the high standard of operational efficiency of this squadron. I recommend the non-immediate award of the Bar to the Distinguished Flying Cross.

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BROWN, F/L James Albert (J19704) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 25 July 1912. Home in North Bay; enlisted there 4 June 1941 and posted to No.4A Manning Depot. To No.18 Equipment Depot, 15 July 1941. To No.3 ITS, 23 August 1941; promoted LAC, 23 September 1941 and posted that date to No.21 EFTS; to No.9 SFTS, 23 November 1941; graduated 10 April 1942 and promoted Sergeant. To "Y" Depot, 11 April 1942. To No.4 WS, 28 April 1942; to No.12 EFTS, 27 August 1942; to No.4 AOS, 31 January 1943. To "Y" Depot, 18 February 1943; to No.1 SFTS, 24 February 1943. Full card not copied so many postings missing. Commissioned 8 January 1944. Retained in postwar RCAF as Flight Lieutenant, 1 October 1946. Promoted Squadron Leader, 1 January 1952. Final release date uncertain. Award sent by registered mail 30 March 1949. RCAF photo PL-40047 (ex UK-16352 dated 11 November 1944) is captioned as follows: "Flight Sergeant D.H. Cook, Toronto, inspects shrapnel damage on the bomber skippered by F/L J.A. Brown, Cobalt and North Bay (right). They have both just finished their first tour with the Goose Squadron of the RCAF bomber group in Britain." 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.1515 (RG.24 Vol.20600) has recommendation dated 8 November 1944 when he had flown 32 sorties (144 hours ten minutes), 18 April to 23 October 1944.

Flight Lieutenant Brown has completed an operational tour as pilot on four engined bombers in a most exemplary manner. He has on many occasions attacked successfully such heavily defended targets deep in Germany as Dortmund, Sterkrade, Duisburg and Essen. He has at all times shown a cheerful disregard for any defences the enemy had to offer, pressing home his attacks successfully, and returning to base with excellent photographs of the target attacked.

In his capacity as Deputy Flight Commander, Flight Lieutenant Brown has proved himself to be a fine leader, and by his fine operational record has been an inspiration to the men under him.

On one occasion, just after becoming airborne on an operation, the leading edge of his aircraft blew open. By extreme skill, Flight Lieutenant Brown successfully landed his aircraft, saving the lives of his crew.

This officer's fine operational record and his long standing services to the squadron are worthy of the highest praise. Therefore, I recommend that he be awarded the Non-Immediate Distinguished Flying Cross.

The sortie list was as follows:

18 April 1944 - Noisy-le-Sec (4.45, second pilot)
20 April 1944 - Cologne (4.40, second pilot)
1 May 1944 - St. Ghislain (4.00)
19 May 1944 - Franceville (4.15)
22 May 1944 - Dortmund (4.30)
24 May 1944 - Aachen (4.40)
31 May 1944 - Au Fevre (3.45)
2 June 1944 - Neufchatel (3.55)
6 June 1944 - Contances (3.45)
8 June 1944 - Mayenne (5.40)
12 June 1944 - Cambrai (4.30)
16 June 1944 - Sterkrade (4.25)
17 June 1944 - Oisemont (4.15)
4 July 1944 - Villeneuve St. George (5.35)
5 July 1944 - Siracourt (4.15)
7 July 1944 - Caen (4.05)
18 July 1944 - Wesseling (5.15)
14 August 1944 - Bons Tassilly (4.20)
16 August 1944 - Kiel (4.55)
25 August 1944 - Brest (4.20)
27 August 1944 - Mimoyecques (3.15)
28 August 1944 - L'Hey (3.30)
3 September 1944 - Volkel (3.15)
8 September 1944 - Le Havre (3.55)
9 September 1944 - Le Havre (4.15)
16 September 1944 - Boulogne (4.15)
25 September 1944 - Calais (4.10)
6 October 1944 - Dortmund (6.30)

12 October 1944 - Wanne Eickel (5.05)
13 October 1944 - Duisburg (5.20)
14 October 1944 - Duisburg (5.35)
23 October 1944 - Essen (5.15)

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BROWN, F/L John Harold (J9752) - **Commended for Valuable Services** - No.1 SFTS - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 12 June 1921. Home in Toronto; enlisted there 26 April 1941 and immediately posted to No.4A Manning Depot. Granted Leave Without Pay until 9 June 1941. To No.1 ITS, 15 July 1941; promoted LAC, 20 August 1941 and posted that day to No.20 EFTS; to No.16 SFTS, 10 October 1941. Graduated 9 January 1942 when commissioned. To "Y" Depot, 10 January 1942; to No.1 ANS, 3 March 1942; to No.1 SFTS, 2 November 1942. To No.14 SFTS, 3 April 1945. To No.4 Release Centre, 19 August 1945. Released 17 August 1945.

This officer's exceptional organization ability and knowledge of his work have contributed greatly to the high standard of proficiency obtained by the navigation section of his unit.

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BROWN, F/L John Thomas (C14913) - **Mention in Despatches** - No.122 Squadron (Canada) - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 12 August 1917. Home in Winnipeg; enlisted there 30 September 1940 and graded as Elementary Flying Instructor. Initially on strength of No.7 Equipment Depot. To No.14 EFTS, 12 December 1940. Promoted Sergeant, 14 December 1940. Granted Leave Without Pay for several months in early 1942 but commissioned, 1 July 1942. To No.6 SFTS, 9 October 1942. To No.123 Squadron, 14 January 1943. To No.163 Squadron, 16 March 1943. To Western Air Command, 6 August 1943. To No.122 Squadron, 27 September 1943. To Station Patricia Bay, 4 February 1944. To No.115 Squadron, Patricia Bay, 16 March 1944. To No.2 Technical Signals Unit, 11 January 1945. To No.10 Repair Depot, 1 September 1945. To Release Centre, 30 April 1946. Released 6 May 1946. Died in Toronto, 5 May 2008.

This officer has rendered outstanding service in many appointments in the Royal Canadian Air Force. In his present position as flight commander of a target towing flight, he has produced excellent results and has shown skill, organizing ability and devotion to duty of an exceptionally high standard.

BROWN, F/L John Thomas (C14913) - **Air Force Cross** - No.2 Technical Signals Unit (now No.10 RD) - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated

25 January 1946. Award sent by registered mail 21 March 1956. As of recommendation he had flown 3,112 hours, 1,500 as instructor, 270 in previous six months.

This officer possesses a wide background of employment in the Royal Canadian Air Force during which he has displayed commendable skill as a pilot, and untiring devotion to duty. Lately, as Chief Radar Calibration and Test Pilot, he has been called upon to endure long hours of flying at high altitudes, often under adverse weather conditions. His keenness, adaptability and fine example which he sets for his fellow countrymen are worthy of high praise.

NOTE: This same officer was the subject of a letter dated 20 November 1945 from A/V/M K.M. Guthrie (AOC No.2 Air Command) to the CO, No.10 Repair Depot (DHist file 181.009 D.1630, PAC RG.24 Vol.20603) requesting that the Brown's logbook be endorsed for the following: "This officer was detailed for a mission to fly some sick Indians from Norway House to The Pas for hospitalization. On the 30th October F/L Brown flew Canso 11010 from Winnipeg to Norway House, landing in the clear water of Little Play Green Lake. The weather was extremely cold and a channel had to be broken through the ice along the shoreline by motor boat before the aircraft could taxi in and out from the dock. On reaching The Pas the water in the landing gear, wheels and oleo legs had frozen solidly and on touching down one wheel would not revolve. By means of opposite brake and engine the pilot kept the aircraft straight. Although one tire was torn completely of the wheel, the landing run was complete safely.

"Following this, extreme difficulty was encountered due to intense cold and freezing rain. Facilities at The Pas were totally inadequate, there being no tools or heated hangars for servicing the aircraft. Flight Lieutenant Brown and his crew, by means of perseverance and resourcefulness, overcame these difficulties, and after several days of arduous work flew the aircraft back to Winnipeg safely.

"This officer displayed exceptional skill, resourcefulness and initiative, both in flying the aircraft and in servicing it afterwards, which resulted in the mission being completed successfully without injury to passengers and without any damage to the aircraft other than the loss of one tire."

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BROWN, F/O Joseph (C94009) - **Distinguished Flying Cross** - No.466 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 25 October 1913. Served in RAF as 985182 and 184526. Transferred to RCAF in London, England, 13 March 1945. Repatriated to Canada, 19 May 1945. Released 30 October 1945. Award presented 9 April 1948. Died 15 February 1960. 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 2/8750 has recommendation dated 18 April 1945 when he had flown 50 sorties (245 hours 57 minutes) in two tours extending from 3 December 1943 to 24 March 1945.

3 December 1943 - GARDENING, Terschelling (3.23)
24 December 1943 - ditto (3.13)
29 December 1943 - Berlin (6.43)
7 January 1944 - Schiermonnikoog (3.44)
21 January 1944 - Magdeburg (2.54)
30 March 1944 - Nuremburg (8.14)
24 April 1944 - Karlsruhe (7.06)
26 April 1944 - Villeneuve St. Georges (5.41)
24 May 1944 - Colline Beaumont (3.28)
12 June 1944 - Amiens-St.Roch (4.13)
14 June 1944 - Evrecy (4.58)
16 June 1944 - Sterkrade (4.18)
30 June 1944 - Villers Bocage (4.14)
1 July 1944 - Oisemont (3.47)
4 July 1944 - Domleger (3.45)
12 July 1944 - Ferme Du (4.37)
20 July 1944 - Forestal-Bootrop (4.15)
23 July 1944 - Les (3.58)
24 July 1944 - Catelliers (8.29)
25 July 1944 - Stuttgart (4.30)
28 July 1944 - Wanne Eickel (3.45)
29 July 1944 - Foret de Nieppe (3.41)
10 August 1944 - Dijon (7.03)
11 August 1944 - Etaaples (4.20)
12 August 1944 - Brunswick (5.36)
16 August 1944 - Kiel (4.54)
25 August 1944 - Brest (5.23)
9 September 1944 - Le Havre (3.33)
17 September 1944 - Boulogne (3.26)
25 September 1944 - Calais (3.36)
26 September 1944 - Calais (3.35)
6 October 1944 - Sterkrade (4.50)
9 October 1944 - Bochum (5.16)
14 October 1944 - Duisburg (5.12)
4 November 1944 - Bochum (5.38)
28 November 1944 - Essen (6.09)
1 February 1945 - Mainz (6.28)
7 February 1945 - Goch (5.51)

9 February 1945 - Wanne Eickel (5.34)
14 February 1945 - Chemnitz (8.34)
20 February 1945 - Reisholtz (8.14)
23 February 1945 - Essen (5.53)
24 February 1945 - Kamen (6.01)
27 February 1945 - Mainz (6.42)
11 March 1945 - Essen (5.35)
18 March 1945 - Witten (6.28)
20 March 1945 - Recklinghausen (5.20)
24 March 1945 - Gladbach (5.50)

Flying as Air Gunner in a Halifax aircraft, Flying Officer Brown has now completed two tours of operations, the majority of which have been flown against the most heavily defended targets in Germany.

In operations which have necessitated many deep penetrations by night along routes fiercely contested by enemy fighters, time and again Flying Officer Brown's courage, coolness and unflinching vigilance have made it possible for his crew to reach and attack their objective. Towards the end of his second tour he flew with crews often far less experienced than himself but, throughout, he showed a fine offensive spirit and willingly accepted the most hazardous tasks.

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BROWN, F/O (now F/L) Joseph Alfred (J17884) - 9th USAAF - **Air Medal with Two Bronze Oak Leaf Clusters** - effective 10 March 1945 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. Born 20 November 1919. Home in Sarnia, Ontario; enlisted in London, Ontario, 23 October 1940. To No.1 ITS, 13 January 1941. Promoted LAC, 20 February 1941 and posted to No.1A Manning Depot that date. To No.1 WS, 30 March 1941. To No.6 BGS, 16 August 1941; promoted Sergeant, 15 September 1941. To Embarkation Depot, 16 September 1941. To RAF overseas, 6 October 1941. Commissioned 30 December 1942. Repatriated, 31 July 1943. To No.34 OTU, 29 September 1943. To Station Patricia May, 17 March 1944. To No.5 OTU, 31 March 1944. To Release Centre, 12 September 1945. Released 14 September 1945. No citation or explanation. Announced in General Order No.2 dated 5 January 1945, Headquarters of USAAF, Middle East, Cairo, "he having participated in five operational missions, each of more than 2 1/2 hours duration"

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BROWN, P/O Joseph Frederick Carol (J18143) - **Distinguished Flying Cross** - No.50 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 15 February 1944 and AFRO 644/44 dated 24 March 1944. Born 12 September 1918. Home in Quebec City; enlisted there

15 August 1940. To Trenton, 31 August 1940. To No.1 ANS, 10 November 1940. To No.1 WS, 4 January 1941. Promoted LAC, 3 February 1941. To No.1 BGS, 26 May 1941; graduated and promoted Srrgeant, 23 June 1941. To No.5 (BR) Squadron, 7 July 1941. Promoted Flight Sergeant, 23 December 1941. To "Y" Depot, 21 January 1942. To RAF overseas, 8 February 1942. Promoted WO2, 1 November 1942. Promoted WO1, 1 May 1943. Commissioned 3 September 1943. Repatriated 18 November 1944. To No.8 AOS, 7 January 1945. To No.2 Release Centre, 14 March 1945; retired 12 April 1945. Died in Quebec, January 2008 (obituary published in Quebec **Chronicle-Herald**, 9 January 2008). Award presented 5 October 1947. No citation other than "...completed...many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty."

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BROWN, FS Kenneth William (R94567) - **Conspicuous Gallantry Medal (Flying)** - No.617 Squadron - effective 23 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1187/43 dated 25 June 1943. Born in Moose Jaw, 20 August 1920; home there; enlisted in Regina, 20 February 1941. To No.2 Manning Depot, 15 March 1941. To No.36 SFTS (guard duty), 2 May 1941. To No.2 ITS, 9 June 1941; graduated and promoted LAC, 26 July 1941 when posted to No.6 EFTS; graduated 12 September 1941 when posted to No.4 SFTS; graduated and promoted Sergeant, 5 December 1941. To "Y" Depot, 8 December 1941. To RAF overseas, 8 February 1942. First flew overseas in No.44 Squadron. Commissioned with effect from 20 April 1943 (J17550). Promoted Flying Officer, 20 October 1943. Stayed with No.617 Squadron to May 1944. Injured 26/27 May 1944 while piloting Lancaster W4383 at No.5 Lancaster Finishing School. Took off at 2311 hours from Syerston for dual circuit practice at night. At 0136 he landed atop another of the unit's Lancasters which had moved onto the runway and was not seen until it was too late. Promoted Flight Lieutenant, 14 February 1945. Repatriated 14 May 1945. Postwar RCAF (20101), retaining Flight Lieutenant rank. Promoted Squadron Leader, 1 June 1952. Served as Commanding Officer, Winter Experimental Establishment (Edmonton) until July 1949 when posted to staff duties, Toronto, In 1950 to Officers Selection Board, London. In March 1952 appointed Commanding Officer, RCAF Communication Flight, Trenton. To No.408 Squadron, Rockcliffe as Flight Commander, 1954. Married to Beryl Brown for 57 years with children Terry, Mason, David, Brock and Leslie. Lived in White Rock, British Columbia where he died on 23 December 2002. RCAF photo PL-19325 (ex UK-4333 dated 30 June 1943) shows Warrant Officer C.E. Brown (Moose Jaw, left) with his brother, recently commissioned P/O K.W. Brown following investiture. RCAF photo PL-19327 (ex UK-4335 dated 30 June 1943) taken following investiture of personnel taking part in famous "Dams Raid"; front row are F/L J.C. McCarthy, Long Island, F/O D.R. Walker of Blairmore, Alberta, W/C Guy Gibson, P/O George A. Deering of Toronto, and P/O H.T. Taerum of Calgary; back row is P/O K.W. Brown of Moose Jaw, Sergeant S. Oancia of Stonehenge, Saskatchewan, and P/O D.A. McLean of Toronto. Photo PL- 19328 (ex UK-4336 dated 30 June 1943) taken on same occasion but different arrangement - front row are Walker, Deering and Taerum; back row are McCarthy, Brown, Oancia and MacLean. Photo PL-36280 is a portrait. NOTE: This was the Dambusters

Raid; DSO to F/L J.C. McCarthy, Bar to DFC to F/O D.R. Walker, DFCs to F/Os T.H. Taerum and G.A. Deering, DFM to FS D.A. Maclean and Sergeant S. Oancia - all with the following citation:

On the night of the 16th May, 1943, a force of Lancaster bombers was detailed to attack the Moehne, Eder and Sorpe dams in Germany. The operation was one of great difficulty and hazard, demanding a high degree of skill and courage and close co-operation between the crews of the aircraft engaged. Nevertheless, a telling blow was struck at the enemy by the successful breaching of the Moehne and Eder dams. This outstanding success reflects the greatest credit on the efforts of the above mentioned personnel who participated in the operation, in various capacities as members of aircraft crew.

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BROWN, F/O Leonard Norman (J11145) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 20 September 1943 as per London Gazette dated 1 October 1943 and AFRO 2258/43 dated 5 November 1943. Born in Cluthorthorpes, England, 28 April 1922. Educated in Alberta. Home in Paradise Valley, Alberta (plumber and steamfitter apprentice); enlisted Edmonton 22 May 1941. To No.2 Manning Depot, 1 June 1941. To No.4 ITS, 10 August 1941; graduated and promoted LAC, 7 October 1941 when posted to No.16 EFTS; graduated 5 December 1941 when posted to No.10 SFTS; graduated and commissioned, 10 April 1942. To "Y" Depot, 11 April 1942. To RAF overseas, 30 April 1942; disembarked in Britain, 12 May 1942. To No.13 (Pilots) AFU, 28 June 1942. To No.23 OTU, 16 August 1942. Promoted Flying Officer, 10 October 1942. To No.424 Squadron, 22 October 1942, which unit he accompanied to North Africa, June 1943. Promoted Flight Lieutenant, 14 July 1943. To Britain again, arriving 9 September 1943. To No.26 OTU, 26 September 1943. To No.82 OTU, 29 February 1944. To Canada on Special Leave, 17 November 1944. This appears to have been converted to repatriation, effective 24 January 1945. To Station Edmonton, 24 February 1945. To No.165 Squadron, 5 April 1945. To No.6 OTU, Comox, 14 September 1945. To No.164 Squadron, 27 October 1945. To No.8 Release Centre, 21 June 1946. Retired 28 June 1946. Died in Victoria, 9 May 1988 as per British Columbia Vital Statistics. Award presented 7 November 1944. RCAF photo PL-33985 (ex UK-16372 dated 9 November 1944) is captioned as follows: "Here is a family group outside Buckingham Palace following a recent investiture at which F/L H.K. Harvey, DFC, of Kamsack, Saskatchewan (holding his son, David, and F/L L.N. Brown DFC, of 9424 - 98th Street, Edmonton, Alberta (right) received their Distinguished Flying Crosses from King George. With them are their wives." RCAF photo PL-33987 (ex UK-16374 dated 9 November 1944) shows him with his wife following investiture at Buckingham Palace.

Flying Officer Brown has displayed fine leadership. Prior to his posting to Africa he had participated in a number of attacks on some of the most heavily fortified industrial centres in Germany. He has displayed keenness for the most dangerous and arduous tasks and by his skill and courage has attained commendable success.

BROWN, F/L Leonard Norman, DFC (J11145) - **Mention in Despatches** - No.26 OTU - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944.

Notes: Application for Operational Wing dated 13 January 1944 claimed 32 sorties (180 hours), 20 October 1942 to 15 August 1943.

Flying Instructor Course, 27 October to 24 November 1943 at No.26 OTU which was training OTU staff pilots. Flew Oxford aircraft (14.05 dual day, 1.45 dual night, 24.45 solo day, 1.30 solo night. Courses in Navigation (78/100), Airmanship (69/100), Technical subjects (80/100). Considered "above average" S/L M.M. Stephens wrote, "Knows his theory and puts across demonstrations...keen and conscientious." Insulation of a spark plug had come loose and a piece may have been jamming fuel valves, causing backfires.

Accident, 24 March 1944 at No.82 OTU, Station Ossington, Martinet MS904, Category "B" (for repair at contractor's works or RAF Depot). Air test and weather check. Second pilot was J10506, F/L W.R. Thompson. Aircraft was barely airborne when engine began cutting. Barely cleared trees when undercarriage selected down. "Touchdown was made upon locking of undercarriage. Overshoot imminent, undercarriage was retracted." W/C W. Ferris wrote, "It is felt under the circumstances this pilot was very lucky to make the aerodrome and is exonerated."

In a recap of his flying time dated 25 July 1945 he listed the following types - Tiger Moth (34.00 solo, 26.00 dual), Cessna (71.10 solo, 59.00 dual), Oxford (200 solo), Wellington (300 as captain), Halifax (8.00 as second pilot), Martinet (100.00) and Hurricane (8.00).

Selected Assessments: "A good reliable officer and leader", (W/C G.A. Roy, No.424 Squadron, 28 July 1943, when he had flown 525 hours, 190 in previous six months).

"An average pilot and instructor who should do well after further experience in instruction. Did well on instructor's course, and has proved a reliable and hard worker." (W/C W.J. K. Gorrie, No.26 OTU, 22 March 1944 when he had flown 769 hours 55 minutes, 41 hours 35 minutes in past six months).

"An average officer who has carried out his instructional duties in an efficient manner." (W/C R.M. Cox, 82 OTU, 5 November 1944 when he had flown 764 hours ten minutes, 88 hours in previous six months - these figures do not compute with those of 22 March 1944).

Report of 5 April 1945 stated he had no interest in ground duties G/C D.A. Harding (Station Edmonton) recommended he be returned to flying duty and S/L H.S. Collie (Northwest ir Command) stated he had been returned to flying duties with No.165 Squadron.

Training: Interviewed 17 April 1941 in Edmonton - "Big type of youth, looks capable, good education, well referenced, and has made a study of radio and wireless. Clean cut youth. Well fitted for pilot duties in aircrew."

Course at No.4 ITS was 28 August to 24 September 1941. Courses in Mathematics (80/100), Armament, practical and oral (88/100), Signals (98/100), Sanitation and Hygiene (34/40), Drill (79/100), Law and Discipline (55/60). Graded 88 percent in Visual Link. Placed 22nd in a class of 120. "School teacher, two years university training. Pleasant - good appearance - hard worker - self educated - reliable - persistent - will try hard and do a good job. Average activity in team sports. Father served overseas last war."

Course at No.16 EFTS was 13 October 1941 to 5 December 1941. Tiger Moth aircraft (17.30 dual, 34.40 solo, plus 8.30 on instruments). Ten hours in Link. "Forced landings poor - reaction slow - careless with airspeed." Ground courses in Airmanship (180/200), Airframes (87/100), Engines (74/100), Signals, practical (90/100), Theory of Flight (80/100), Air Navigation (171/200) and Armament (150/200). Placed third in a class of 32. Not suitable for commission but "Readily absorbs instruction; conduct very good."

Course at No.10 SFTS was 22 December 1941 to 10 April 1942; twin-engine aircraft (51.30 day dual, 62.10 day solo, 7.10 night dual, 9.00 night dual - 24 hours on instruments, 27.30 in Link). Progressed steadily but tends to be careless. May be due to overconfidence." Ground courses in Airmanship and Maintenance (150/200), Armament, written (76/100), Armament, practical (94/100), Navigation (126/150), Meteorology (42/50), Signals, written (40/50), Signals, practical (80/100). "Neat appearance. Learns quickly. Tries hard." Placed 14th in a class of 46. "A high average pupil in all phases of training."

Course at No.6 OTU began at Pennfield Ridge, 13 August 1945, concluding at Comox, 27 October 1945. Dakota aircraft (2.10 day dual to first day solo, 41.10 total day dual, 25.00 as first pilot by day, 32.55 as second pilot by day, 46.05 instruments by day, 20 hours in Link, 2.00 night dual to first night solo, 7.15 total night dual, 8.15 night at first pilot). Flying Tests as follows - General (325/400), Applied (160/200), Instrument (208/250), Night (82/100), Link (38/50). Ground courses in Airmanship (174/200), Engines (177/200), Radio Range and Standard Beam Approach (176/200), Meteorology (70/100), Navigation (196/200), Signals (90/100). "Best captain on this course. Above average pilot with excellent grasp of procedure. Cool under difficult conditions." (S/L P.J. Oleinek, 27 October 1945).

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BROWN, PO Lloyd William (J14864) - **Commended for Valuable Services** - No.7 Bombing and Gunnery School - 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 Winnipeg, 26 February 1913. Enlisted in Winnipeg 21 August 1940. To Eastern Air Command, 15 September

1940. To No.1 ITS, 11 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 "P", 6 May 1941. To No.7 BGS, 3 July 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 1 May 1942. Commissioned 11 August 1942. Promoted Flying Officer, 11 February 1943. To "Y" Depot, 23 August 1944. Taken on strength of No.3 PRC, 29 August 1944. Promoted Flight Lieutenant, 1 September 1944. Repatriated 2 August 1945. Retired 20 August 1945.

This officer has served at this unit for the past 19 months as a staff pilot. Pilot Officer Brown is conscientious and reliable and carries out all duties assigned to him in a very capable manner. His total flying time is 930 hours of which 597 were completed during 1942.

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BROWN, F/L Malcolm George (J8771) - **Distinguished Flying Cross** - No.683 Squadron - Award effective 5 April 1943 as per **London Gazette** dated 20 April 1943 and AFRO 809/43 dated 7 May 1943. Born 16 February 1921. Home in Montreal; enlisted Toronto, 11 February 1941. To No.20 EFTS, 23 March 1941. To No.3 ITS, 27 May 1941; graduated and promoted LAC, 30 June 1941 when posted to No.16 EFTS; graduated 19 August 1941 when posted to No.3 SFTS; graduated and commissioned, 7 November 1941. To No.31 GRS, 21 November 1941. To RAF overseas, 9 December 1941; arrived in UK, 18 December 1941; to No.3 School of General Reconnaissance, 31 January 1942; to No.1 PRU, 15 April 1942; assigned to Middle East Pool, 11 August 1942; Station Benson, 19 October 1942; to No.62 Squadron, 27 December 1942; to "R" Depot, 24 October 1943; to RCAF Overseas Headquarters, 8 November 1943; to No.128 Airfield (No.400 Squadron), 6 December 1943; promoted Squadron Leader, 15 November 1944; to No.39 Wing, 13 May 1945; to No.3 Personnel Reception Centre, 7 August 1945; to Overseas Headquarters, 17 September 1945. Repatriation date uncertain but retired 15 April 1946. DFC presented 23 May 1944; Bar sent by registered mail to Toronto, 16 July 1947.

This officer has made many flights over enemy positions in the Western Desert and has photographed concentrations of armoured vehicles, the disposition of troops and various defensive positions in spite of fighter opposition. In an operation in March 1943, in bad weather, he obtained photographs of Taranto from below 500 feet, although he was pursued by enemy fighters. This officer displayed skill, courage and determination of a high order.

BROWN, S/L Malcolm George (J8771) - **Bar to Distinguished Flying Cross** - No.400 Squadron - Award effective 23 March 1945 as per **London Gazette** dated 3 April 1945 and AFRO 765/45 dated 4 May 1945.

Since the award of the Distinguished Flying Cross, Squadron Leader Brown has continued to display courage and devotion to duty of a high order. His work has set an outstanding example to all the pilots in the squadron.

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BROWN, W/C Mannifrank (C1267) - **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 27 August 1908 in Winnipeg (RCAF press release 4910 announcing OBE). Civil pilot before the war. Claimed some 6,000 hours (1,000 on light aircraft, 1,500 on "medium" aircraft and 3,500 on "heavy" aircraft. Home in Lac du Bonnett, Manitoba. Enlisted at Camp Borden, 3 October 1939 as General List. Took Flying Instructor Course, 16 November to 9 December 1939. To Trenton, 12 December 1939. Took an Advanced Training Course, 14 December 1939 to 20 January 1940. This entailed Oxford aircraft (4.10 day dual, 16.45 day solo, 1.10 night dual, 3.00 night solo) plus Harvard (35 minutes day dual, 1.55 day solo) and Battlle aircraft (25 minutes day dual, 1.55 day solo). "Above average pilot. No faults." To Camp Borden, 20 January 1940. To No.2 SFTS, 27 July 1940. To AFHQ, 11 March 1941. Squadron Leader as of 15 June 1941. To St. Hubert, 1 September 1941. At No.7 SFTS as of 13 December 1941. Promoted Wing Commander, 1 July 1942. To No.45 (Air Transport) Group, 25 June 1943. Overseas as of 29 June 1943. Detached to Redhill, 2-22 July 1943. To No.127 Wing, 22 July 1943. To RCAF Overseas Headquarters, 12 July 1944. Repatriated 27 November 1944. To No.5 Release Centre, 25 April 1945. Retired 26 April 1945. Died 3 March 1959. No citation to MiD. RCAF photo PL-19887 (ex UK-5457 dated 7 October 1943) shows three officers with a Sherman tank - W/C Mannifrank Brown (Winnipeg, described as former bush pilot), W/C Hugh Godefroy (Toronto) and G/C W.R. MacBrien (Ottawa).

BROWN, W/C Mannifrank (C1267) - **Officer, Order of the British Empire** - No.127 Wing - Award effective 1 January 1945 as per AFRO 132/45 dated 26 January 1945. Award presented 22 September 1945. No citation to OBE in Canadian sources. Public Records Office Air 2/8872 has recommendation.

Wing Commander Brown commanded No.127 (RCAF) Wing for twelve months prior to the landing in Normandy on D Day. He has always displayed the greatest enthusiasm and devotion to duty, and has provided an excellent example for the whole of his unit, which has maintained an extremely high standard of efficiency. Early on in the operations this officer landed in France and established his unit on one of the first airfields to be operated there. Wing Commander Brown's service has been of a highly meritorious nature.

BROWN, W/C Manifrank, OBE (C1267) - **French Croix de Guerre with Silver Star** - formerly Overseas - awarded as per **Canada Gazette** dated 20 September 1947 and AFRO 485/47 dated

12 September 1947. Pilot. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

This officer commanded the first British airstrip laid down in Normandy at Brazenville. His efforts and power of command contributed greatly to the efficiency of operations in the Normandy campaign.

Notes: His flying overseas was limited. On repatriation form dated 21 November 1944 he claimed only 15 sorties and 15 operational hours (last sortie on 20 June 1944) plus 60 training hours overseas.

In a letter dated 14 October 1944 he described his career and reasons for seeking to resign his commission:

Prior to joining the service my occupation was that of a transport pilot operating in Northern Canada, during which time I acquired certain interests in mining, furs and other businesses in the North Country. For the first two or three years of my five year absence other people attempted to take care of my interests but I have been advised that this assistance is no longer available, and if anything is to be salvaged from pre-war investments it is desirable that I return as soon as possible. If permission to retire is granted in the near future, then my position in civilian life will be assured.

My career in the service has been as follows: after joining the service in 1939 immediately after the outbreak of war, I spent three years and eight months in BCATP in Canada. Following that I was posted to the Second Tactical Air Force in UK as an Airfield Commander and held that post for 13 months, during which period I commanded one of the first two Wings to move into Normandy. In August of this year I was appointed Senior Operations Officer as this Headmasters in London, and am at present filling that post.

If the exigencies of the Service will not be impaired by the release of an officer in my circumstances, I trust that this application will meet with your approval.

Selected Assessments: Evaluated as Flying Instructor, Camp Borden, 18 July 1940. Tested on an Anson for the following - Sequence (Very Good), Voice (Excellent), Manner (Above Average), Ability to Impart Knowledge (Above Average), Ability as Pilot (Above Average). Category A-2 granted. "A very competent instructor - recommended as a CFS Instructor." (S/L G.P. Dunlop).

Evaluated as Flying Instructor, No.13 SFTS, 27 October 1941 when he had flown 500 instructional hours. Tested on a Harvard for the following - Sequence (Average), Voice (Clear), Manner (Confident), Ability to Impart Knowledge (Above Average), Ability as Pilot (High

Average). Category raised from A-2 to A-1. "This instructor was tested in a Harvard and presented flying demonstrations in a capable fashion. Knowledge of flying training and ability as squadron commander warrant the highest category." (S/L William M. Foster, No.2 Visiting Flight, Central Flying School).

"A capable officer - handles men well. Gained considerable experience in command of a station during the absence of the CO, No.7 SFTS, on a course in England. Should do well overseas." (A/V/M G.R. Howsam, No.4 Training Command, 15 June 1943).

"The Fighter Wing which W/C Brown has commanded for the past twelve months has been outstandingly successful against the enemy. W/C Brown is a very keen officer possessing sound common sense. Of a quiet but pleasant personality, he is liked by all ranks whose welfare he keeps always in mind. He has proved himself to be a very good commander. His departure on the upgrading of his post is a loss to the group." (Air Commodore A.H. Montgomery, 15 August 1944)

RCAF Press Release No. 2729 dated 9 September 1943 from "Kelly" reads:

The day of Canada's bush pilot, famed in colorful stories and pictures around the world, will probably be ended by the gigantic civil aviation development of the post-war years, in the opinion of a former bush pilot, Wing Commander Mannifrank Brown of Winnipeg, Manitoba, who, at 35, is Officer Commanding an RCAF station in the United Kingdom. He is one of the group of bush pilots who were appointed to the RCAF in the first month of the war to teach fledgling war birds of Canada and the Empire.

For years before the war, Canada, with its vast space and small population, led the world in the amount of freight hauled by air. It was a record which was scarcely realized by residents of cities and towns along the southern fringe of the Dominion, but which was part of the day-to-day lives of the traders, miners, prospectors and other inhabitants of the scattered communities in the rich northern areas. Hundreds of Indians and Eskimos, who never have seen a railway train, or tram car or automobile, have flown casually in airplanes piloted in to the hinterland by bush pilots.

"I think the day of the bush pilot as a man who carried his own down sleeping bag in his plane with him, ready to sleep out in the open or in some trapper's shack, or at a trading post, will disappear in the stupendous aviation development which is foreseen for Canada, the Empire and other parts of the world," said W/C Brown, who holds the record for having flown more hours in one year than any other bush pilot.

That was in 1936 when he rolled up 1216 flying hours and was recommended for the McKee trophy given annually to an outstanding bush pilot. He had flown more than 6,000 hours in the ten years preceding the outbreak of war and has flown another 1,000 hours as an instructor in the R.C.A.F.

Each time speeding Spitfires drop their wheels out of the wings to land at the airfield where W/C Brown is now stationed, he is reminded that from 1932 until the outbreak of war, he never saw an airplane with wheels. He rolled up his thousands of hours in the air in planes equipped with floats or skis; floats for landing in the summer on any one of northern Canada's innumerable small lakes and rivers, or skis for landing in the winter months on snow or ice. When he made his record flying total in 1936, the year of the big forest fires in Ontario, he was flying from dawn to dusk in the three or four summer months, freighting fire-fighters and fire-fighting equipment, as well as a great assortment of mining equipment into the north country.

"Bush pilot" air lines contracted for air freight as casually as rail or ship or truck companies and agents contracted with their customers. Many mines have been developed and mining towns built with all modern conveniences in the centre of bush lands with every pound of freight taken to the sites by bush pilots in great "air trucks". After the mines have been successfully developed, roads have been carved into the wilderness and paved; railways have shot in spur lines. But all the development work was first made possible by the bush pilot.

All bush pilots were invited by telegram at the outbreak of war to enlist immediately in the R.C.A.F., and many of them did so. W/C Brown received two telegrams; one addressed to him under his registered Christian name, Mannifrank, which has been handed down in his family for several generations, and the other addressed to him as Frank, by which he was known wherever bush pilots gathered. W/C Brown, who had his commercial pilot's license when he was 21, was not taking a chance. He replied to both telegrams, accepting the invitations to Mannifrank and to Frank. His "Mannifrank" reply was accepted and he was posted October 1, 1939, as flying officer to teach fledgling pilots at Camp Borden, Ontario, then to Uplands as flight lieutenant when that station was opened near Ottawa in July 1940; he was assigned in March, 1941, to help organize and open Service Flying Training Schools. He was promoted to squadron leader and placed in charge of this work in July, 1941, and at the end of the year was posted to No.7 SFTS at McLeod, Alberta where he was promoted to wing commander in July, 1942. He was posted overseas in June, 1943.

His wife and three-year-old daughter live 60 miles north of Winnipeg at Lac du Bonnet, which, like many settlements in northwestern Canada, carries a French

name but has no French inhabitants. It was named by the colorful French voyageurs, daring and adventurous explorers who travelled and traded west, south and north from Quebec during the eighteenth century when Canada was a French Colony. The voyageurs have disappeared, their lakes and rivers in the north have been since 1919 the landing places of their successors-in-spirit, the bush pilots. Now their day is waning in turn, W/C Brown believes.

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BROWN, F/L Maurice William (C3357) - **Member, Order of the British Empire** - No.6 SFTS - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born at Headington, Oxford, England, 4 July 1903. Apprentice coach builder, England, 1919-1921; migrated to Canada and became a house builder. Enlisted in Winnipeg, 21 March 1927 as a Carpenter. To Camp Borden, 4 April 1927. Classified as Airframe Mechanic, 1 January 1928. Promoted AC1, 1 April 1928. Promoted LAC, 1 July 1928. Promoted Corporal, 1 January 1929. Promoted Sergeant, 1 June 1930. To No.10 (Army Cooperation) Squadron, Toronto, 20 June 1934. Frequently on duty at Camp Borden in conjunction with squadron Summer Camps. Promoted Flight Sergeant, 1 April 1937. To Station Trenton, 30 November 1937 in conjunction with No.6 (Torpedo-Bomber) Squadron (Sharks). To Station Vancouver, 1 November 1938, again with No.6 (TB) Squadron; he stated he had "participated in first torpedo drop in Canada." . Promoted WO2, 1 September 1939. To St. Thomas, 8 January 1940 as instructor ("organized airframe instruction, preparation of precis"). To Aero Engineer School, 23 March 1940. Promoted WO1, 1 October 1940. Commissioned in Air Engineer Branch, 15 December 1940 with rank of Flying Officer. To No.6 SFTS, 11 January 1941. Promoted Flight Lieutenant, 1 June 1942. To Eastern Air Command, 13 October 1942. Promoted Squadron Leader, 1 February 1943. To "Y" Depot, 14 November 1943. Taken on strength of No.3 PRC, 23 November 1943; to RCAF Overseas Headquarters, 24 November 1943. To No.6 (Bomber) Group, 5 March 1944 for service with No.64 Base, Middleton St. George; to Station Leeming, March 1945. Repatriated by air, 11 March 1946. To No.1 Air Command Headquarters, 25 March 1946. To Station Trenton, 28 March 1946. Retained rank in postwar RCAF; promoted Wing Commander 1 June 1948. To Air Defence Group, St. Hubert, 5 December 1949. To Station St. Hubert, 12 August 1951. Received Queen's Coronation Medal, 23 October 1953 (W/C, St.Hubert). To Station Toronto, 9 August 1954. Retired 20 March 1956. Award presented 17 April 1943. Died in Toronto, 27 January 1989 as per **Airforce Magazine** of July-August-September 1989. RCAF photo PL-43393 (ex UK-20881 dated 26 April 1945) is captioned as follows: "At one of the Canadian heavy bomber bases in Britain, S/L M.W. Brown, MBE of Halifax, Base Major Servicing officer supervises the checking of 'Malton Mike', the 300th Lancaster bomber to be turned off the production lines of the Victory Aircraft Corporation of Malton, Ontario. With him is Corporal Douglas K. Freeman of Sault Ste. Marie. 'Malton Mike' was named after 'Black Mike', officially known as A/V/M C.M. McEwen, CB, MC, DFC and Bar, Montreal, the Air Officer Commanding the RCAF Bomber Group. An Air Vice Marshal's pennant decorates the fuselage."

Flight Lieutenant Brown has been employed as Chief Technical Officer of this unit since early 1941. He has shown energy, perseverance and ability to organize to an outstanding degree; his work in maintaining high aircraft serviceability at this unit has been of major importance in keeping up the output of the school.

The above recommendation raised as worded, 25 July 1942 and supported right through to AFHQ.

Note: Among many assessments, the following may be noted:

This NCO has served under my command on two occasions, constituting a period of approximately three and one-half years. I have found him painstaking in any duty that he performs, honest and cheerful at all times. His character is such that he commands the respect of his men, and although exacting in discipline, possesses tact in handling them. // He is an excellent workman in his trade, possesses a fair all round outside knowledge of engines and mechanics, and has had considerable experience in charge of Flights, always performing the duties satisfactorily. A good organizer and persevering. // It is considered that Sergeant Brown possesses all the attributes necessary for a Non-Commissioned Officer above his rank, both from a disciplinary and trade classification point of view. (S/L C.M. McEwen, Officer Commanding, School of Army Cooperation, Camp Borden, 25 January 1934).

A thoroughly reliable and conscientious NCO. Keen and hard working. Smart in appearance. A good drill instructor. He has instructed the officers and airmen of No.10 Squadron in rigging with good results. (F/L J.L. Hurley, No.10 Detachment, Toronto, 26 November 1937).

The following is an excerpt from a letter dated 24 April 1941, G/C A.H. Hull (No.6 SFTS) to Air Officer Commanding, No.1 Training Command:

Flying Officer Brown has carried out his duties up to the present in a very satisfactory manner. He has organized the Maintenance Squadron in such a manner that it has not interfered with the regular work of the Squadrons. At the present time the central maintenance for aircraft is now functioning 100 percent. Flying Officer Brown is very smart in appearance, particularly keen and certainly knows the maintenance of aircraft. He is reported to be somewhat undiplomatic. However, the Commanding Officer No.6 Service Flying Training School has had this officer serving under him as Flight Sergeant and WO2 for long periods, and does not agree that Flying Officer Brown is undiplomatic. He is a disciplinarian and takes the shortest route to get things done.

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BROWN, P/O Murray Walker (J93604) - **Mention in Despatches** - Overseas - Award effective 28 December 1945 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born 22 December 1916. Home in Toronto; enlisted there 19 September 1940. To Prince Rupert Detachment, 20 October 1940. To No.2 ITS, 20 December 1940; graduated and promoted LAC, 8 February 1941; posted next day to No.14 EFTS. Ceased training and posted to No.2 Manning Depot, 22 March 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 on 2 September 1941 to No.1 ANS; graduated 30 September 1941 when posted to Embarkation Depot. To RAF Trainee Pool, 18 October 1941. Promoted Flight Sergeant, 1 June 1942. Missing in action with No.35 Squadron (Halifax W1117), 16 June 1942 (Prisoner of War). Promoted WO2, date uncertain; promoted WO1, 1 March 1943. Commissioned 1 March 1944. Promoted Flying Officer, 1 September 1944. Reported safe in United Kingdom, 8 May 1945. Repatriated 8 July 1945. Released 3 September 1945. Certificate sent 12 September 1949.

...for distinguished service while [prisoner] of war.

Public Records Office Air 2/9104 dealing with awards for services in German POW camps includes a letter from Regimental Sergeant-Major S. Sherriff who wrote, in part:

I respectfully beg to place on record my deep appreciation of the loyalty and support accorded me in my capacity as Camp Leader at Stalag VIII B (later 344) of the under-mentioned Warrant Officers...

Warrant Officer W.W. Brown, RCAF, R72283...

Warrant Officer M.W. Brown was employed directly under men as one of my office staff. At all times energetic and willing, there was never a more loyal working companion.

Attached to his POW Questionnaire was a statement that he had been held at a hospital on s'Hertzogenbusch, Holland (17 June to 15 August 1942), Dulag Luft Oberusel (16-26 August 1942), Stalag 344, Lamsdorf, Silesia (28 August 1942 to 5 March 1945), Stalag 13D, Nuremberg (9 March to 13 April 1945) and Stalag VIIA, Mooseburg (19 April to 7 May 1945) although he stated that his actual liberation dated from 29 April 1945 and effected by the American Third Army. To this was appended the following statement. The reference to "Sergeant Pals" means Sergeant Laurens Klass Pals, Canadian Intelligence Corps, captured at Dieppe and awarded Distinguished Conduct Medal, 15 June 1946 (see Canadian Army awards data base).

At Stalag 344 I started to help on the Escape Committee when Sergeant Cue, RAF, left for Sagan about December 1942. He was the man in charge of escape for the Air Force section. Sergeant Pals of the Canadian Army started to organize the whole camp under one committee and made a good job of it. I worked with him as a member of the committee representing the Air Force. In March 1943 I discovered that I was under suspicion so resigned from the committee and was replaced by Sergeant Harrison, RAAF. For the rest of my stay in Stalag 344 I worked in the office of the Camp Leader. I assisted 15 or 20 men with what information and supplies I had, which wasn't very much. I interrogated new arrivals to get the latest information from the United Kingdom and pass it to the people who could use it. I learned about the "Stettin Route" from a Sergeant Thomas, BEF and passed it to a Corporal and a Lance Corporal in the British and New Zealand armies.

The website "Lost Bombers" gives the following on his being shot down: Halifax W1117 (TL-S), target Essen. Airborne at 2303 hours, 16 June 1942 from Linton-on-Ouse. Shot down by a night-fighter (Oblt Reinhold Knacke, 1./NJG1) and crashed 0230 hours onto land owned by Mr Van Hees at Bijsterveld (Noord Brabant), 1 km NE of Wintelre and roughly 8 km WNW from Eindhoven. Crew were Flight Sergeant A.E.Hammond RCAF (killed), Sergeant R.E.Gay (killed), Flight Sergeant M.W.Brown, RCAF (POW), Sergeant J.R.Jones (killed), Sergeant G.W.Brown (killed), Sergeant C.F.Goode (killed), Sergeant S.H.Woolley (killed).

DHH file 181.001 D.24 has his "Loss of Aircraft" questionnaire states he had flown seven sorties (this was his eighth); he was navigator. Narrative (not especially coherent) as follows:

Airborne 2230 hours on 16 June 1942. Were to bomb Essen, if 10/10 cloud by G. If broken at Bonn to bomb there. Cloud was 9/10 approximately and we approached to Essen and bombed. At 0230 hours approximately six minutes from Dutch coast attacked by Me.110. German info. Attacked from below. Second attack followed closely on first. Rear Gunner shouted over inter com but indistinct and not understandable. On second attack pilot ordered jump and then inter com broke down. Bomb Aimer was sick in rest position but when I passed chute to him he was OK. To best of my knowledge no one was hit. Pilot held aircraft steady. As WOP would not jump when I had cleared hatch and as rest of crew, i.e Engineer, Bomb Aimer and mid-upper were behind stepping down, I left rather than cause further delay. I do not know why others did not get out. Did not see or hear aircraft crash. Weather was cloudy. Hit between Vessom and Hertugenbusen.

Notes: Out of front hatch. Jettisoned cover and boat. Landed unconscious, broke left ankle and received concussion. Believed through lack of oxygen.

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BROWN, F/O Norman (J16839) - **Mention in Despatches** - No.194 Squadron (AFRO gives unit only as "Overseas" but DFC recommendation ties him to this unit) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Home in Toronto; enlisted there 26 October 1940. Trained at No.2 ITS (graduated 11 January 1941), No.6 EFTS (graduated 4 March 1941) and No.4 SFTS (graduated 3 July 1941). After the war attended University of Toronto (BA); rejoined RCAF in 1948 and had risen to Air Commodore by December 1966. Retired as Major-General. Award presented 25 October 1949. Died 19 June 2003 in Nanaimo. No citation in AFRO. RCAF Photo PL-18004, dated 16 April 1943 and linked to No.194 Squadron, had the following caption: "22-year old Pilot Officer Normie Brown of 42 Rathnelly Avenue, Toronto, is a pilot in an RAF transport squadron. Normie was an electrical student at Western Tech, Toronto, and after graduating went to Jarvis for International Business Machines Limited. While in Jarvis he took his matric. He joined the RCAF in 1940, and trained at Prince Alberta and Saskatoon. In July 1941 he went overseas to England and completed his OTU. In April 1942 he flew a Wellington bomber to Egypt and then on to India. He was then posted to a Coastal Command squadron in time for the Jap push into Burma. In December 1942 he was transferred to the transport squadron and is now flying supplies to the Burma front."

BROWN, F/O Norman (J16839) - **Distinguished Flying Cross** - No.194 Squadron - Award effective 16 April 1945 as per **London Gazette** dated 24 April 1945 and AFRO 918/45 dated 1 June 1945.

Flying Officer Brown has completed a large number of operational missions. These have been completed in all types of weather by day and night and he has flown throughout two monsoon periods. On one of his flights he completed a reconnaissance of the Andaman Islands during which intense anti-aircraft fire was encountered. Despite evasive action the aircraft was repeatedly hit and severe damage sustained. The navigator was killed and the gunner injured. A fire broke out which, however, was soon extinguished. Despite the damage Flying Officer Brown flew the aircraft safely to base, a distance of over 600 miles. He has been engaged on many other dangerous and difficult sorties.

NOTE: Public Records Office Air 2/9073 has recommendation dated 15 June 1944. It states he had flown 789 hours 15 minutes. The actual recommendation is rather tame (there may be a later one), reading as follows:

Flying Officer Brown has been with the squadron for 20 months and has at all times shown great keenness and a high sense of duty in carrying out missions by day and night in any weather. He has flown through two monsoon periods.

He came to be regarded as one of the most reliable captains on the squadron and was chosen to command a detachment of five aircraft engaged in supply

dropping to forward army columns and as a direct result of his example and initiative the detachment earned a high reputation for its efficiency and unfailing service.

To the above is added a "Statement of Flying":

In April 1942 this officer (then Sergeant) carried out reconnaissance of the Andaman islands from Akyab in a Hudson. Intense light A.A. near to the inner harbours of Port Blair had not been anticipated and despite the evasive action the aircraft was repeatedly hit. The fuselage caught fire but quick action by crew prevented the fire from exploding the inner tanks. The pyrotechnics exploded and the gunner injured by burns. Then the navigator was mortally wounded. Fire was eventually extinguished and Flying Officer Brown brought the aircraft back to base over 600 miles of territory without the aid of a navigator.

In 1943 general transport work on Hudsons to Fort Hertz valley, Chin Hills, Arakan, and Brigadier Wingate's 1942-43 force. 60 sorties (56 day and four night).

In 1944, supply dropping on Dakota. Supply dropping to the army on the Arakan and the 14th Army, supplying Chindits in Burma, flying General Wingate's forces into Burma and movement of the 5th Indian Infantry Division from Arakan to Manipur Road area. 104 sorties carried out (66 day and 38 night) including 20 landings behind enemy lines.

Total sorties carried out - 164 (125 day and 39 night).

Note: The file of Pilot Officer R.A. Baker (navigator), killed in action with No.62 Squadron (Hudson AM942) contains a report of his final flight when the pilot was (then) R80554 Flight Sergeant N. Brown under the title "Statement of Damage Caused to Hudson AM942 (Evening of 29/4/42.)"

We approached Port Blair at zero feet and ran into what we thought was the harbour. Whilst starting to climb to 1,500 feet our Observer realized we had missed our objective and ordered a 90 degree alteration in the course to port. We flew down the coast in a southerly direction in search of the harbour. On reaching Macpherson Strait we flew up the latter for a short distance and then headed back towards the east coast of the island at tree-top height. The observer was in the front of the aircraft, directing the pilot, when we came upon the harbour unexpectedly. Their defences, which consisted of machine guns and guns similar to pom-poms, immediately opened fire. We dived to zero, opened fire with our machine guns and, under maximum boost, headed for the cover of

the mountain. The fire from the ground was most accurate and the cannon shell, striking the door in the fuselage, set fire to the distress signal. Subsequent fire of the incendiary type started a fire throughout the fuselage. Pom-pom ahead of us scored two hits on the nose of the aircraft, as a result of which the Observer sustained serious wounds. Under cover of the mountain, we descended to zero feet and set a pre-arranged course for home. After extinguishing the fire, the Wireless Operators rendered every possible aid to our Observer, but, as the First Aid kit has been destroyed, there was very little they could do. Making use of what cloud cover there was, we eventually reached Cheduba Island and altered course for Akyab. Midway between Cheduba and Akyab we encountered extremely heavy storms which reduced visibility to nil. When our ETA Akyab was up, we altered course 50 degrees starboard and in a lull in the storm we sighted Boranga Islands, which we followed up to Akyab. Due to shortage of petrol, we came straight in to land and despite the rain executed a safe landing. Due to the rain our wind shield became obscured and we failed to observe a bomb crater near the edge of the runway. With brake full on the port wheel entered the crater and the aircraft came to rest with the port wing on the ground. I operated the engine fire extinguisher but although no fire resulted, the aircraft, in the opinion of the Officer in charge of Akyab, was written off.

RCAF Press Release No. 16 (India) dated 12 April 1943 from "Wright", transcribed by Huguette Oates, reads:

His aircraft in flames started by Japanese guns, his observer dying from a shrapnel wound and his port engine belching smoke, a young Royal Canadian Air Force pilot flew 400 miles through monsoon weather after a bombing raid over Japanese-occupied Burma and landed safely. It was the first operational trip for P/O Norman Brown, 22, of 40 Rathnelly Avenue, Toronto, Ontario. He has had a number since, but doesn't want another like that.

He was with a Hudson coastal command squadron at the time, and was detailed to a river raid in the Rangoon area. They did their job, all right, but ran into heavy enemy ack-ack. "One shell started a fire in the tail and a piece of another severely wounded my observer. My wireless operator, a Royal Air Force chap named Fred Cawthorne, from Maidstone, together with my rear gunner, Trevor Webster, also with the RAF, went back to fight the fire. We were 400 miles from our base, and the observer was too badly wounded to do any navigating, so I had to find my own way as we went along. It wouldn't have been so bad except that I had to keep the kite above the monsoon storm as much as I could, and my port engine was belching black smoke most of the way. I finally got into one of our bases, though, and as we landed, the whole kite fell apart. The wireless operator

and the rear gunner did a swell job putting out the fire, but Cawthorne was pretty badly burned – he was in hospital for 10 days afterwards.”

On landing at the advance base after his 400-mile return trip, Brown got into another Hudson and flew it back to his station to report on his day’s work. On another occasion, he was piloting one of three Hudsons in formation over Akyab when two Jap Zeros from a formation of six attacked his aircraft. It was riddled with machine gun bullets and cannon shells, but Brown finally escaped into a cloud, and headed for Chittagong.

“During the business, though, a cannon shell grazed my knee. My leg went numb, and I thought I’d had it for sure. The shell had destroyed my flap indicator before slashing my knee. I got up enough courage to look at my leg after a while and it looked to be all there but I still had no feeling in it. We finally landed and I got out pretty carefully, with my leg stiff, and had a swell surprise – it was all right except for the graze.”

Brown’s engines cut out half a mile from Chittagong, and he had to coast to a landing, which he did successfully despite severe damage to his aircraft caused by the enemy shells.

The young Torontonion, who was later posted to a transport squadron, where he is now, studied electricity at Western Tech. in Toronto before he joined up in October, 1940. He trained at Toronto, Prince Albert and Saskatoon, and went to Britain in July of 1941. After receiving ferry command training, he flew an aircraft to Calcutta, and was posted to the coastal command squadron. A slight, ginger-headed youngster, he has a fine sense of humor and is recognized as a crack pilot. He is interested in a job with one of the Canadian airlines after the war.

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BROWN, F/L Norman Fenton (J24433) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 3 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 25 April 1916. Home in Moskow, Saskatchewan; enlisted Winnipeg, 9 May 1940. To No.1 ITS, 27 May 1940; graduated and promoted LAC, 22 June 1940 although he had been posted the previous day to No.1 EFTS; graduated 16 August 1940 when posted to No.1 SFTS; graduated and promoted Sergeant, 28 November 1940. To Trenton that date. To No.9 SFTS to instruct, 19 January 1941. Promoted Flight Sergeant, 1 December 1941. To No.6SFTS, 31 May 1942. Promoted WO2, 1 June 1942. To No.9 SFTS again, 15 September 1942. To “Y” Depot, 24 January 1943. Commissioned 1 March 1943. To RAF overseas, 8 March 1943. Promoted Flying Officer, 1 September 1943. Promoted Flight Lieutenant, 22 May 1944.

Repatriated 13 January 1945. To No.2 Air Command, 28 January 1945. To No.6 Release Centre, 13 May 1945; retired 21 May 1945. Award presented 1 December 1948 although reports indicate he had died in Aurora, Ontario, 16 May 1948.

Flight Lieutenant Brown has recently completed a tour of operations during which he has attacked many heavily defended targets in Germany, including Berlin on five occasions. His efficiency and courage have been outstanding and he has on numerous occasions made more than one run over the target to press home his attack to the full. On one occasion he was detailed for a minelaying mission. When some distance from the target area on the return journey, it was discovered that not all the mines had been released. Displaying great determination and devotion to duty, Flight Lieutenant Brown returned to the target and completed his task successfully.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has recommendation by W/C W.A.G. McLeish dated 25 July 1944 when he had flown 38 sorties (243 hours three minutes), 22 October 1943 to 6 June 1944:

Flight Lieutenant Brown has completed one tour of operations during which he attacked many of the enemy's major targets including five trips to the German capital. His determination and devotion to duty have been outstanding and he has several times made more than one run over the target to press home his attack to the full, with the result that very satisfactory results were usually achieved. On one occasion during a minelaying operation, when well away from the dropping area on the way back to base, the bomb aimer's check revealed that not all the mines had been released, He immediately went back, making another run and ensuring that all the mines were dropped in the right area.

For the completion of a very satisfactory tour of operations I recommend the immediate award of the DFC.

The sortie list was as follows:

22 October 1943 - Kassel (6.30, second pilot)
3 November 1943 - Dusseldorf (6.24)
19 November 1943 - Leverkusen (3.52, duty not carried out)
22 November 1943 - Berlin (8.12)
25 November 1943 - Frankfurt (8.29)
3 December 1943 - Leipzig (8.50)
29 December 1943 - Berlin (9.00)
6 January 1944 - Gardening (8.10)
20 January 1944 - Berlin (8.31)

28 January 1944 - Berlin (9.05)
2 February 1944 - Gardening (6.20)
5 February 1944 - Gardening (7.00)
15 February 1944 - Berlin (8.53)
19 February 1944 - Leipzig (7.05)
24 February 1944 - Gardening (7.08)
4 March 1944 - Gardening (6.07)
6 March 1944 - Trappes (6.11)
7 March 1944 - Le Mans (5.37)
13 March 1944 - Le Mans (6.20)
16 March 1944 - Amien (5.37)
18 March 1944 - Gardening (5.34)
29 March 1944 - Paris (6.05)
30 March 1944 - Gardening (5.18)
9 April 1944 - Lille (4.45)
12 April 1944 - Gardening (5.00)
18 April 1944 - Gardening (6.45)
20 April 1944 - Gardening (5.05)
22 April 1944 - Laon (5.35)
23 April 1944 - Gardening (6.30)
26 April 1944 - Villeneuve (6.20)
27 April 1944 - Gardening (4.05)
9 May 1944 - Gardening (5.50)
11 May 1944 - Boulogne (4.05)
21 May 1944 - Gardening (4.40)
24 May 1944 - Trouville (4.45)
27 May 1944 - Gardening (4.40)
3 June 1944 - Gardening (3.25)
5 June 1944 - Merville (5.25)
6 June 1944 - Coutances (5.50)

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BROWN, F/L Norval Howard (J13826) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 24 December 1914. Home in Vancouver; enlisted there 26 August 1941 and posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 24 October 1941. To No.5 BGS (guard), 20 December 1941. To No.2 ITS, 15 February 1942; graduated and promoted LAC, 11 April 1942 but not posted until 25 April 1942 when sent to No.2 Manning Depot again; to No.2 AOS, 27 April 1942; graduated and promoted Sergeant, 28 August 1942; to No.1 CNS. 19 September 1942; graduated 8 October 1942, at which time he was commissioned (backdated to 28 August 1942). Posted on 8 October 1942 to No.2 AOS.

Promoted Flying Officer, 28 February 1943. To No.31 GRS, 23 November 1943. To "Y" Depot, 29 January 1944. Taken on strength of No.3 PRC, 14 February 1944. Promoted Flight Lieutenant, 28 August 1944. Repatriated by air, 13 June 1945. To Debort for Tiger Force training, 4 August 1945. Released 15 September 1945. Postwar teacher, starting in a one-room school in the Caribou and ending as principal of Britannia Community School, Vancouver. Died in Kelowna, British Columbia, 11 June 2014. Award presented 29 January 1947. 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.2610 (RG.24 Vol.20627) has recommendation by W/C C.A. Tambling dated 15 April 1945 when he had flown 36 sorties (220 hours 15 minutes), 25 August 1944 to 21 March 1945.

This officer, navigator of the crew captained by Flight Lieutenant Smyth, has completed thirty-six operational trips involving attacks on a wide variety of well defended targets in France and Germany.

He has always displayed a high degree of navigational ability and the successful completion of his many sorties is due in no small measure to the resourcefulness and courage he has shown at all times.

Flight Lieutenant Brown has also been a tremendous asset to his section when on the ground, not only by his workmanship, but by his co-operative spirit in instructing and leading fellow navigators.

I consider his fine record of achievement plus his quiet but dogged determination fully merits the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

25 August 1944 - Ferfay (4.15)
27 August 1944 - Mimoyecques (3.40)
28 August 1944 - Ferme du Grande Bois (3.55)
12 September 1944 - Dortmund (5.40)
17 September 1944 - Boulogne (3.45)
20 September 1944 - Calais (2.55)
4 October 1944 - Bergen (6.45)
6 October 1944 - Dortmund (6.00)
23 October 1944 - Essen (5.45)
25 October 1944 - Hamburg (5.05)
28 October 1944 - Cologne (5.45)
30 October 1944 - Cologne (6.10)
1 November 1944 - Oberhausen (5.50)

2 November 1944 - Dusseldorf (6.15)
4 November 1944 - Bochum (5.30)
11 November 1944 - Gelsenkirchen (4.50)
2 December 1944 - Hagen (5.45)
29 December 1944 - Oberlar (6.20)
30 December 1944 - Cologne (6.25)
2 January 1945 - Ludwigshaven (7.10)
1 February 1945 - Ludwigshaven (7.50)
2 February 1945 - Wiesbaden (6.35)
4 February 1945 - Bonn (6.30)
13 February 1945 - Dresden (10.05)
15 February 1945 - Oslo (7.20)
20 February 1945 - Dortmund (7.20)
24 February 1945 - Portogrunn (7.30)
2 March 1945 - Cologne (6.05)
5 March 1945 - Chemnitz (10.20)
8 March 1945 - Gardening (5.30)
11 March 1945 - Neuss (6.20)
12 March 1945 - Dortmund (6.30)
14 March 1945 - Zweibrucken (7.35)
16 March 1945 - Heligoland Bight (4.50)
20 March 1945 - Hemminstadt (6.05)
21 March 1945 - Hildeshein (6.15)

The following is taken from "The Memory Project" website:

I joined the Air Force in August of 1941 and was shipped almost immediately to Brandon [Manitoba]. I often wondered why, when I was supposed to be training for flying, I had to learn so much about marching. And from ITS [Initial Training School] at Regina, I went for navigation training properly up to Edmonton and took my training there, number two AOS [Air Observers School] in Edmonton.

Well, you had to learn how to, when given a course for the airplane to fly, you had to work out, first of all, find out the wind with observations of some kind or other and then use the wind you found to find the proper course to steer. That was your whole thing. You and the wind were consciously, not opponents, but you had to find the wind and sometimes that was pretty hard to do.

So when I finished the navigation training in Edmonton, I don't know, whether I had been a schoolteacher or not, whether that had anything to do with it, but I was kept on as an instructor. There were five others of us at the same time came in from various places in Canada and we were the, the idea was, we were to

instruct for what might be around, somewhere around a year. And then after that, we were to do our stint overseas.

They put you, so many pilots, so many navigators, so many gunners and put you all in a big room, hangar like, you know. Said, "Alright, crew up." How do you crew up here? I don't know anybody. So I sat on a bench and smoked my pipe. Along came a fellow that was a pilot. He says, "Are you crewing up yet?" I said, "No." "Well...", he said. And he sat down and so we had a pilot and navigators to start. And this happened over in the gun drop. So pretty soon, I just sat on that bench and crewed up. Everybody came along! (laughing)

And we later found as time went on that the crew was a very good one. Although we had very little to do with choice then. And the pilot learned to fly heavier aircraft, the two engine aircraft. It was called a [Vickers] Wellington. So we did cross countries work and practice work and bombing work and this sort of thing and getting used to heavier aircraft. From there, we were posted to a Heavy Conversion Unit it was called - at Wombledon, Yorkshire. And there, we changed over to four engine plane and the pilot of course had to have practice. We called them circuits and bumps, he had to get used to this, flying this much larger plane. And we did more cross countries and more bombing practice and so on.

Then finally, we got to the Squadron 433. And after a few orientation trips, we started operating for real. The first few trips we had were quite short ones. The Germans had just started buzz bomb attacks [V-1 Rocket attacks] on London and they sent us down a few times to see if we could disrupt the, the takeoff areas for the buzz bombs. I'm not at all sure how much good we did but we tried, from 17 or 18,000 feet. Those things were invisible, hard, like hitting a matchstick from 100 yards out. Then we got onto German targets and carry it on from there.

We did 36 trips over German territory and we were very lucky. We were, the plane was holed several times quite heavily, but never in a spot that brought us down. And none of the crew were injured either at the same time. So finally came the day when we were screened. That was the end of the flying for us. And that was our, the end of our 36th trip. And the CO [Commanding Officer] to, to mark it met us when we parked the plane, he came out in a jeep with a big crate of quarts of beer and as we came down the stairs out of the plane, he handed each of us a quart bottle of beer, which we appreciated very much.

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BROWN, Sergeant Ormond Mark (R82918, later J93470) - **Distinguished Flying Medal** - No.433 Squadron - Award effective 13 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born 13 May 1905. Home in Ottawa (government employee); enlisted there 14 February 1941 as General Clerk and posted to No.1 Manning Depot. To Trenton, 8 March 1941. Promoted AC1, 14 March 1941. To Ottawa Recruiting Centre, 19 April 1941. Promoted LAC, 1 October 1941. Promoted Corporal, 1 December 1941. Promoted Sergeant, 1 July 1942. To AFHQ, 5 July 1943. To No.2 SFTS, 25 August 1943. Remustered to aircrew for Air Gunner training, and posted to No.9 BGS, 17 September 1943; graduated 10 December 1943. To "Y" Depot, 15 January 1944. To No.4 Aircrew Graduate Training School, 18 January 1944. To "Y" Depot again, 11 February 1944. Taken on strength of No.3 PRC, 5 March 1944. Commissioned 18 October 1944. Repatriated 7 February 1945. To No.1 Air Command, 18 February 1945. To No.16 SFTS, 8 April 1945. Promoted Flying Officer, 18 April 1945. Retired 1 May 1945. Cited with F/O Raymond H. Simpson (RCAF pilot, awarded DFC) and Sergeant Russell E. Budd (RCAF, awarded DFM). RCAF photo PL-41001 (ex UK-16572 dated 16 November 1944) shows him removing covers from his guns at an airfield in England. RCAF photo PL-40085 (ex UK-16581 dated 16 November 1944) is captioned as follows: "Both these gunners from the Porcupine squadron were awarded the Distinguished Flying Medal for the part they played in helping to get their Halifax bomber to England after the elevator and rudder control rods were shot away by flak during an attack on enemy territory. FS O.M. Brown, the rear gunner, Ottawa, on the left is talking over the effect of these 500-lb bombs with the mid-upper gunner, FS R.E. Budd, Hamilton. Once safely back over England the entire crew was forced to bale out due to the damage inflicted on the Halifax." Incident occurred 4 August 1944, HX275 (433/S); recommendations submitted to Station Skipton-on Swale, 18 August 1944; see DHist file 181.009 D.2988 (RG.24 Vol.20633) which also has a very long report by Simpson on the incident. Brown had flown ten sorties (50 hours 50 minutes) when recommended. Award presented 2 December 1946.

In August 1944, Flying Officer Simpson was captain of an aircraft detailed for a daylight attack on Bois de Casson. When leaving the target his aircraft was heavily hit by anti-aircraft fire. The bomber went into a steep dive and Flying Officer Simpson found the controls useless, but after ordering the crew to prepare to abandon aircraft, he regained control by the skilful use of his throttles and ailerons. It was then discovered that the control rods to the elevator and rudders had been severed in three places. Under Flying Officer Simpson's directions Sergeants Brown and Budd effected skilful temporary repairs and by pulling and pushing as the broken end of the controls enabled Flying Officer Simpson to fly the bomber back to this country where the crew abandoned the aircraft by parachute. These members of aircraft crew displayed great fortitude, skill and determination.

DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Volume 20627) has original recommendation drafted by S/L H.T. Patterson, 19 August 1944, when he had flown ten sorties (50 hours 50 minutes):

On August 4th, 1944, this NCO was rear gunner in aircraft "S" HX-275 captained by Flying Officer Simpson which attacked Bois de Casson. When leaving the target the aircraft was heavily hit by flak, rendering the elevator and rudder controls useless. The aircraft went into a dive but was finally pulled out by the captain and Sergeant Brown uncovered the controls to find them severed in three places. With great resourcefulness he discovered that by pushing and pulling on the controls, he and the Mid-Upper Gunner could make them effective, and maintain their position in the Bomber Stream. He then decided to try and effect repairs with spare aerial wire and, after much difficulty managed to join the ends of the control columns. This wire kept breaking almost as fast as they could rewind it, but he doggedly kept up his effort until the aircraft had passed over the English Coast, although nearly exhausted by the continual strain of keeping the controls functioning; at that time he told the captain that all the wire was used up and the last repair job was beginning to give way so it was decided to abandon the aircraft.

I consider that the successful completion of this operational flight was due to the sustained courage and unusual initiative of this NCO and in every way fully merits the immediate award of the Conspicuous Gallantry Medal (Flying).

NOTE: DHist biographical file has news stories that describe the incident. Aircraft was bombing V-1 site in Pas de Calais area when hit hard (nose holed, bomb aimer wounded) by predicted flak. Brown left his turret and found severed control columns; he was able to work them by hand and was helped by Sergeant Budd. Brown then used spare wireless aerial to lash controls together but the wire kept breaking. The gunners became exhausted but lasted long enough to get the bomber to Britain.

RCAF Press Release No.6129 dated 9 August 1944 from F/L H.W. Eggleston, transcribed by Huguette Oates, reads:

WITH RCAF BOMBER GROUP OVERSEAS: Operating the flak-smashed control columns by hands, two gunners were instrumental in getting their Porcupine Squadron Halifax back to Britain where the entire crew bailed out safely.

The rear gunner was Sergeant O.M. Brown, of Ottawa, Ontario (68 Cartier Street), while the mid-upper was Sergeant R.E. Budd, of Hamilton, Ontario (122 ½ Kenmore Blvd), and the pilot was Flying Officer R.H. Simpson, of North

Battleford, Saskatchewan. The remainder of the crew were also Canadians with the exception of the flight engineer, a member of the RAF.

The Halifax of RCAF Bomber Group had just unloaded its cargo on a flying bomb site in the Pas de Calais area in France when it was caught in flak – doubly dangerous because it was predicted fire. First the pilot discovered the nose had been holed by ack-ack shells. Then the navigator reported the bomb aimer was wounded in the face and both hands. The aircraft went into a dive. The skipper ordered the crew to bail out but told them to stand by when he found he could keep the plane's nose up by increasing speed. He then discovered the controls were useless and ordered a check for possible breaks.

Sergeant Brown left his rear turret and found the aircraft had been holed badly in the middle of the fuselage with both control columns severed. The Ottawa gunner discovered he could work the controls by pushing and pulling them by hand. With the help of Sergeant Budd, the mid-upper gunner, he kept the controls working. Then Sergeant Brown used a spare wireless aerial to lash the ends of the controls together but the wire kept breaking. By the time the wire was used up, the gunners, being exhausted by their work, the aircraft was over Britain. F/O Simpson ordered the crew to bail out. All landed safely, the wounded bomb-aimer being taken to hospital while the wireless operator hurt his foot slightly on landing. The bomber itself crashed in a field, finishing up against a house but without injuring anyone.

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BROWN, P/O Percival Robert (J89231) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Calgary, 10 December 1924. His father was a soldier and so the family moved often. Farmer and bank clerk. Educated at and home in Sutton Junction, Quebec; enlisted in Montreal, 13 October 1942 and posted to No.5 Manning Depot. To No.9 Repair Depot, 8 January 1943. To No.9 Pre-Aircrew Education Unit, McGill University, 8 April 1943. To No.1 Air Gunner Ground Training School, 30 April 1943. Promoted LAC, 12 June 1943 when posted to No.9 BGS; graduated and promoted Sergeant, 23 July 1943. To "Y" Depot, 6 August 1943; embarked from Halifax, 26 August 1943. Disembarked in Britain, 1 September 1943. To No.23 OTU, Perhshore, 21 September 1943. To No.61 Base, 2 February 1944. Attached to Battle School, 4-17 February 1944. Attached to No.1664 Conversion Unit, 17 February to 16 March 1944. To No.419 Squadron, 16 March 1944. Promoted Flight Sergeant, 23 April 1944. Commissioned with effect from 21 August 1944 as per Appointments, Promotions and Retirements Order 263 dated 6 November 1944. Attached to No.76 Base, 10 November 1944. Repatriated 8 February 1945. To No.1 Air Command, 13 February 1945.

Promoted Flying Officer, 21 February 1945. To No.16 SFTS, 11 April 1945. Retired 15 May 1945. Served 31 December 1953 to 1 October 1956 as Lieutenant, Royal Canadian Artillery, attending camps in 1954, 1955 and 1956 with 27 Field Regiment. Died in Sutton, Quebec, 15 May 1994. Award sent by registered mail 10 June 1948. 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 31 October 1944 when he had flown 32 sorties (172 hours 35 minutes), 22 March to 17 September 1944.

This officer has taken part in 32 sorties over enemy territory, many of which have been to the enemy's most heavily defended areas.

On the 9th May, 1944, when detailed to attack St.Valerie, his aircraft was attacked three times by unidentified fighters but, on each occasion, the timely combat manoeuvres given by Pilot Officer Brown enabled his pilot to successfully evade the fighters and the mission was successfully completed. Again, when attacking Hamburg on 28th July, 1944, this officer's aircraft was attacked by a FW.190 over the target area and again, due primarily to Pilot Officer Brown's coolness and skill in directing his pilot, the enemy aircraft was successfully evaded without damage to his own aircraft.

This officer has, in a large measure, been responsible for the safety of his crew and aircraft on three occasions and I consider his efficiency, coolness and high courage fully merit the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows (first three trips on Halifaxes and remainder on Lancasters):

22 March 1944 - Gardening, Kiel Bay (7.40)
26 March 1944 - Courtrai (5.35)
29 March 1944 - Vaires (6.30)
19 April 1944 - sea search (4.50)
9 May 1944 - St. Valery (4.00)
11 May 1944 - Boulogne (3.50)
12 May 1944 - Louvain (4.40)
31 May 1944 - Mount Couple (3.50)
4 June 1944 - Calais (3.40)
5 June 1944 - Merville (4.50)
6 June 1944 - Coutances (5.45)
16 June 1944 - Sterkrade (4.45)
21 June 1944 - St.Martin l'Hortier (4.25, day)
23 June 1944 - Bientiques (4.00)
24 June 1944 - Bamieres (4.10)

28 June 1944 - Foret d'Eamy (4.35)
15 July 1944 - Bois Desjardine (4.10)
18 July 1944 - Wesseling (5.55)
23 July 1944 - Kiel (5.35)
24 July 1944 - Stuttgart (9.00)
28 July 1944 - Hamburg (5.40)
4 August 1944 - Bois de Casson (5.05, day)
5 August 1944 - St. Leu d'Esserent (5.25, day)
7 August 1944 - Caen (4.15)
8 August 1944 - Chantilly (5.15)
18 August 1944 - Bremen (5.35)
25 August 1944 - Russelheim (10.05)
6 September 1944 - Emden (3.55, day)
10 September 1944 - Le Havre (4.55, day)
12 September 1944 - Dortmund (5.40, day)
14 September 1944 - Wilhelmshaven (4.20, day, recalled)
15 September 1944 - Kiel (5.45)
17 September 1944 - Boulogne (3.45, day)

Notes: On Repatriation Form dated 17 January 1945 he stated he had flown 32 sorties (165 hours 35 minutes) on operations. Non-operational time had included 99 hours 15 minutes on Wellingtons at No.23 OTU and 55 hours at No.1664 Conversion Unit.

Training: Interviewed 1 September 1942 by F/O D. Rattray who wrote: "17 years 8 months - two years high school - keen to be pilot - bright - keen young lad - miniature but should develop well - Drives car - played hockey - rides horse - should be good material."

Pre-Aircrew training at McGill comprised courses in English (64 percent), Mathematics (72 percent), Signals (90 percent), and Aircraft Recognition (68 percent); certificate dated 28 April 1943.

Training at No.1 AGGTS and No.9 BGS (3 May 1943 to 23 July 1943). At Phase One (No.1 AGGTS) he was tested in Armament, oral (55/100), Armament, written (171/300), Anti-Gas (63/100), Aircraft Recognition (76/100), Mathematics (42/100), Navigation (77/100), Law, Administration and Hygiene (93/100) and Signals (75/100).

Training at No.9 BGS involved Battle aircraft (26 hours 45 minutes). In the air he fired Vickers Gas Operated gun from Bristol turret; on ground used Vickers Gas Operated and Browning machine gun; operated Bristol, Frazer-Nash and Boulton-Paul turrets. Exposed three films. Spent 11 hours 50 minutes on Turret Manipulation. Fired 220 skeet rounds, 990 rounds by day and 100 rounds by night on 25-yard range, 1,100 rounds by day on 400 yard range, 600 rounds air-to-ground; 3,600 roundd air-to-air (2.6 percent hits). Ground courses in Aircraft Recognition

(53/100), Drill (67/100), Signals (100/100), Armament, written (105/150), Armament practical and oral (67/100). Placed 68th in a class of 123. "Alert and ambitious. Cooperative. Willing to help others." (W/C G.O. Godson, Chief Instructor, 23 July 1943; endorsed same date by G/C H.P. Crabb, Commanding Officer).

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BROWN, F/L Raymond Alexander (J21136) - **Distinguished Flying Cross** - No.438 Squadron. Award effective 3 September 1945 as per **London Gazette** dated 14 September 1945 and AFRO 1672/45 dated 2 November 1945. Born in Toronto, 10 June 1923. Home in Toronto. Worked as a shipyard rivet passer, 1940, and store clerk, 1940-1941. Enlisted in Toronto, 4 November 1941. To No.1 Manning Depot, 7 December 1941. To No.1 SFTS (guard), 21 December 1941; to No.5 ITS, 14 March 1942; graduated and promoted LAC, 9 May 1942 but not posted to No.13 EFTS until 6 June 1942; graduated 31 July 1942 and posted next day to No.2 SFTS; graduated and commissioned 20 November 1942. To "Y" Depot, 4 December 1942; to RAF overseas, 13 December 1942. Disembarked in United Kingdom, 29 December 1942. To No.5 (Pilots) AFU, 20 April 1943. Promoted Flying Officer, 20 May 1943. To No.59 OTU, 8 June 1943. To No.182 Squadron, 21 August 1943. To No.143 Wing, 14 February 1944. To No.439 Squadron, 29 February 1944. Promoted Flight Lieutenant, 20 November 1944. To No.83 GSU, 2 March 1945. To No.438 Squadron, 7 March 1945. Left Germany, 19 July 1945. Repatriated 7 August 1945. To Mountain View, 17 September 1945. Retired 16 October 1945. In postwar RCAF Supplementary Reserve but no active service; released from that reserve, 1 June 1957, retaining rank of Flight Lieutenant. RCAF photo PL-28788 (ex UK-9847 dated 27 April 1944) shows him. Died in Stratford, Ontario, 19 January 1982 as per **Legion Magazine** of August 1982. Award sent by registered mail 28 June 1949.

This officer has completed a second tour of operational duty. On one occasion he was forced to leave his aircraft by parachute over the Channel. This did not deter him from continuing to fly with keenness and he returned to operations immediately. In August, 1945 [sic], his aircraft was badly damaged during a particularly hazardous armed reconnaissance flight. He landed successfully, despite a serious shrapnel wound in his leg. Flight Lieutenant Brown has inflicted much damage on the enemy's lines of communication. His courage and devotion to duty have always been of the highest standard.

Notes: Graduated 19th in a class of 113 at No.5 ITS.

Graduated 8th in a class of 30 at No.13 EFTS (Fleet Finch, 33.25 day dual, 32.40 day solo, 4.00 night dual - of this, 7.55 on instruments.) Logged 10.30 in Link. "Very keen, athletic, intelligent and well disciplined." Had taken 13.40 dual to first solo.

Graduated tenth in a class of 59 at No.2 SFTS (Harvard, 69.30 day dual, 108.10 day solo, 5.55 night dual, 12.20 night solo - of this, 13.50 in formation and 30.25 on instruments). Logged 25.15 in Link. Had needed 5.05 dual before going solo. "A high average pupil in all respects. Appearance and bearing good. Likeable and courteous. Quiet, reserved nature. Level headed, dependable. A very good type. Recommended for commissioned rank."

Report from No.59 OTU was for course of 8 June to 20 August 1943. Flew Master and Hurricane aircraft (1.55 dual, 49.30 solo by day, 1.45 solo by night; nine hours in formation, one hour on instruments); also logged nine hours in Link. Fired 2,750 rounds air-to-air and 128 rounds air-to-ground. "An above average pilot who has shown great keenness throughout the course. His formation flying is very good. Dusk and night flying practices were both satisfactorily carried out. This officer will undoubtedly be an asset to any squadron." (CFI signature illegible, dated 1 September 1943).

Application for 1939-1945 Star stated his first mission with No.182 Squadron had been 23 August 1943. Application for Operational Wing dated 17 April 1945 stated he had flown 15 sorties with No.182 Squadron (23 September 1943 to 22 February 1944) and 50 sorties with No.439 Squadron (22 February to 18 August 1944).

Assessment dated 29 February 1944 stated he had flown 79 hours with No.182 Squadron. "Flying Officer Brown has shown himself to be a most capable and reliable pilot and his general bearing has been most excellent," (F/L R.T. Wise); "A keen pilot. Has always shown willingness and enthusiasm in performing his duties." (W/C B.G. Carroll).

Baled out in English Channel, 23 June 1944.

On 18 August 1944, flying Typhoon MN375, hit by flak which damaged engine and mainplane; salvageable. He suffered a penetrating shell wound to the right knee and brought to No.50 Mobile Field Hospital. This was his 65th or 67th sortie. "Foreign body" removed on 25 September 1944; discharged to Convalescent Home, 25 October 1944.

Assessment dated 29 June 1945, at which time he had flown 671 hours 30 minutes (94.35 in previous six months). "Both in the air and on the ground he has been cool and level headed and has been a very capable flight commander." (F/L P. Bissky, concurred in by G/C A.D. Nesbitt).

Undated application for Pacific service stated he had flown a total of 100 sorties.

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BROWN, F/O Ross Norman Morrison (J90481) - **Distinguished Flying Cross** - No.245 Squadron - Award effective 3 September 1945 as per **London Gazette** dated 14 September 1945 and AFRO 1672/45 dated 2 November 1945. Born 25 July 1921 in Toronto; prewar home there; former

upholsterer. Enlisted in RCAF, Toronto, 13 February 1942. To No.1 Manning Dept, 22 March 1942. To Mountain View, 23 May 1942; to No.6 ITS, 4 July 1942; graduated and promoted LAC, 11 September 1942 but not posted to No.12 EFTS until 26 September 1942; may have graduated 20 November 1942 but not posted to No.6 SFTS until 5 December 1942; graduated and promoted Sergeant, 2 April 1943. To "Y" Depot, 16 April 1943; to RAF overseas, 26 May 1943. Promoted Flight Sergeant, 2 October 1943. Commissioned 10 September 1944. Promoted Flying Officer, 10 March 1945. Repatriated 26 September 1945. Retired 5 November 1945. Award presented 18 October 1947.

This officer has participated in attacks on targets in France, Belgium, Holland, and at the Rhine crossing. On one occasion in March, 1945, he attacked and destroyed a tank at Emmerich, thus permitting the advance of our ground forces. On the same day he led a most successful attack on a mortar strongpoint. Flying Officer Brown has always shown skill and daring on all his missions.

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BROWN, F/O Roy Allen (J26705) - **American Distinguished Flying Cross** - No.100 Squadron - Award effective 15 May 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 8 January 1911. Home in Edmonton; enlisted there 25 March 1942. To No.3 Manning Depot, 29 April 1942. To No.4 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 and posted next day to No.2 AOS; ceased training and posted to No.1 Ccomposite Training School, 9 December 1942; to No.5 BGS, 8 January 1943; graduated 17 April 1943 when posted to No.2 AOS again; graduated and promoted Sergeant, 28 May 1943. To "Y" Depot, 11 June 1943; to United Kingdom, 29 June 1943. Commissioned 28 May 1944. Promoted Flying Officer, 28 November 1944. Repatriated 28 February 1945. To Northwest Air Command, 19 April 1945. To No.10 Construction and Maintenance Unit, 27 August 1945. Retired 18 October 1946. DHist file 181.009 D.3053 (RG.24 Vol.20634) has text of citation taken from USAF General Order 92 dated 14 November 1944.

For extraordinary achievement while serving as bombardier in many precision attacks on well defended targets in close support of the Allied armies. Flying Officer Brown's accurate bombing has contributed in a large measure to the destruction of many vital enemy objectives. His courage and skill reflect the highest credit upon himself and the Armed Forces of his country.

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BROWN, LAC Stanley Barrett (R104709) - **Mention in Despatches** - No.405 Squadron (AFRO says only "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born in Toronto, 15 May 1919. Educated in Verdun, Quebec; home there. Active in Militia (Black Watch Regiment), 1937-1941. Employed by Canadian

Wright Limited, 17 September 1936 onwards as aero engine mechanic and tester. Described in letter of reference, 4 June 1941, as follows: "His duties have consisted of all reconditioning operations, assembly and testing in connection with the overhaul of Wright and Bristol engines as used by the RCAF. We have always found him to be an industrious worker and a good te - keeper." Enlisted Montreal, 9 June 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot. To Technical Training School, 27 June 1941. Promoted AC1, 1 November 1941. To No.13 SFTS, St. Hubert, 6 November 1941. To "Y" Depot, 2 February 1942. To RAF, 3 February 1942. To No.405 Squadron, 4 March 1942. Attended Rolls Royce course, March 1942. Promoted LAC, 1 April 1942. To Gransden Lodge, 10 March 1945. Repatriated 11 June 1945. To No.8 OTU, Greenwood, 19 June 1945. To Test and Development Establishment, Rockcliffe, 8 August 1945. Promoted Acting Corporal, 1 December 1945. Retired 4 January 1946. Died in Montreal, 21 August 1998 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 1999.

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BROWN, F/L Wallace Hilton (J6844) - **Distinguished Flying Cross** - No.407 Squadron (deceased) - Award effective 5 June 1944 as per **London Gazette** dated 20 July 1945 and AFRO 1453/45 dated 14 September 1945. Born 13 February 1908. Home in Amhurst, Nova Scotia; enlisted Moncton, 22 March 1940 for General Duties and posted to Trenton. Promoted AC1, 22 June 1940. Promoted LAC, 22 September 1940. To No.1 ITS, 28 November 1940 and reverting to AC2. To No.1 WS, 3 February 1941. Promoted LAC, 1 April 1941; to No.6 BGS, 21 July 1941; graduated and commissioned, 18 August 1941. To "Y" Depot, 19 August 1941; to RAF overseas, 22 September 1941. Promoted Flying Officer, 18 August 1942. Promoted Flight Lieutenant, 18 August 1943. Killed in action 6/7 June 1944 (Wellington HQ149). No known grave; commemorated on Runnymede Memorial. Award presented to next-of-kin, 2 December 1946.

Flight Lieutenant Brown, now on his second tour of operational duty, has taken part in a large number of anti-shipping and anti-submarine patrols. During his second tour two submarines were attacked. An excellent gunnery leader, this officer has been of great value in training less experienced crews and has set them a fine example by his keenness for operational flying and his gunnery skill.

NOTE: Public Records Office Air 2/9016 has recommendation dated 3 May 1944 when he had flown on 35 shipping strikes and 29 anti-submarine patrols. Flying time given as 616 hours 35 minutes of which 374 hours were operational. Described as Gunnery Leader in unit:

This officer completed his first tour on shipping strikes with this squadron during which time he took part in 35 sorties for a total of 110 hours. Following his rest period of eleven months in which he acted as an instructor in Training Command, he returned to his former squadron for his second tour on anti-

submarine patrols. Since joining his squadron he has homed on four submarines resulting in two sightings and two attacks (N/407, Bay of Biscay, December 2nd, 1943, UBat Report Number Chivenor/UBat/10, and A/407, Western Approaches, March 11th, 1944, UBat Report Number Limavady/44/7). One of these homings was outstanding, being from 14 miles in a very rough sea. Through his keenness for operational flying and skill in gunnery, wireless and SE [Special Equipment ?] homing, he has been an inspiration and of great value in the training of younger crews.

This was approved by the Station Commander, Chivenor, 5 May 1944, by the Air Officer Commanding, No.19 Group on 26 May 1944, and by the Air Officer Commanding, Coastal Command, 7 June 1944.

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BROWN, A/C Walter Whitson (C74) - **Chevalier of the Legion of Honour (France)** - Training Command Headquarters- Awarded as per **Canada Gazette** dated 18 June 1949 and AFRO 260/49. Born in Hamilton, Ontario, 8 September 1903. Enrolled in Royal Military College; to be Pilot Officer, 17 June 1925. Authorized to wear pilots wings, 23 April 1926. Promoted Flying Officer, 17 June 1926. Transferred from No.1 Flying Training School to No.2 Squadron, 21 July 1926. From No.2 Squadron to No.1 Wing, 19 April 1927. Transferred from Winnipeg to Camp Borden, 3 January 1928. On command from Camp Borden to Headquarters and to Lake Megantic, 13 June 1929 to 9 October 1929 when returned to Camp Borden. On command to Central Flying School, Wittering, 23 January 1930 to 12 May 1930. Promoted Flight Lieutenant, 1 April 1930. From Camp Borden to Vancouver, 31 August 1933. To No.11 (NP) Squadron, 31 January 1934. To "A" Detachment, Lac du Bonnet, 15 June 1936. To "A" Flight, No.8 Squadron, Lac du Bonnet, 22 December 1936. To Military District No.10, Winnipeg, 24 March 1937 as Air Staff Officer. Posted to Ottawa, 10 December 1937. Promoted Squadron Leader, 1 April 1938. Promoted Wing Commander, 1 May 1940; to command No.8 SFTS, Moncton on its formation, December 1940. Promoted Group Captain, 1 April 1942. To No.1 Training Command, 24 October 1942; to No.17 SFTS, 8 March 1943; to No.10 Repair Depot, 26 January 1945. To "Y" Depot, 9 April 1945; to RCAF overseas, 13 April 1945. Promoted Air Commodore, 1 May 1945. Served as Senior Air Staff Officer, No.84 Air Disarmament Group. On return to Canada, 5 June 1946, he became Chief Staff Officer at Training Command Headquarters, Trenton. Retired September 1955. RCAF photo PL-44141 (ex UK-21761 dated 30 May 1945) is captioned as follows: "G/C Keith Hodson, OBE, DFC and Bar, centre, was host at a dance for returned prisoners of war at Bournemouth recently. He is seen with, from the left, S/L H.C. Trainer, DSO, DFC and Bar, Charlottetown, Air Commodore W.W. Brown, Hamilton, Hodson, S/L George Hill, DFC and two Bars, Pictou, Nova Scotia, and S/L T.A. Brannagan, DFC. No citation to the French award other than "In recognition of distinguished services rendered in the cause of the Allies.". The following (from Public Records Officer Air 2/9669) is for a CBE suggested while he was with

No.84 Group; it was **not** granted in 1946; however, it is quoted for the record and because the work done might have influenced the granting of the French honour.

Air Commodore Brown has been the Senior Disarmament Officer of No.84 Group since the end of hostilities. In this capacity he has had to face a task which is without precedent. Nevertheless he has successfully controlled and directed a complex organization dealing with the collection and destruction of German war material and the release and control of very large numbers of German air force personnel. He has throughout shown devotion to duty of a high order and constantly displayed sound judgement and initiative. He has by his example instilled and maintained an enthusiasm and interest in a task normally foreign to Service personnel and at best an uninspiring one. He has nevertheless performed valuable work and achieved much success.

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BROWN, FS (now WO1) Wilfred David (R86267) - **American Purple Heart** - No.112 Squadron (deceased) - effective 27 July 1943 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. Born 13 October 1919 in Hamiota, Manitoba. Home in Brandon, Manitoba; enlisted Winnipeg 2 January 1941 and posted to No.2 Manning Depot. To No.7 AOS (guard), 27 January 1941. To No.2 ITS, 5 March 1941; graduated and promoted LAC, 8 April 1941 when posted to No.18 EFTS; may have graduated 9 June 1941 but not posted to No.10 SFTS until 21 June 1941; graduated and promoted Sergeant, 1 September 1941. Posted overseas 2 September 1941; on strength of RAF overseas, 22 October 1941. Attended No.52 OTU. Posted to No.72 Squadron, but after five weeks he was sent to Middle East. Promoted Flight Sergeant, 1 March 1942; WO2, 1 September 1942; joined No.112 Squadron in October 1942; promoted WO1, 1 March 1943. Killed in action 19 September 1943 while serving with No.112 Squadron (Kittyhawk FR860, GL-D, shot down by flak). Christopher Shores, **Those Other Eagles**, provides the following list of claims, all with No.112 Squadron: **31 October 1942**, two Junkers 87s destroyed near El Daba (Kittyhawk FR211); **4 November 1942**, one Bf.109 damaged, Fuka area (Kittyhawk FR266; Messerschmitt believed to have been a Bf.109G-2 of 8/JG77 flown by Lieutenant Heinz Ludeman, wounded but regained base. Bf.109 later captured by advancing Eighth Army and shipped to England where it has, in recent years, been restored to flying condition); **11 December 1942**, one Bf.109 probably destroyed and one Bf.109 damaged, Marble Arch area (Kittyhawk FR255). Public Records Office Air 2/9599 has letter dated 23 May 1943 with details.

This officer requests that consideration be given on the recommendation of Flight Sergeant Wilfred D. Brown, R86267 (Canadian), 112 Squadron (RAF), the award of the **Purple Heart**, as a result of being wounded by enemy fire in his tour of operational duty in the Western Desert on the 11th of December.

Incident: Bottom cover to two Tack-R [sic] Hurricanes with the 66th Fighter Squadron as top cover over Marble Arch area, and ensuing air battle with defending ME.109s between the hours of 15.:10 and 17:10, 11th December 1942.

Flight Sergeant Brown piloting one of twelve P-40s on a Tack-R mission noticed four ME.109s following the flight while crossing the Agheila line and continued their way out to sea. It was soon observed that his formation was being attacked from the rear. Although he could have avoided combat, he immediately did a turn-about and found he was looking into the cannon of an ME.109 which was firing directly at him. Due to his courage and airmanship he shot down one of the attackers. Thinking he had completely run [out] of ammunition, he sighted another aircraft of his squadron, but while overtaking it he ran into two ME.109s. The enemy aircraft chased him toward the shore and while doing so the enemy anti-aircraft fire opened to [sic] him causing him to turn away, whereupon the two ME.109s attacked him from above and below. The explosive shell hit him on the head and a piece of his aircraft was blown into his shoulder. After the attack was broken off, Flight Sergeant Brown noticed his petrol was low, and in spite of the injuries he had received he landed the airplane at Nagrum and had the shrapnel and piece of aircraft removed from his head and shoulder.

RCAF Press Release dated 1 February 1943 from F/L MacGillivray reads:

AT AN AERODROME BEYOND TRIPOLI: -- After quick recoveries from almost identical wounds received in similar circumstances on different days during the Eighth Army's great push, two RCAF Kittyhawk pilots are back with their RAF desert squadron, taking part in daily strafing and dive-bombing attacks behind Rommel's lines.

So weak from loss of blood that he had to use oxygen to retain consciousness on the way home, Flight Sergeant Wilfred Brown of Virden, Manitoba, struggled back to base with cannon-splinters in his back and shoulder; while in the other case, Sergeant Dick DeBourke of 36 Floral Street, Newton Highlands, Boston, Massachusetts, shot down two Stukas and probably destroyed another before he was wounded in the shoulder by an Me.109 – the same type of German machine which had put Brown out of action.

Brown, who has a score of two Stukas destroyed and an Me.109 probable to his credit, had just chalked up the "probable" when another 109 jumped him and riddled his cockpit, and shrapnel and bits of his own aircraft lodged in the 23-year-old Manitoba lad's shoulder and scalp. "I'm telling you, I was really scared,"

Brown recalls. "It was a weird and frightening experience to feel blood trickling down my back and see it rapidly staining my neckerchief, and yet not know how badly I was hurt. I just high-tailed it for home, with the Hun after me, and once, I flew so low that an Italian ground battery opened up on me, adding to my worries. I could feel my strength ebbing, and dizziness was creeping over me, so I turned on the oxygen, and managed to make base. The MO gave me the bits of metal he dug out of me, and I'll never part with them. I figure I was just plain lucky."

Brown, who like DeBourke got both his Stukas within a few minutes on the same day, has 50 hours of operational flying to his credit in the Middle East. DeBourke, a veteran of 110 hours of ops in the desert, was just about to put the finishing touches to his third Stuka in four minutes, when an escorting 109 came in fast on his tail and put splinters in his shoulder. The wounds, however, did not prevent him making base safely. On that day, the squadron got six enemy aircraft, and lost none.

Another American graduate of the RCAF who is flying Kittyhawks in the Middle East is Sergeant Dick Blake of Corpus Christi, Texas.

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BROWN, S/L William Forbes (J18186) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 6 April 1919. Home in Hepworth, Ontario; enlisted Hamilton, 16 September 1940. To No.5 (BR) Squadron, probably for guard duty, 8 October 1940. To No.1 ITS, 8 January 1941; graduated and promoted LAC, 8 February 1941 but not posted to No.12 EFTS until 21 February 1941; graduated 22 April 1941 when posted to No.1 Manning Depot. To No.5 SFTS, 4 May 1941; graduated and promoted Sergeant, 15 July 1941. To "Y" Depot, 16 July 1941; to RAF overseas, 8 August 1941. Promoted Flight Sergeant, 15 January 1942. Commissioned 20 June 1943. Promoted Flying Officer, 20 December 1943. Promoted Flight Lieutenant, 30 August 1944; date of promotion to Squadron Leader uncertain. Repatriated 14 May 1945. To No.1 Air Command, 27 May 1945. Retired 13 July 1945. Re-engaged as Squadron Leader, 15 November 1946 (Air Cadet Officer, number 300110). Retired 30 April 1949. Award presented in Toronto 30 November 1949. RCAF photo PL40860 (ex UK-16743 dated 1 December 1944) is captioned as follows: "Flight Lieutenant Bill Brown, Hepworth, Ontario, ready for a trip in his Halifax. After two and one half years as a staff pilot at a Training Command station in England Britain, Flight Lieutenant Brown is now a flight commander with the Swordfish Squadron of RCAF Bomber Group in Britain. He pilots Halifax bombers like the one behind him." Photo PL-40861 (ex UK-16744) is similarly captioned. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high

skill, fortitude and devotion to duty." DHist file 181.009 D.1750 (PAC RG.24 Vol.20608) has recommendation dated 22 December 1944 when he had flown 22 sorties:

This captain of aircraft has fulfilled his duties with the utmost courage and devotion. Participating in many sorties against difficult and heavily defended German targets, he has consistently shown marked determination and airmanship of the highest order. As Deputy Flight Command and latterly as Flight Commander his tenacity of purpose, skill and fine leadership have set a high example for the whole squadron.

DHist file 181.009 D.1515 (RG.24 Vol.20600) has an earlier recommendation drafted 22 November 1944 when he had flown 21 sorties (101 hours) as follows:

5 June 1944 - Sterkrade (5,40, second pilot)
21 June 1944 - Oisemont Neville (5.05)
24 June 1944 - Bonnetot (4.00)
1 July 1944 - Biennais (4.25)
4 July 1944 - Biennais (4.10)
28 July 1944 - Hamburg (5.20)
4 August 1944 - Bois de Casson (4.25)
5 August 1944 - St. Leu d'Esserent (4.35)
7 August 1944 - Foret de Nieppe (4.20)
8 August 1944 - Chantilly (5.00)
18 August 1944 - Bremen (6.05)
25 August 1944 - Brest, Point Robert (4.25)
3 September 1944 - Volkel (3.30)
11 September 1944 - Castrop Rauxel (5.25)
17 September 1944 - Boulogne (4.00)
27 September 1944 - Bottrop (5.00)
28 September 1944 - Cap Gris Nez (3.55)
23 October 1944 - Essen (6.20)
25 October 1944 - Homburg (4.45)
4 November 1944 - Bochum (5.40)
6 November 1944 - Gelsenkirchen (4.55)

As captain of aircraft, Flight Lieutenant Brown has taken part in a very large number of sorties during which he has successfully attacked such targets as Hamburg, Castrop-Rauxel and Bremen. He has displayed skill of a high order whilst his unconquerable spirit of determination and contempt for danger have been a notable feature of his efforts throughout. Flight Lieutenant Brown has rendered valuable service. It is strongly recommended that his efforts be rewarded by the award of the Distinguished Flying Cross (non-immediate).

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BROWN, F/O William James (J26755) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 30 March 1917 in Thunder Bay; home in Orillia; enlisted Windsor, 9 February 1942. To No.1 Manning Depot, 15 March 1942. To No.1 SFTS (guard duty), 7 May 1942. To No.6 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.9 EFTS until 7 November 1942; may have graduated 22 January 1943 but not posted to No.16 SFTS until 6 February 1943; graduated and commissioned 28 May 1943. To "Y" Depot, 11 June 1943; to RAF overseas, 22 June 1943. Repatriated 8 December 1944. Retired 28 April 1945. Award 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...numerous operations against the enemy in the course of which [he] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1729 (RG.24 Vol.20608) has recommendation dated 15 September 1944 when he had flown 34 sorties (163 hours 55 minutes) in a tour from 19 May to 12 September 1944.

This captain has completed thirty-four heavy operational bombing attacks against the enemy, eleven of which have been on major targets. he has never been a non-starter or had an early return.

On August 13th [his] aircraft was detailed for Gardening at La Rochelle; the starboard outer engine overheated all the way to the target and on the return to base. This captain through excellent engine handling was successful in keeping the engine going and obtained approximately half-power from it.

Flying Officer Brown's work in general has been outstanding and he sets his mind on the task in hand, fearlessly and with a fine offensive spirit, setting a magnificent example to all.

The sortie list was as follows:

19 May 1944 - Le Clipon (2.30)
22 May 1944 - Le Mans (4.30)
31 May 1944 - Au Fevre (4.20)
4 June 1944 - Calais (3.15)
5 June 1944 - Neuville Franceville (5.30)
6 June 1944 - Conde sur Noireau (5.25)
10 June 1944 - Versailles Matelot (5.30)
12 June 1944 - Arras (4.50)
14 June 1944 - Cambrai (4.30)

16 June 1944 - Sautrecourt (3.55)
17 June 1944 - Oisemont Neuville au Bois (4.20)
21 June 1944 - Oisemont Neuville au Bois (4..40)
24 June 1944 - Bonnetot (4.20)
4 July 1944 - Villeneuve St. George (5.55)
9 July 1944 - Ardouval (4.15)
12 July 1944 - Acquet (5.00)
18 July 1944 - Mondeville (5.00)
18 July 1944 - Wesseling (5.45)
20 July 1944 - Anderbelck (3.05)
23 July 1944 - Donges (6.00)
28 July 1944 - Hamburg (5.40)
31 July 1944 - Cocquereau (4.15)
1 August 1944 - L'Hey (3.30)
3 August 1944 - Foret de Nieppe (3.45)
12 August 1944 - Brunswick (5.55)
13 August 1944 - Mining (6.40)
15 August 1944 - Soesterburg (3.55)
16 August 1944 - Kiel (5.40)
18 August 1944 - Mining (7.00)
25 August 1944 - St. Mathieu (4.45)
27 August 1944 - Mimoyecques (3.30)
31 August 1944 - Cezembres (5.00)
3 September 1944 - Volkel (3.00)
12 September 1944 - Mining (6.45)

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BROWN, S/L William Russell (J3996) - **Commended for Valuable Services** - No.3 Training Command Headquarters - Awarded 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in Woodstock, Ontario, 18 February 1918 (RCAF press release announcing award). Educated there and in Montreal including McGill University. Manager and Collections Credit Officer with the Robert Simpson Company. Enlisted in Montreal, 1 July 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 7 October 1940 when posted to No.4 EFTS; graduated 24 November 1940 when posted to No.6 SFTS; graduated and promoted Sergeant, 10 February 1941; commissioned 11 February 1941. To Central Flying School, Trenton, 11 February 1942; to No.13 SFTS, 27 September 1941. Promoted Flying Officer, 11 February 1942. Promoted Flight Lieutenant, 1 June 1942. To No.17 EFTS, 16 September 1943. Promoted Squadron Leader, 1 October 1943. To No.3 Training Command, 10 November 1943 (which became No.1 Air Command). To Release Centre 13 May 1945; retired

31 May 1945. Described as having flown 1,300 hours as instructor, 1,500 hours to date of recommendation.

This officer has served as a flying instructor and squadron commander and has at all times displayed outstanding ability and leadership in his work. His keenness and devotion to duty have been an excellent example to all his associates.

BROWN, S/L William Russell (J3996) - **Air Force Cross** - No.1 Air Command Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. As of award had flown 1,563 hours (1,300 as instructor). Award sent by registered mail 7 May 1946.

An instructor of outstanding merit, this officer continues to give meritorious service as a staff officer. His high standard of efficiency, co-operation and ability are demonstrated in the manner in which he has carried out his duties. The results of his work are reflected throughout the whole command. Both as an instructor and as a staff officer he has, by splendid devotion to duty, made a great contribution to the training of aircrew.

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BROWN, F/L William Wood Lindsay (J16571) - **Mention in Despatches** - No.441 Squadron - (deceased) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born 18 August 1916 in Saskatoon, Saskatchewan. Home in Edmonton; enlisted there 7 November 1940. Trained at No.1 ITS, Toronto (graduated 14 March 1941), No.10 EFTS, Mount Hope (graduated 16 May 1941), and No.2 SFTS, Uplands (graduated 8 August 1941). On 25 July 1941, while swimming at the Hogs Back (Ottawa) he and one LAC Peter E. Weld rescued from drowning a Mr. Jean Louis Plante - Brown located the man and Weld resuscitated him. (letter by F/O Arthur D. Pope dated 12 December 1941, found on Brown's file). To "Y" Depot for embarkation, 9 August 1941; to RAF overseas, 27 August 1941; taken on strength of No.3 Personnel Reception Centre, Bournemouth, 13 September 1942. To No.59 OTU, 29 September 1941. On 6 October 1941 he became lost at dusk and crash-landed Hurricane W9177 on a farm; incident put down to inexperience. At that time he had flown one hour 50 minutes on Hurricanes and had 79 hours 15 minutes solo flying in all. To Middle East Command, 28 January 1942. Promoted to Flight Sergeant, 8 February 1942; posted to No.80 Squadron, 28 May 1942 Promoted to WO2, 8 August 1942; promoted WO1, 1 September 1942. On 8 October 1942, at El Bassa, he damaged Hurricane BN473 on landing from practice circuits - wheel slipped into a ditch at low speed and undercarriage collapsed. Although he was deemed at fault, the Commanding Officer of No.80 Squadron (S/L D.M. Keddy) described Brown as "a good pilot...has put in some excellent work" and recommended a lenient view of the incident. Commissioned 30 October 1942. Promoted to Flying Officer, 30 April 1943. Posted from No.80 Squadron, 14 July 1943 and taken on strength of No.203 Group. Instructed at No.73 OTU, Abu

Sueir, 19 August 1943 to 10 January 1944 (rated average). On 25 October 1943 he suffered engine failure during Battle Formation flying on Spitfire EE805 and force-landed wheels up about one-half mile from base. Returned to Britain (arrived there 10 February 1944). On 24 February 1944 he filed a form stating that he had flown 790 hours overseas (195 operational, 200 sorties, Hurricanes and Spitfires). Sent to Canada on special leave, 3 March 1944 (arrived 16 March 1944); embarked again for Britain, 4 May 1944, arriving 10 May 1944. To No.441 Squadron, 14 May 1944. Promoted to Flight Lieutenant, 12 July 1944. Killed in action 13 August 1944; buried in France. Credited with a share of a FW.190 destroyed (22 June 1944) and two FW.190s destroyed (17 July 1944). Certificate sent to his mother, 3 November 1948. RCAF photo PL-31046 (ex UK-13227 dated 3 August 1944) is captioned as follows: "Master of all he surveys - wreckage - is F/L Bill Brown, Edmonton, Alberta (9913-82nd Street) of the RCAF as he looks over a Normandy town from his perch in a demolished house." Photo PL-31062 (ex UK-13325 dated 8 August 1944) shows him with Lord Trenchard. No citation.

Circumstances of death and award: On 11 May 1945 Norman B. Davis (Deputy Metals Controller) wrote a letter to Air Commodore D. MacKell, AFHQ. This read:

Bill Brown was a fine young officer who spent several of his leaves with us in Ottawa, and we are therefore intensely interested in learning exactly what happened to him on his last flight over France. His mother has sent me the casualty officer's letter to her dated March 15, and I have learned some of the details of his last flight and will give them to you in the hope that some action can be taken toward locating him, or his resting place, if dead.

Bill was a member of 441 Spits Squadron, and was leading a flight with F/L [Leslie C.] Saunders on August 13, 1944, when they spotted some trucks and tanks at a road crossing. Bill directed Saunders to go down after them and he (Bill) would follow right behind. They made a close attack, and just as they passed the trucks Bill was heard on the radio say that he was hit, but he made a sharp turn and started away for the return. Saunders was several miles away by that time but he followed Bill's plane to where Bill entered a cloudbank in a spin at 2,500 feet. This was close to the American lines at the time, and near Lisieux, France.

Tom Brannigan, CO of Bill's squadron, was knocked down in the same area shortly after, but was reported a prisoner of war only about six weeks ago. One of the boys in the same flight said that Brannigan was going to recommend Bill for the DFC, but this was never carried out for the reason above. He also said that Bill was the most respected chap in the squadron.

On August 11 Bill had to head for his base when his plane was hit with flak and the controls shot half away. On August 12 a flak fragment ruptured his glycol

system and again he just made it back to base. The 13th of August was the day he did not return.

If it is possible to do anything extra to determine what happened to Bill Brown, kindly give the matter special attention. It would also be a fine gesture to investigate if it is possible to award the DFC in this case, even if posthumously.

RCAF Overseas Headquarters wrote a letter on this subject, 26 June 1945. A letter dated 6 September 1945 (G/C J.C. Scott, AFHQ to Air Officer Commanding, RCAF Headquarters Overseas, read:

In reply to your referenced letter it is advised that this Headquarters has contacted S/L Brannigan concerning some recognition for the subject noted officer.

Squadron Leader Brannigan has submitted to this Headquarters a citation recommending F/L Brown for a Distinguished Flying Cross. The following is the copy of the citation submitted:

“Recommendation for Distinguished Flying Cross - Flight Lieutenant W.W.L. Brown, J16571. This officer at all times showed the highest degree of courage in the performance of his duties. He was in no small measure responsible for the excellent record established for the 441 Squadron before and after D Day, having led the squadron on number occasions. F/L Brown had personally destroyed at least two and one-half enemy aircraft besides damaging several others. He also accounted for many trucks, trains and ground installations”

Signed: Thomas A. Brannigan, S/L - ex-Commanding Officer, 441 Squadron.

In view of the fact that Flight Lieutenant Brown is presumed dead and therefore the award of the Distinguished Flying Cross cannot be made, it is suggested that consideration be given to the award of a posthumous Mention in Despatches in this case.

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BROWNE, F/L Arthur William (J26970) - **Distinguished Flying Cross** - No.550 Squadron - Award effective 5 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Born in Hamilton, 18 November 1921. Home in Hamilton (payroll clerk). Private, Canadian Army Service Corps. 21 April 1941 to RCAF enlistment. Enlisted in Hamilton, 11 July 1941 and posted to No.1 Manning Depot, Toronto. To No.33 ANS, Hamilton, 9 August 1941. To No.5 ITS, Belleville, 14 September 1941; graduated and promoted LAC, 8 November 1941; to

No.9 EFTS, St. Catharines, 9 November 1941; graduated 2 January 1942 and posted on 4 January 1942 to No.6 SFTS, Dunnville; graduated and promoted Sergeant, 24 April 1942. To No.7 BGS, Paulson, 9 May 1942; commissioned 21 October 1942; promoted Flying Officer, 21 April 1943. To "Y" Depot, Halifax, 12 November 1943; embarked from Canada, 24 November 1943; disembarked in Britain, 1 December 1943. Attached to ACOS (whatever that is), 7-14 February 1944. Attached to No.50 Group Pool from No.6 EFTS, 10-31 March 1944. To No.3 (Pilots) AFU, 30 May 1944. Attached to No.1540 Beam Approach Training Flight, 4-10 July 1944. To No.71 Base, 8 December 1944. While there he flew Lancasters (7.55 day dual, 13.10 day solo, 3.30 night dual, 15.20 night solo) and was assessed as "Capable pilot and slightly above average as a Captain. Keen and consciences." To No.550 Squadron, 4 March 1945. Repatriated 5 August 1945; released 14 September 1945. Re-engaged with number 85187, 1 November 1950 to 1 June 1957 as Chipmunk instructor and member of No.424 Squadron, Hamilton (Flight Lieutenant). Died 30 October 1995 at Stirling, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March 1996.

One night in April 1945, this officer was pilot and captain of an aircraft detailed to attack Planen. On the outward flight the starboard inner engine caught fire and had to be put out of action. Although some height was lost, Flight Lieutenant Browne continued to the target which he attacked in the face of considerable anti-aircraft fire. His aircraft sustained damage in the bomb bays. On the homeward flight another engine failed. Nevertheless, this determined pilot skilfully flew his aircraft back to base where he effected a safe landing. This officer has completed numerous sorties and has displayed courage and determination of the highest order.

Notes: On repatriation form dated 4 July 1945 he stated he had flown 76 hours 30 minutes on operations (16 sorties, the last on 18 April 1945) and 247.55 non-operational hours. Types flown and times were Tiger Moth (30.10), Oxford (87.15), Wellington (82.00) and Lancaster (125.00). However, a paper presented 6 July 2013 by his son (Richard Browne) to No.550 Squadron and North Killingholme Association (observing 70th anniversary of the squadron) stated he had flown only seven bombing missions, commencing 31 March 1945 (Hamburg). The DFC incident was 10/11 April 1945 (Plauen, Lancaster BQ-J). He subsequently flew five Operation **Manna** trips (food drops to Holland, 29 April to 5 May 1945) and two Operation **Exodus** trips (evacuation of liberated POWs, 10 May and 11 May 1945). He had done his HCU training at No,1662 Heavy Conversion Unit, Blyton, Lincolnshire, 4 February to 2 March 1945.

Training:

Course at No.5 ITS was 13 September to 7 November 1941. Courses in Mathematics (115/150), Armament, practical and oral (67/100), Signals (90/100), Hygiene and Sanitation (36/40), Drill (80/100), Law and Discipline (97/100). Placed 51st in a class of 119. "Very fine type, keen, energetic and clean cut. Recommend commission."

Course at No.9 EFTS was 10 November 1941 to 2 January 1942. Finch II aircraft - 31.05 dual, 29.05 solo (8.30 on instruments) plus 10.30 in Link. "Average student who should make suitable Service pilot. Inclined to be nervous." Ground courses in Airmanship (146/200), Airframes (56/100), Aero Engines (54/100), Signals, practical (70/100), Theory of Flight (60/100), Air Navigation (120/200), and Armament, oral (144/200). "Good average student, energetic and keen to complete training. Conduct and deportment very satisfactory. Attitude towards service, good."

Course at No.6 SFTS was 5 January to 24 April 1942. Harvard aircraft (62.55 day dual, 57.45 day solo, 7.00 night dual, 9.40 night solo, of which 23.30 on instruments; also logged 20 hours in Link). "Instrument flying high average, general flying average." Placed 16th in a class of 49. "Inclined to be quick tempered." Ground courses in Airmanship and Maintenance (177/200), Armament, written (73/100), Armament, practical (72/100), Navigation and Meteorology (140/200), Signals, practical (97/100), Signals, written (38/50).

Course at No.3 (Pilots) AFU was 13 June to 5 September 1944. Oxford aircraft (6.35 day dual to first day solo, total 17.55 day dual, 42.25 day solo, 1.20 night dual to first night solo, total 2.15 night dual, 18.00 night solo; 6.05 on instruments plus 6.55 in Link. Assessed in General Flying (282/400), Applied Flying (148/200), Instrument Flying (180/250), Night Flying (72/100), and Link (30/50). "A thoroughly satisfactory type who has worked consistently well and reached an above average standard. Discipline and general appearance excellent."

Course at No.1540 Beam Approach Training Flight was 4-10 July 1944. Flew ten hours in Oxford I (all beam flying) and 4.10 in Link. Courses in Beam Approach and "Q" Code in Link (125/200), Receiver Operation (60/100), Instrument Flying (140/250), Cloud and Night Flying (140/250), and General Application of Beam Approach Procedure, flying (115/200). "A pilot who has worked hard and would have obtained a higher assessment had it not been for the fact that he rapidly loses patience when he makes a mistake. His I.F. and cloud flying are generally of average standard as is his application to S.B.A. Could use S.B.A. in emergency."

Course at No.85 OTU was 5 September to 28 November 1944. Wellington X aircraft (6.30 day dual to first day solo, 14.35 total day dual, 41.55 day solo, 2.55 night dual to first night solo, 9.55 total night dual, 24.30 night dual. Flew 20.15 on instruments and spent 16.45 in Link. Assessed in General Flying (245/400), Applied Flying (115/200), Instrument Flying (135/250), Night Flying (55/100), and Link (29/50). Ground assessments in Airmanship (250/300), Armament (189/300), Meteorology (75/100), Navigation (160/200) and Signals (63/100). "Good average pilot and average captain. He tries very hard, however, and should make a good operational pilot. Recommended for heavy bombers."

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BROWNE, FS Edward Joseph (R218062) - **Distinguished Flying Medal** - No.630 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 18 February 1925. Home in Saskatoon; enlisted there 18 February 1943. Trained at No.3 BGS (graduated 1 October 1943). To "Y" Depot, Halifax, 15 October 1943; to No.3 PRC, Bournemouth, 21 October 1943. Further trained at No.16 OTU and No.1652 Conversion Unit. Repatriated 9 November 1944; to No.5 BGS, 19 December 1944; released 22 February 1945. Camera operator with RCAF, 8 September 1948 to 11 August 1949. Award presented 6 September 1947.

This air gunner has completed a very successful tour of operations. He has taken part in a number of attacks on major targets in Germany. During one of these sorties while attacking Darmstadt he observed an enemy fighter preparing to attack a friendly aircraft. Flight Sergeant Browne by his clear and accurate instructions enabled his captain to manoeuvre his own aircraft so that it was possible to shoot down the enemy fighter. His skill and ability as an air gunner have been of the utmost value to his crew.

Public Records Office Air 2/9039 has recommendation dated 19 October 1944 when he had flown 35 sorties (200 hours 32 minutes); gives more details than published citation:

1 June 1944 - Saumur (6.13)
4 June 1944 - Maizy (3.50)
5 June 1944 - La Perenelle (4.17)
7 June 1944 - Foret de Cerisny (4.47)
9 June 1944 - Etampes (4.28)
12 June 1944 - Caen (4.21)
14 June 1944 - Aunay-sur-Odon (4.55)
16 June 1944 - Douvens (3.42)
21 June 1944 - Wesserling (4.20)
4 July 1944 - Creil (4.00)
7 July 1944 - Creil (4.30)
12 July 1944 - Chateau Chalindray (7.46)
14 July 1944 - Villeneuve St.George (6.45)
18 July 1944 - Caen (3.37)
19 July 1944 - Creil (4.07)
20 July 1944 - Courtrai (2.57)
24 July 1944 - Stuttgart (8.12)
25 July 1944 - Stuttgart (8.47)
26 July 1944 - Givors (8.26)
28 July 1944 - Stuttgart (7.56)
30 July 1944 - Aunay-sur-Odon (5.48)
31 July 1944 - Joigny (5.07)

2 August 1944 - Trossy St.Maximim (4.14)

5 August 1944 - St.Leu d'Esserent (4.31)

9 August 1944 - Chatelleauls (6.26)

10 August 1944 - Bordeaux (6.50)

11 August 1944 - Givors (8.16)

25 August 1944 - Darmstadt (8.25)

26 August 1944 - Koenigsburg (10.38)

27 August 1944 - Danzig (11.10)

31 August 1944 - Bergueneuse (3.48)

3 September 1944 - Deelan (3.37)

9 September 1944 - Munchen (4.20)

11 September 1944 - Le Havre

11 September 1944 - Darmstadt

This Air Gunner has completed a very successful tour of operations, having taken part in several attacks against highly defended targets in Germany and enemy occupied territory.

On his last sortie over Darmstadt he observed an enemy fighter preparing to attack another Lancaster in the target area. By giving his captain an excellent running commentary, he enabled the captain to position his Lancaster so as to allow him to bring his sights to bear on the enemy fighter. Flight Sergeant Browne successfully engaged the fighter and claims to have destroyed it. This was confirmed by another aircraft in the squadron, in particular by one which was captained by his squadron commander.

His skill and ability as an air gunner has been outstanding, and his coolness and judgement have been of the utmost value to his crew, and have earned for him their confidence and respect. His keenness to operate and devotion to duty have been most marked, and he has set a fine example to other air gunners in the squadron. He is strongly recommended for the non-immediate award of the Distinguished Flying Medal.

Public Record Office Air 50/287 has Combat Report for 11/12 September 1944 when he was rear gunner in Lancaster LM259, target Darmstadt. Other gunner was a Sergeant Fenton who did not fire. Fishpond was serviceable and in operation during the action, which took place at 008 hours, 12,000 feet, heading 287 degrees true, position 48 48" North 08 22" East. There was no moon and cloud below was 3/10 to 5/10. There were searchlights, flak and flares. First warning was visual (400 yards, fine port quarter down); aircraft corkscrewed as he opened fire. Enemy was a twin-engined fighter which attacked from fine port quarter. Fighter opened fire first, 400 yards down to 200 yards. Browne fired 300 rounds, starting at 400 yards range. Narrative of action as follows:

Aircraft over target area, fighter seen by rear gunner on fine quarter down, mid-upper watching second fighter on starboard quarter up. First fighter attacked from fine port quarter down and opened up at 400 yards; rear gunner saw no tracer but bomb aimer states he saw tracer from fighter pass over starboard wing. Rear gunner opened up on visual at 400 yards, went into port corkscrew and fired until fighter reached 200 yards when own aircraft was rolling in corkscrew. Rear gunner's own trace was now visible going into fighter, no correction needed. Fighter went into a spiral dive and his starboard engine was afire which spread to starboard wing and was seen by rear gunner and bomb aimer to hit the ground with a bright explosion.

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BROWNE, S/L John Danforth (J9068) - **Distinguished Flying Cross** - No.441 Squadron - Award effective 24 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. American; home in Florham Park, New Jersey. Born 16 January 1921. Enlisted in Montreal, 5 March 1941; trained at No.3 ITS (graduated 21 June 1941), No.11 EFTS (graduated 29 August 1941), and No.9 SFTS (graduated and commissioned 21 November 1941). To "Y" Depot, Halifax, 22 November 1941; on strength of RAF overseas, 13 December 1941. Commanded No.441 Squadron, 26 April to 30 June 1944. Repatriated 12 August 1944; posted overseas again; repatriated 3 September 1945; released 12 October 1945. Credited with the following victories: **24 October 1943**, one Bf.109 destroyed and one Bf.109 damaged, Abbeville (with No.403 Squadron); **21 January 1944**, one FW.190 damaged (No.403 Squadron); **30 June 1944**, one FW.190 destroyed (No.441 Squadron); **26 December 1944**, one Bf.109 destroyed (No.421 Squadron); **23 January 1945**, one FW.190 destroyed (No.421 Squadron). Repatriated 1 September 1945; released 12 October 1945. Award presented 13 July 1945. Obtained law degree from University of Florida in 1949 and went on to specialize in corporate and probate law. Joined Macfarlane, Ferguson Allison and Kelly in 1951, and after four years went to Smith, Clark, Desisle, Bierleu, Mueller and Kadyk. Killed 29 December 2001 in crash of his Cessna aircraft at Atlanta while en route back to home in St. Petersburg, Florida. RCAF photo PL-19872 (ex UK-5442 dated 7 October 1943) shows two Americans in RCAF - F/O J.D. Browne (left, Florham Park, New Jersey) and F/O H.P.M. Zary (right, New York City). RCAF photo PL-45278 (ex UK-22717 dated 19 July 1945) taken outside Buckingham Palace following investiture - F/L J.D. Browne (Florham Park, New Jersey) shows his medal to F/L E.W. Fockler (Vancouver).

This officer has displayed a high standard of skill and courage in operations against the enemy. He is an excellent leader and his resolute work has played a good part in the success of the squadron. His example has been most inspiring.

NOTE: Public Record Office Air 2/9160 has recommendation drafted when he had flown 165 sorties (264 hours 25 minutes).

Squadron Leader Browne commenced his operational flying in May 1943 and since then he has completed 165 sorties over enemy territory. He has led at least 20 dive-bombing attacks against enemy targets, many of which have been highly successful. He has always displayed the utmost determination in whatever task has been assigned to him.

Since April 1944 he has commanded No.441 Squadron which he has welded into a first class fighter squadron. He has destroyed at least two and damaged a further two enemy aircraft.

The above is not dated, but on 13 August 1944, Group Captain W.R. MacBrien wrote:

I cannot speak too highly of the work accomplished by this squadron commander in his long and arduous tour of nearly 300 hours duration. He has always demonstrated the utmost initiative and enthusiasm. He has led the wing in a most capable manner on many occasions. His dive-bombing work has been particularly successful and I cannot recommend him too strongly for the non-immediate award of the Distinguished Flying Cross.

BROWNE, S/L John Danforth, DFC (J9068) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. No citation.

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BROWNE, FS Rodney Rupert (R268590) - **Distinguished Flying Medal** - No.429 Squadron - Award effective 20 April 1945 as per **London Gazette** of that date and AFRO 918/45 dated 1 June 1945. Born 25 April 1925. Home in Town of Mont Royal, Quebec; enlisted Montreal, 25 August 1943. Trained at No.10 BGS (graduated 10 March 1944). Further trained at No.3 Air Gunners Ground Training School. To "Y" Depot, Halifax, 3 June 1944. Repatriated 13 June 1945. Released 4 September 1945. RCAF photo PL-42299 (ex UK-19274 dated 9 March 1945) shows F/L C.S. Pope (right) with his rear gunner, FS R.R. Brown of Montreal, "who combined with the mid-upper gunner to shoot down a FW.190 which attacked their aircraft during an attack on Worms, Germany." Photo PL-42300 (ex UK-19275 dated 9 March 1945) is captioned as follows: "These two gunners from the Bison Squadron of the RCAF Bomber Group claimed destruction of a FW.190 which attacked their Halifax bomber during an attack on Worms, Germany, recently. At right is FS R.R. Browne, Montreal, rear gunner and at the left is FS J.C.H.M. Langlois, Three Rivers, Quebec, mid-upper gunner." Award presented 5 October 1947. Died 25 December 1999 at Gananoque, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2000.

One night in February 1945 this airman was rear gunner in an aircraft detailed to attack Worms. Whilst over the target the aircraft was intercepted by a fighter.

Flight Sergeant Browne gave a timely warning to his pilot who took the necessary combat manoeuvre. Flight Sergeant Browne then opened up with his guns, firing several bursts at the attacker which fell away and afterwards exploded. This airman is a cool and confident air gunner. He has taken part in very many sorties and his skill and vigilance have made him a valuable member of aircraft crew.

DHH file 181.009 D.1509 (Library and Archives Canada RG.24 Volume 20599) has original recommendation by W/C R.L. Bolduc dated 28 February 1945 when he had flown 18 sorties (113 hours 55 minutes).

On the night of February 21st, 1945, Flight Sergeant Browne was rear air gunner of an aircraft detailed to attack Worms. While on the bombing run Flight Sergeant Browne's aircraft was attacked by a FW.190. He immediately warned his pilot and violent evasive action was taken. Showing extraordinary coolness, Flight Sergeant Browne gave a running commentary of the attack and fired 1,000 rounds at the attacking aircraft. As the fighter broke away onto a dive it was seen to explode and is reported as destroyed.

This airman has taken part in 18 attacks on enemy territory, many of which have been against the heavily defended areas of industrial Germany. He has at all times shown himself to be a first class air gunner who has his work at heart and is ever on the alert to warn his pilot of impending attack.

It is considered that this airman's fine offensive spirit and determination to come to grips with the enemy as demonstrated by the above incident, combined with his fine record of operations, fully merits the immediate award of the Distinguished Flying Medal.

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BROWNELL, F/O Francis Henry (J27222) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 29 March 1924. Home in Westborough, Ontario; enlisted Ottawa 20 April 1942. Trained at No.5 ITS (graduated 10 October 1942), No.3 EFTS (graduated 10 January 1943) and No.2 SFTS (graduated and commissioned 11 June 1943). To "Y" Depot, Halifax, 15 June 1943. To United Kingdom, 24 June 1943. Repatriated 15 January 1945. Released 30 April 1945. Photo PL-33934 (ex UK-16713 dated 17 November 1944) shows five pilots on completion of their first tour - F/L L.R. Van Kleeck, DFC (Vancouver), F/L Geoffrey Slocombe, DFC (Vancouver), F/L H.P. Woodruff, DFC (Vancouver), F/L F.H. Brownell (Westboro, Ontario) and P/O C.J. Ganley (Shaunovan, Saskatchewan). Award presented by Governor General 9 December 1947. 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.1729 (RG.24 Vol.20607) has recommendation dated 19 November 1944 when he had flown 34 sorties (186 hours), 4 July to 11 November 1944.

This pilot has completed thirty-four operational bombing sorties against a variety of targets. He has invariably displayed a high standard of skill and determination in pressing home his attack. Through his cheerful courage, unselfishness and sacrifice he has set a fine example to his crew.

The sortie list was as follows:

4 July 1944 - Villeneuve St. Georges (6.30)
6 July 1944 - Siracourt (4.35)
12 July 1944 - Acquet (4.55)
18 July 1944 - Mondeville (5.10)
20 July 1944 - Ferme de la Grand Bois (4.20)
23 July 1944 - Donges (6.20)
24 July 1944 - L'Hey (4.00)
28 July 1944 - Hamburg (6.00)
7 August 1944 - L'Hogue (5.10)
8 August 1944 - Chantilly (4.55)
9 August 1944 - La Neuville (4.35)
12 August 1944 - La Breteque (4.40)
14 August 1944 - Aisy (5.05)
16 August 1944 - Kiel (6.00)
18 August 1944 - Connantres (6.55)
25 August 1944 - St. Mathieu (5.50)
27 August 1944 - Mimoyecques (4.00)
28 August 1944 - Ferme de Forestel (4.30)
31 August 1944 - Cezembres (5.10)
3 September 1944 - Volkel (3.35)
12 September 1944 - Dortmund (5.20)
27 September 1944 - Sterkrade (5.20)
6 October 1944 - Dortmund (7.05)
9 October 1944 - Bochum (6.25)
12 October 1944 - Wanne Eickel (5.30)
14 October 1944 - Duisburg (6.05)
14 October 1944 - Duisburg (6.20)
16 October 1944 - Wilhelmshaven (5.20)
22 October 1944 - Gardening (6.20)
23 October 1944 - Essen (6.15)

4 November 1944 - Bochum (6.05)
6 November 1944 - Gelsenkirchen (5.35)
11 November 1944 - Gardening (6.25)

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BROWNELL, F/L Gavin James (J26394) - **Distinguished Flying Cross** - No.582 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born in Port McNicoll, Ontario, 16 April 1922. Home in Port McNicoll, Ontario; enlisted Galt, 14 February 1941 as an Airframe Mechanic. Posted to No.5 SFTS, 28 April 1941. To Technical Training School, St. Thomas, 2 July 1941. To No.9 BGS, 17 December 1941. Promoted LAC, 1 March 1942 and Corporal, 1 June 1942. Remustered to aircrew and posted to No.3 ITS on 1 August 1942 (graduated 25 September 1942 but not posted away until 24 October 1942). Further trained at No.11 EFTS (graduated 11 December 1942, posted away 9 January 1943) and No.1 SFTS (graduated and commissioned 14 May 1943). Posted to No.1 GRS, 28 May 1943; to "Y" Depot, 14 August 1943; to Britain 12 September 1943. Repatriated 9 July 1945; released 29 August 1945. Graduated from Trinity College in Toronto in 1952, worked for DeHavilland Aircraft Company in Toronto for five years and then taught for the Toronto Board of Education at Lawrence Park Collegiate and Riverdale Collegiate for a total of 27 years. Award presented with Bar in Toronto, 30 November 1949. Died in Hanover, Ontario, 15 April 2006 as reported in **Legion Magazine** of November 2006. 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 18 February 1945 when he had flown 33 sorties (153 hours), 16 August 1944 to 1 February 1945.

16 August 1944 - Pomeranian Bay
29 August 1944 - Stettin
31 August 1944 - Agenville
3 September 1944 - Eindhoven
6 September 1944 - Le Havre
10 September 1944 - Le Havre
16 September 1944 - Leeuwarden
19 September 1944 - Calais
23 September 1944 - Neuss
24 September 1944 - Calais
5 October 1944 - Saarbrücken
7 October 1944 - Emmerich
28 October 1944 - Domberg
29 October 1944 - Walcheren
30 October 1944 - Cologne
2 November 1944 - Düsseldorf

4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
9 November 1944 - Wanne Eickel
11 November 1944 - Dortmund
2 December 1944 - Karlsruhe
4 December 1944 - Merseberg (Leuna)
15 December 1944 - Ludwigshaven
17 December 1944 - Ulm
23 December 1944 - Cologne (Gremburg)
28 December 1944 - Munchen Gladbach
29 December 1944 - Troisdorf
30 December 1944 - Cologne
2 January 1945 - Nuremberg
13 January 1945 - Saarbrucken
14 January 1945 - Merseburg (Leuna)
16 January 1945 - Magdeburg
1 February 1945 - Ludwigshaven

Flying Officer Brownell is an exceptionally keen and efficient captain of a very successful marker crew. He has at all times shown the greatest determination, skill and courage, together with an unflinching energy and sense of duty in all phases of his operational tour. He is strongly recommended for the non-immediate award of the Distinguished Flying Cross.

BROWNELL, A/S/L Gavin James (J26394) - **Bar to Distinguished Flying Cross** - No.582 Squadron - Awarded 23 November 1945 as per **London Gazette** dated 4 December 1945 and AFRO 212/46 dated 1 March 1946.

Since being recommended for the Distinguished Flying Cross, Squadron Leader Brownell has taken part in a number of successful sorties with the Pathfinder Force. He has set a fine example by his keenness for air operations and as a flight commander he has led his flight with outstanding courage and determination. This officer has always pressed home his attacks with great vigour and skill and his courage and devotion to duty have been valuable assets to his squadron.

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BROWNELL, Sergeant William Bruce (R52515) - **Mention in Despatches** - No.432 Squadron (No.62 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. American in the RCAF; born 27 May 1921; home in Rochester,

New York. Enlisted in Niagara Falls, Ontario, 24 October 1939 as aero engine mechanic. Posted to No.1 ANS, 12 November 1940. To "Y" Depot, Halifax, 15 March 1942. Arrived overseas 29 April 1942. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Station Greenwood, 31 July 1945. Released 16 September 1945. No citation in AFRO. Recommended for MiD, 21 July 1944, at which time he was identified with No.432 Squadron as a Fitter IIE. Recommendation read as follows:

Sergeant Brownell, in his duties as Senior Fitter in the Flight, has worked unceasingly for the well-being of the squadron, not only by his example to airmen under him, but by the useful knowledge he has imparted, and the high standard of morale he has helped to set.

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BROWNHILL, F/O Jack Kenneth (J21638) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 3 March 1918. Home in Fort Erie, Ontario; enlisted Hamilton, 7 February 1942. Posted to No.42 SFTS, 23 March 1942 for non-flying duties. To No.5 ITS, 6 June 1942 (graduated 1 August 1942 when promoted LAC) . Posted to No.9 AOS, 15 August 1942 (graduated and commissioned 4 December 1942). To "Y" Depot, Halifax, 27 December 1942. To RAF overseas, 2 February 1943. Repatriated 5 August 1945. Released 17 September 1945. Award presented at Stamford Centre, Ontario, 7 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." Public Records Office Air 2/8827 has recommendation dated 14 August 1944 when he had flown 30 sorties (147 hours 55 minutes).

3 May 1944 - Mailley le Camp
21 May 1944 - Duisburg
22 May 1944 - Dortmund
27 May 1944 - Aachen
31 May 1944 - Tegnier
2 June 1944 - Berneval le Grand
4 June 1944 - Pas de Calais
5 June 1944 - Crisbecq
6 June 1944 - Acheres
9 June 1944 - Flers
11 June 1944 - Evreux
12 June 1944 - Gelsenkirchen
14 June 1944 - Le Havre
23 June 1944 - Saintes
24 June 1944 - Flers

27 June 1944 - Vaires
30 June 1944 - Vierzon
2 July 1944 - Domleger
4 July 1944 - Orleans
5 July 1944 - Dijon
7 July 1944 - Caen
12 July 1944 - Tours
17 July 1944 - Caen
18 July 1944 - Schloven
20 July 1944 - Courtrai
23 July 1944 - Kiel
25 July 1944 - Stuttgart
31 July 1944 - Foret de Nieppe
2 August 1944 - Les Catelliers
3 August 1944 - Trossy St.Maximine

Flying Officer Brownhill, who is a Canadian, has navigated a Lancaster aircraft in thirty operations, including raids on such distant targets as Stuttgart, Saintes, Dijon and on targets in the Ruhr Valley.

He has maintained an extremely high standard of efficiency throughout, frequently in the face of fierce enemy opposition and in difficult weather conditions. His navigating skill and high courage have been an inspiration to his captain and the rest of his crew, enabling them to achieve repeated success and giving them complete confidence.

His ability, courage and devotion to duty have been a tower of strength to a very gallant crew and I consider the award of the Distinguished Flying Cross to Flying Officer Brownhill would justly reward his magnificent efforts.

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BROWNING, F/O Charles Henry (C87693) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born in Lashburn, Saskatchewan, 26 September 1921. Home in North Saskatoon, Saskatchewan (farming). Militia service with South Saskatchewan Regiment, Dundurn, 1 August 1940 to 29 January 1942. Proceeded overseas with South Saskatchewan Regiment, July 1940. Transferred to RCAF in London, England, 30 January 1942, losing his rank of Sergeant and reverting to AC2. To No.13 Initial Training Wing, Torquay, 21 February 1942. To No.18 EFTS, June 1942. To Manchester for disposal, July 1942. To Harrogate, September 1942. To Blackpool for South Africa, December 1942. Commenced training at No48 Air School, East London (Ansons); moved 1 April 1943 to No.41 Air School, for

final navigation training. Promoted LAC, 1 May 1942. To No.50 Group Pool, 3 June 1942. To ACDS, 7 July 1942. Promoted Sergeant, 10 July 1942. To No.3 Personnel Despatch Centre, 5 December 1942. Embarked from Capetown, 25 July 1943. Disembarked in Britain, 12 August 1943. To No.6 (Observer) AFU, 5 October 1943. To No.24 OTU, 16 November 1943. Attached Dalton Battle School, 17-24 March 1944. Promoted Flight Sergeant, 10 April 1944. To No.431 Squadron, 30 April 1944. Commissioned 29 June 1944. Promoted Flying Officer, 29 December 1944. Repatriated 10 January 1945. To No.4 SFTS, 15 January 1945. To "Y" Depot, 4 March 1945. Taken on strength of No.3 PRC, 9 March 1945 but actually left Canada 10 March 1945, arriving in Britain 18 March 1945. Repatriated via Dartmouth, 12 June 1945. To No.4 Composite Flight, Dartmouth, 1 November 1945. To Eastern Air Command Composite Flight, 8 December 1945. To Halifax, 9 June 1946. To No.5 Release Centre, 11 June 1946. Retired 16 June 1946. Rejoined RCAF, Edmonton, 13 November 1946 (24840) as Instrument Mechanic in rank of LAC. To No.6 Communication Flight, Edmonton, 11 December 1946. To No.1 Instrument Training School, Aylmer, 7 March 1947. To "K" Flight, Edmonton, 15 January 1948. Promoted Corporal, 1 October 1949. To Station Calgary, 17 January 1951. To No.403 (Auxiliary) Squadron, 1 April 1951. Promoted Sergeant, 1 February 1952. To No.3052 Technical Training Unit, Winnipeg, 17 November 1953. To No.4 (Fighter) Wing, 19 April 1956. Promoted Flight Sergeant, 1 April 1959. To Station St. Hubert, 19 June 1959. Commissioned in rank of Flying Officer, 1 April 1960 (Tech/AE trade).. To Signal School, Clinton, 23 April 1960 (student). To Primary Training School, Centralia, 11 September 1960. To No.1 Instrument Technical Training School, Aylmer, 30 October 1960. To St. Hubert, 15 March 1961. To No.425 Squadron, 30 October 1961. To Chatham, 2 June 1962. To No.425 Squadron, Bagotville, 1 July 1962. To North Bay, 9 October 1962. Promoted Flight Lieutenant, 1 January 1964. To Comox, 25 June 1966. Retired 7 March 1971. Award presented 9 July 1949. 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.5526 (RG.24 Vol.20667) has recommendation dated 15 September 1944 when he had flown 26 sorties (123 hours 45 minutes), 24 May to 27 August 1944, although RCAF press release 4635 of 26 November 1944 stated he had flown 35 sorties. Photo PL-33612 (ex-UK 16038, 21 October 1944) shows him on completion of tour. Died 23 December 1993 at Saulnierville, Nova Scotia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of May 1994.

This officer, as Navigator, has completed 26 operational trips, some of which have been over such well defended targets as Sterkrade, Stuttgart and Hamburg. His fortitude and cheerfulness on these trips has served to strengthen the morale of his crew and his coolness, during heavy flak, has a steadying influence. In recognition of Pilot Officer Browning's outstanding ability and cool courage, it is strongly recommended that he be awarded the Distinguished Flying Cross.

Appears to have flown with F/L H.C. McVicar. The sortie list was as follows:

24 May 1944 - Trouville (4.35)
27 May 1944 - Le Clipon (4.00)
31 May 1944 - Leubringhen (3.20)

3 June 1944 - Calais (3.00)
5 June 1944 - Merville (5.20)
6 June 1944 - Conde-sur-Noreau (5.50)
9 June 1944 - Le Mans (5.50)
12 June 1944 - Arras (4.55)
14 June 1944 - Cambrai (3.35)
16 June 1944 - Sterkrade (5.00)
21 June 1944 - Neuville-au-Bois (5.00)
6 July 1944 - Biennais (4.00)
9 July 1944 - Mont Condon (4.05)
12 July 1944 - Bremont (4.10)
18 July 1944 - Vaires (4.45)
20 July 1944 - Alderbelck (3.35)
25 July 1944 - Stuttgart (8.55)
28 July 1944 - Hamburg (5.30)
3 August 1944 - Foret de Nieppe (3.55)
4 August 1944 - Bois de Casson (4.25)
5 August 1944 - St. Leu d'Esserent (5.35)
7 August 1944 - Caen (4.15)
8 August 1944 - Foret de Chantilly (5.00)
10 August 1944 - La Pallice (6.45)
25 August 1944 - Brest (5.05)
27 August 1944 - Marquis de Mimoyecques (3.20)

Notes: On 16 June 1942 at No.18 EFTS, Fair Oaks, Tiger Moth T6800 heavily damaged in bad landing, not corrected by instructor, 1333210 Sergeant F.H. Ridegewell.

On repatriation form dated 5 November 1944 he stated he had flown 34 sorties (163 hours 20 minutes), the last being 28 September 1944. Had also flown 327 training hours.

Selected Postwar Assessments: "This NCO has a very good knowledge of his trade and a good service attitude. He takes an active part in organizing and participation in the social activities on the station and contributes considerably to their success. He is active in current affairs discussion groups. He attempts to improve the trade knowledge of his men and is critical of subordinates who are slow to learn or repeat mistakes. As an allied aircraft trade NCO he is above average in his ability to supervise work parties etc not in his own trade sphere." (F/L G.S. Hogg, No.403 [Fighter Bomber] Squadron, 28 May 1953).

"This NCO has held the position of NCO in charge Wing Instrument Section. As a tradesman he is most capable, and could be considered for Instructional or specialist duties. Flight Sergeant Browning is considered an excellent leader who does not hesitate to speak up for his subordinates. He has their welfare at heart, and they in turn give him their confidence and willingly follow his orders and suggestions. He is firm but fair in his dealings with them. This NCO is justifiably confident in himself, loyal and respectful of authority, is cordial and sincere,

with a strong-minded nature. He has very good bearing, and is most acceptable at any social function. His financial affairs appear to be in good order. He is keenly interested in curling and his fine executive ability has been made use of in the Wing Curling Club since being at this unit. This NCO is well travelled, and is a very conscientious member of his church. He like good music and enjoys gardening in his leisure hours. It is recommended that this NCO be considered for commissioned rank." (F/L D.A. Duston, No.4 Wing, 10 April 1959).

"Flight Lieutenant Browning's performance as a CF-101B squadron maintenance officer has been excellent at this unit. He has a great deal of drive and service dedication. This is coupled with high initiative, experience and a knowledge of his aircraft and its systems such that his reliability and general competence is evident to all. He understands and gets along well with aircrew and as a result, his leadership is often spontaneously evident in the area of the squadron's operations. He is active in mess and community affairs and has no known financial or domestic problems other than his present desire to remain at this unit on disbandment of 414 Squadron. The latter is brought about by a series of family separations and transfers since his commissioning and later assignment to the CF-105 programme. He is now understandably anxious to stabilize his family's activities and the educational situation for his children. Recommended for promotion when eligible." (S/L W. Harle, Station North Bay, 17 March 1964).

To the above is added the following: "I fully concur with the high assessment afforded this excellent officer by the unit SAEO. The impact on maintenance organization improvement since Flight Lieutenant Browning assumed the duties of 414 Squadron maintenance officer, have been significant. While his very recent promotion does not permit his being recommended for further advancement at this time, the technical and management capabilities displayed by Flight Lieutenant Browning at this station will undoubtedly merit him strong support for further rank progression in the near future." (W/C J.R. Romanow, Station North Bay, 17 March 1964)

The following six paragraphs constitute one of the most remarkable assessments of an RCAF/CF officer:

"Captain Browning is a mature, responsible and experienced officer. His long service both as an NCO and Officer have provided him with an outstanding knowledge of all aspects associated with the field of aircraft maintenance. He has no peer in the Air Force at this time in knowledge and experience on the CF-101 aircraft and for this reason, his employment for the short time he has left in the service should be associated with the CF-101 aircraft.

"As the ASRO, Captain Browning was responsible for all facets of CF-101 and T-33 Maintenance. His control and direction resulted in the creation of a flexible and professional organization which maintained both an excellent aircraft serviceability and a high standard of maintenance. The flexibility of this organization also permitted a responsible and immediate reaction to changing alert commitments. The drastic reduction in hangar space together with the adverse weather conditions experience during the past winter created new problems for the aircraft maintenance organization; in all instances, Captain Browning and his organization were equal to the challenge and always acquitted themselves in an outstanding manner.

“Captain Browning is a most dedicated officer whose attitude can be best summed up by the statement that ‘Browning is a 7 day a week, 24 hour a day man.’ During the past Tactical Evaluation, he was ever present, directing what has been described as the best TAV EVAL ever seen at CFB Comox. At any time of the day or night, this officer responds to any emergency or priority call from the Base and usually is the first person to arrive, and immediately initiates positive action to resolve the situation.

“This officer’s maturity and experience permits him to make quick and knowledgeable assessments and he presents his ideas, conclusions and decisions either verbally or written in a clear, concise and unambiguous fashion, albeit at times in a blunt and direct way. Browning, although somewhat conditioned by past practices, nevertheless adapts to change and can be relied upon to make sound decisions and always accepts the responsibility for his own decisions and actions irrespective of the outcome.

“Captain Browning actively participates in Community affairs and unsparingly gives of his time and talents.

“Captain Browning is presently on a three year extension and unfortunately is denied promotion due to the present policy. This is sincerely regretted as I believe that he has much to offer the CAF and would make an excellent Major. Accordingly, he is strongly recommended for promotion.” (Commanding Officer, CFB Comox, 25 June 1966._

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BROWNLEE, S/L Donald Arthur (C5194) - **Mention in Despatches** - No.143 Wing (AFRO gives unit as "Overseas" - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 15 June 1913. Home in Ottawa; enlisted there 28 August 1935. To No.2 SFTS, 14 January 1941. Promoted WO2, 1 March 1941. Commissioned as Flying Officer, 15 May 1941. Promoted Flight Lieutenant, 20 July 1942. To “Y” Depot, Halifax, 25 February 1943; to RAF overseas, 28 February 1943. Promoted Acting Squadron Leader, date uncertain; confirmed as Squadron Leader, 1 August 1945. Repatriated 29 January 1946. Reverted to Flight Lieutenant in permanent force, 1 October 1946. Promoted Squadron Leader, 1 January 1949 in Personnel Administration Branch. Promoted Wing Commander, 1 January 1954. Retired 1967. Died in Ottawa, Ontario, 27 April 2003. RCAF photo PL-33178 (ex UK-15796 dated 14 October) is captioned as follows: “Apparently the administrative officer wants something of the adjutant. Squadron Leader D.A, Brownlee of Ottawa is seen with his adjutant, Flight Lieutenant Jack Bonner, also of Ottawa. The little play is being enacted in front of one of the wooden horses with which the Germans hoped to camouflage their airdromes from Allied prying eyes. On the horse’s head is ‘Pat’, the squadron leader’s dog.” RCAF photos PL-40742 and PL-40743 (ex UK-15953 and UK-15954, dated 30 November 1944) is captioned as follows: “S/L Don Brownlee of Ottawa, the Wing administrative officer (left), and S/L Donald Brewster of Fernie, B.C., the chief technical officer, look over the possibilities of a prange German hangar as a source of lumber and materials for airmen’s quarters. In the background is a Messerschmitt, stripped bare by the blast which ruined this hangar and behind that is a new

airmen's mess hall built from salvaged equipment." RCAF photo PL-43792 (ex UK-20821, circa 15 April 1945) shows him wearing battle dress, wedge cap and revolver; described as "the wing senior administrative officer." No citation found but DHist file 181.009 D.1124 (RG.24 Vol.20595) has recommendation drafted by G/C K.L.B. Hodson and forwarded from No.120 Wing, 8 January 1946, for an OBE. For the record, the submission is transcribed as follows:

Squadron Leader Brownlee served as Senior Administration Officer with 143 Airfield, 2nd Tactical Air Force, throughout its European campaign. He was mentioned in despatches for his work.

On the 19th September 1945 he was posted to RAF Down Ampney as Senior Administrative Officer. It was a dispersed station in a bad state of disrepair. Canadian airmen posted in were bitterly disappointed at not being repatriated. Wholeheartedly, Squadron Leader Brownlee devoted himself to organizing and repairing this station. Nothing was too much trouble, no task too great. For weeks on end, without leave, he worked for the airmen's welfare. I have never seen an officer devote himself so thoroughly and so painstakingly to his airmen. Starting with nothing, Squadron Leader Brownlee has demonstrated what can be done with energy and singleness of purpose. In these difficult times, when others have lost enthusiasm, his inspiration is worthy of an OBE.

BROWNLEE, F/L Donald Arthur. (19985) - **French Croix de Guerre with Silver Star** - Award as per **Canada Gazette** dated 20 September 1947 and AFRO 485/47 dated 12 September 1947. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Squadron Leader Brownlee was administrative officer with 143 Wing of Second Tactical Air Force. His efforts greatly contributed to the efficient operation of this Wing, which aided in no small measure in driving the enemy from French soil.

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BROWNLEE, WO Donald Grant (R127825, later J86530) - **Member, Order of the British Empire** - No.13 Squadron - Award effective 22 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born in Woodbridge, Ontario, 18 December 1920. Home in Woodbridge (machine operator in textile mill); enlisted Toronto 20 August 1941. To No.1 Manning Depot, 1 September 1941. To No.1 Equipment Depot, 19 October 1941. Posted to No.4 WS, 17 January 1942; promoted LAC, 16 March 1942. Posted to No.1 BGS, 1 August 1942 (graduated 31 August 1942 and promoted Sergeant). To No.34 OTU, Pennfield Ridge, 2 September 1942. To No.1 Manning Depot, 14 September 1942. To No.31 OTU, Debert, 9 October 1942. To "Y" Depot, Halifax, 31 January 1943; promoted Flight Sergeant, 28 February 1943; to RAF overseas, 8 March 1943. Disembarked in United Kingdom, 17 March 1943. To No.1 (Coastal) OTU, 18 May 1943. To No.10 Air Despatch Unit, 2 August 1943. Emplaned for North Africa, 3 August 1943. Taken on strength of No.500 Squadron, 5 August 1943. To No.52

Squadron, 17 August 1943. Promoted WO2, 28 August 1943. To No.31 Squadron, 2 November 1943. Promoted WO1, 28 February 1944. Commissioned 8 April 1944. Promoted Flying Officer, 8 October 1944. Repatriated 18 December 1944. Released 26 March 1945. Died in Woodbridge, Ontario, 12 May 1993 as reported in **Legion Magazine**. Award sent by registered mail

Warrant Officer Brownlee was the gunner of a Baltimore aircraft which on returning from a night reconnaissance in May 1944, crashed on the beach near Termoli. The aircraft broke in two, between the turret and the wireless operator's cabin, and the front portion caught fire. With assistance from an Army officer who was on the beach Warrant Officer Brownlee climbed out of the turret and although suffering from severe shock and bruises he approached the blazing front portion of the wreckage, disregarding the risk of exploding petrol tanks. Warrant Officer Brownlee and the Army officer successfully extricated the wireless operator/air gunner and carried him clear. While this was being done ammunition was exploding and one of the petrol tanks blew up. Warrant Officer Brownlee then returned to the wreckage to rescue the pilot, but owing to the fierceness of the fire had to abandon the attempt. Although considerably shaken when he had made his own escape, he showed great bravery and devotion to duty.

NOTE: Public Records Office Air 2/8784 has recommendation dated 14 May 1944. As of that date he had flown 28 sorties (97 hours five minutes). Originally put up for a Conspicuous Gallantry Medal (Flying), it appears that a George Medal was substituted as of 29 May 1944 by the AOC Mediterranean Tactical Air Forces. It is not clear when the MBE was substituted.

Warrant Officer Brownlee was the gunner of a Baltimore aircraft which, returning from a completed armed night reconnaissance, crashed on the beach near Termoli at 2330 hours on 11 May 1944 after a wing tip had hit the sea during a turn. The aircraft broke in two, between the turret and the wireless operator's cabin, and the front portion caught fire. With the help of a Royal Army Signal Corps officer, Lieutenant W.J. Robinson, who was on duty on the beach, he climbed out of the turret after breaking off portions of the perspex.

Although suffering from severe shock and bruises, Warrant Officer Brownlee together with Lieutenant Robinson approached the blazing front portion of the wreckage and saw the Wireless Operator Air Gunner, Warrant Officer Bond, sitting motionless in his seat. Disregarding the risk of the petrol tanks exploding they successfully extricated Warrant Officer Bond and carried him clear of the wreckage to the accompaniment of exploding ammunition and the explosion of one petrol tank after they had carried him five yards from the aircraft.

Warrant Officer Brownlee approached the wreckage once more in order to rescue the pilot who was still in the aircraft, but had to abandon the attempt

owing to the fierceness of the fire. Although already considerably shaken by his own escape he showed great devotion to duty and bravery in his attempts to rescue his comrades, knowing full well the great risks he was running.

Note: He was the sole survivor of the crash, and understandably was deeply affected by it. "At the moment does not want to see an aircraft again" read one report of 25 September 1944.

On repatriation form dated 29 November 1944 he stated he had flown 17 bomber sorties (36.20) and eleven coastal reconnaissance sorties (61.00). Operational hours were 97.20, non-operational training hours 112.05, and other non-operational flying was 57.40. This apparently included ferrying a Hudson to North Africa (12.40).

Training:

Interviewed 8 May 1941 by F/O R. Key - "Clean cut lad, keen and intelligent, good appearance, alert, willing, will make good aircrew material."

Course at No.4 Wireless School had been 16 February to 3 August 1942. Spent three hours 30 minutes in Flying Classroom as First Operator and 14 hours 35 minutes in two-seater aircraft as sole operator. Ground courses in Theory (40/50), Radio Equipment (181/250), Morse (150/200), Procedure (142/200), Signals Organization (108/150), Armament (78/100) and Drill (40/50). Placed 73rd in a class of 98.

Course at No.1 BGS was 3 August to 31 August 1942. Gunnery training in Battle (3.05) and Bolingbroke (8.05). On Beam Test scored one percent hits, on Beam Relative Speed Test scored four percent hits, and on Under Tail Test scored 1.6 percent hits. Fired 600 rounds on ground, 300 rounds air-to-ground and 2,012 rounds air-to-air. Placed 31st in a class of 42. "Average student".

Course at No.31 OTU, Debart was 26 October 1942 to 15 January 1943. Flew in Ansons and Hudsons (58 hours by day, 6.40 by night, all as First WOP). Fired 500 rounds on ground, 900 rounds air to ground and 1,450 in air-to-air tests. Tests in Morse (65 %), Signals Procedure (70 %), Armament (82 %), Airmanship (69 %), Tactics (70 %) and Intelligence (72 %).

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BRUCE, S/L Arthur Howard Clair (C7262) - **Mention in Despatches** - No.6 Group Headquarters (AFRO only says "Overseas") - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Aurora, Ontario, 13 October 1897. Served in 4th Division Signals, Canadian Expeditionary Force, 14 November 1916 to 24 April 1919 (sapper, Sergeant Signaller, instructor). Home in Toronto where he attended Osgoode Hall and then was called to the Bar. Practiced in Whitby to 1929 and Toronto thereafter. COTC instructor, Osgoode Hall, 2 January to 20 September 1941. Enlisted in RCAF, Toronto, 6 September 1941 in Administration Branch. Course in administration, Trenton, 6 September to 6 October 1941. Held

rank of Flying Officer as of 4 October 1941; To No.7 BGS, Paulson, 6 October 1941 (Adjutant). To "Y" Depot, 20 March 1942. To No.31 Personnel Depot, 23 March 1942. To RAF overseas, 26 March 1942, disembarking 7 April 1942. To Overseas Headquarters, 14 April 1942. To No.416 Squadron, 3 June 1942 (Adjutant). Promoted Flight Lieutenant, 18 December 1942. To No.407 Squadron, 20 November 1942 (Adjutant). To RCAF Overseas Headquarters, 3 February 1943. To Headquarters, No.6 Group, 19 November 1943 (Senior Personnel Staff Officer). Promoted Squadron Leader, 20 November 1943. Repatriated 12 September 1944. To No.4 Release Centre, 25 December 1944. Resigned commission, 14 February 1945. Living in Toronto in 1950. No citation in AFRO. RCAF photo PL-28103 (ex UK-8804 dated 4 March 1944) is captioned as follows: "A veteran of the First World War, Squadron Leader A.H.C. Bruce of Toronto knows the score from the viewpoint of men in the ranks and officers alike. He is now in charge of the Personnel Division of the RCAF Bomber Group in Great Britain and before joining the service he was a barrister in Toronto. Pictured with him is Assistant Section Officer Hazel M. Kendall, also of Toronto, who was commissioned from the ranks and has more than 18 months of overseas service to her credit." RCAF photo PL-31850 (ex UK-14033 dated 18 August 1944) shows S/L Ken Ball at handover from S/L Arthur H.C. Bruce, "P" staff duties, No.6 Group Headquarters.

Selected Assessments: "This officer possesses a high degree of leadership and common sense in handling all squadron matters. His personality and tact enable him to settle problems of the men with quiet efficiency and judgement to the satisfaction of all concerned. He is very efficient in carrying out all his duties. His loyalty to the squadron makes him an indispensable member of the squadron. He takes a very keen interest in all parts of the squadron and always endeavours to improve where he can." (S/L L.V. Chadburn, 3 September 1942)

"Experience as adjutant coupled with an established legal practice prior to war give this officer a rare insight and understanding of service legal procedures and problems. His reputation not only in this Headquarters but also with units within the Group is excellent." (S/L Scott Foster, No.6 Group, 21 October 1943).

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BRUCE, F/O Cameron Barrie (J13490) - **Air Force Cross** - No.12 SFTS (now No.6 EFTS) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 17 June 1919 in Ottawa (RCAF press release reporting award); enlisted there, 15 August 1940. To No.2 ITS, 30 September 1940; graduated and promoted LAC, 26 October 1940 when posted to No.13 EFTS; graduated 22 December 1940 when posted to No.8 SFTS; graduated and promoted Sergeant, 7 April 1941. To No.1 ANS, 30 April 1941. To No.12 SFTS, 30 June 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 1 June 1942. Commissioned 1 July 1942. Promoted Flying Officer, 1 January 1943. To No.6 EFTS, 4 October 1943. To No.1 CNS, 2 October 1944. To No.8 OTU, 25 April 1945. To No.3 Release Centre, 31 July 1945. Retired 11 August 1945. Award presented 7 June 1944. Died in Burlington, Ontario, 27 November 2002.

This officer has been employed at this unit, first as an NCO, for the past twenty-

seven months. Both as NCO and officer, Flying Officer Bruce had carried out his duties and completed nearly 2,000 instructional hours as a Navigation Instructor during the past twenty-seven months, in an outstanding and most commendable manner. He has at all times set a very high standard of training and his loyalty and untiring efforts have contributed largely to the successful instruction of aircrews.

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BRUCE, Corporal (now Sergeant) Donald Henry (R76195) - **Mention in Despatches** - No.404 Squadron (AFRO gives unit only as "Overseas" - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 17 August 1914 in Stellerton, Nova Scotia. Home in Stellerton, Nova Scotia (service station employee, managing one for four years); enlisted in Halifax, 11 November 1940 as Armourer. To Trenton, 31 January 1941. Promoted AC1, 28 April 1941. To Embarkation Depot, 29 April 1941. Promoted LAC, 1 October 1941. To RAF overseas, 27 February 1942 (there is nothing to explain the lapse of time). Disembarked in Britain, 9 March 1942. To No.402 Squadron, 3 April 1942. To No.404 Squadron, 17 April 1942. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 April 1943. Struck off strength of No,404 Squadron, 21 June 1945. Repatriated 22 July 1945. To Scoudouc, 23 July 1945. Retired 6 September 1945. Died 10 August 1995 in New Glasgow, Nova Scotia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of January 1996. No citation in AFRO. RCAF photo PL-41007 (ex UK-11455 dated 7 June 1944) shows him fitting rocket projectiles to wing racks. RCAF photo PL-41008 (ex UK-11456 dated 7 June 1944) is captioned as follows: "Corporal Don Bruce of Stellerton, Nova Scotia, armourer with an RCAF Beaufighter squadron, puts the sting on the rocket projectiles of a Beaufighter. Just before take-off he attaches the electrical connections with which these new weapons, just recently released from the secret list, are fired." RCAF photo PL-41009 (ex UK-11457 dated 7 June 1944) shows armourers Corporal Don Bruce (Stellerton) and LAC Johnie Routley (Victoria) shouldering rockets for No.404 Squadron Beaufighters.

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BRUCE, Sergeant Innes (R160510) - **British Empire Medal** - No.1 Air Supply Unit - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 8 August 1913. Home in Calgary; enlisted there 16 March 1942 as Aero Engine Mechanic and posted to No.3 Manning Depot. To Technical Training School, 14 April 1942. To No.2 WS, 22 July 1942. Promoted AC1, 23 July 1942. Promoted LAC, 18 October 1942. Promoted Corporal, 1 October 1943. Reverted to LAC, 17 October 1944. Promoted Corporal, 1 December 1944. To No.3 SFTS, 9 April 1945. To No.10 Repair Depot, 27 September 1945. Promoted Sergeant, 1 November 1945. To No.2 Air Command, 27 November 1945. To Churchill, 9 December 1945. Reverted to Corporal in postwar RCAF, 1 October 1946 (service number 23920). Service with No.435 Squadron, dates uncertain. Promoted Sergeant, 1 February 1952. Promoted Flight Sergeant, 9 April 1955. Released 29 January 1964, settling in Calgary. Award presented 10 December 1947. Died in Calgary, 27 February 2008.

On 14th February 1946, at Churchill, Manitoba, a Herman Nelson Aircraft Heater exploded, spraying personnel with burning gasoline and seriously endangering a Dakota aircraft. With utmost presence of mind and complete disregard of personal danger, Sergeant Bruce extinguished the blaze with a fire extinguisher, directed the disposal of the still dangerous heater and administered first aid to the burns of his comrades. His action undoubtedly saved the hangar and aircraft from destruction and his courage, tenacity and devotion to duty is worthy of the highest praise.

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BRUCE, Sergeant Norman (R136423) - **Distinguished Flying Medal** - No.14 Squadron - Award effective 21 March 1944 as per **London Gazette** dated 24 March 1944 and AFRO 921/44 dated 28 April 1944. Born 6 January 1923. Home in Toronto; enlisted there 29 October 1941. To No.1 Manning Depot, 11 November 1941. To Technical Training School, 7 December 1941. To No.6 ITS, 14 February 1942; graduated and promoted LAC, 10 April 1942; posted next day to No.10 EFTS; graduated 19 June 1942 and posted next day to No.16 SFTS; graduated 9 October 1941 and promoted Sergeant). To "Y" Depot, Halifax, 23 October 1942. Struck off strength to RAF overseas, 27 October 1942. Commissioned 23 March 1944 (J89122). Reported missing (Prisoner of War), 28 April 1944; reported safe in United Kingdom, 26 May 1945. Repatriated to Canada, 7 July 1945. Released 1 October 1945. Award presented 18 October 1947.

An outstanding captain of aircraft, Sergeant Bruce has completed many difficult sorties. In September 1943, he was detailed for an operation over central Greece. Undeterred by appalling weather, with almost continual lightning he located his target and achieved his objective. On the return flight the weather became even worse and he had the utmost difficulty in retaining control of the aircraft but by superb airmanship Sergeant Bruce overcame the elements and brought his aircraft safely back to base. On all occasions this airman has shown the same courage, dogged endurance and tenacity of purpose to bring each mission to a successful conclusion.

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BRUCE, F/L Stanley Gordon (J10705) - **Mention in Despatches** - No.10 (BR) Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 22 April 1909 in Vernon, British Columbia; educated in Victoria and at University of British Columbia in Mining Engineering. Employed four years nine months as Engineer with Kootenay Belle Gold Mines, Sheep Creek, British Columbia. Enlisted in Calgary, 20 May 1941 and posted to No.2 Manning Depot, Brandon. To No.7 BGS, Paulson, 21 June 1941 (guard). To No.4 ITS, Edmonton, 15 July 1941; graduated and promoted LAC, 15 September 1941; to No.2 AOS, Edmonton, 29 September 1941; to No.8 BGS, Lethbridge, 4 January 1942. Graduated and promoted Sergeant, 14 February 1942. To No.1 ANS, Rivers, 15 February 1942. Commissioned

19 March 1942. To No.31 GRS, Charlottetown, 10 April 1942. To Eastern Air Command, 9 June 1942. To No.145 (BR) Squadron, 2 June 1942. Promoted Flying Officer, 1 October 1942. To No.10 (BR Squadron, 1 May 1943. Promoted Flight Lieutenant, 1 August 1943. Promoted Acting Squadron Leader, 1 February 1945. To No.8 Release Centre, Vancouver, 31 July 1945. Released 28 August 1945. Died in Lawless Creek, British Columbia, 24 June 1964 as per British Columbia Vital Statistics.

This officer has flown many hours as a navigator on operations over the North Atlantic area. He has at all times displayed exceptional skill in navigation and outstanding devotion to duty.

This comes from a recommendation dated 22 January 1944 by G/C C.L. Annis, who was also suggesting a Mention in Despatches. Had completed 921.30 flying hours to date, 689:40 operational hours (68 sorties); flying in previous six months had been 247.20):

On the 24th of September 1943, this Officer was Navigator on a V.L.R. Liberator which attacked and drove down a heavily armed U-Boat, in the vicinity of a convoy. This particular flight took the aircraft over seven hundred miles from base in very bad weather and the navigation required had to be of the highest order. Flight Lieutenant Bruce has flown over 500 operational hours as Navigator and during this time he has show himself to be of above average ability, with a standard of work which has been an inspiration to those who serve with him.

Training: Course at No.4 ITS was 9 August to 10 September 1941. Placed 49th in a class of 134.

Course at No.2 AOS was 29 September 1941 to 2 January 1942. Anson aircraft (29.25 as first navigator by day, 38.40 as second navigator by day, 6.45 as first navigator by night, 4.35 as second navigator by night). Courses in DR Plotting (121/150), DR and DF, written (158/200), Compasses and Instruments (118/150), Signals (98/100), Maps and Charts (96/100), Meteorology (84/100), Photography (78/100), Reconnaissance (83/100). Placed second in a class of 22.

Course at No.8 BGS was 5 January to 14 February 1942. Fairey Battle (24.55 day bombing, 1.30 night bombing, 13.55 day gunnery). Dropped 62 bombs high level and 16 bombs low level. Fired 1,815 rounds air-to-air. Ground subjects were Bombing, written (122/150), Bombing, practical (126/150), Gunnery, written (88/100) and Gunnery, Practical (77/100). Described as above average air bomber, average only as gunner. Placed first in a class of 22. "Very reliable type, enthusiastic in all phases of work. Past experience in leadership will serve him well. Has established a high place for himself in the course."

Course at No.1 ANS was 16 February to 19 March 1942. Anson aircraft (6.45 as first navigator by day, 7.45 as second navigator by day, 6.15 as first navigator by night, 9/45 as second navigator by night. Ground training in Astro Navigation Plotting (111/15) and Astro Navigation,

written (93/100). Placed second in a class of 22. Described by all as "above average." Course at No.31 GRS was 13 April to 9 May 1942; Anson aircraft (15.05 on day navigation); in the air graded as "Above average. Excellent log keeper, results are usually good but a little disappointing sometimes." Ground courses in DR Navigation (159/200), Reconnaissance (159/200), Coding (78/100), Ship Recognition (160/200), Visual Signals (Pass). Placed 9th in a class of 26. "A good officer who will develop into a sound and reliable G.R. Observer."

Attended a special course at Suffield, Alberta, 13-25 December 1943 in Anti-Gas and Chemical Weapons. Placed third in a class of six. Flew as bomb aimer in Bolingbroke (2.45) and Lysander (3.40). "This officer worked steadily but lightly during the course. He is assessed as having the best grounding in chemical warfare of any of this course." (F/L S. Gillis for S/L E.C.M. Sheffield).

Selected Assessments: "Feel confident this officer can handle all Navigational problems apt to be encountered in this work. Has shown a high degree of proficiency in all he has undertaken in this Unit, both practical and in the training of junior observers." (F/L D.J. Lowry, Torbay, 23 September 1942).

"This officer has shown outstanding ability in navigation and its problems. He is keen, eager and capable of handling this branch of the unit's work. It is strongly recommended that his promotion to Flying Officer be granted." (F/L D.J. Lowry, Torbay, 12 December 1942).

"Is slated for the position of Deputy Navigation Leader with this squadron." (W/C C.L. Annis, No.10 Squadron, 21 June 1943).

"As Navigation Leader, this officer has produced excellent results as exemplified by the high standard of our navigators. Flight Lieutenant Bruce is a very keen and sound officer in all respects." (S/L C.W. Bradley, 31 January 1945).

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BRUCE, F/L Thomas Douglas (J10358) - **Commended for Valuable Services** - No.10 EFTS - award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 14 November 1915. Enlisted in Toronto 25 February 1941. To No.1 Manning Depot, 14 March 1941. To Trenton, 27 May 1941. To No.1 ITS, 15 July 1941; graduated and promoted LAC, 20 August 1941 when posted to No.10 EFTS; graduated 7 October 1941 and posted on 10 October 1941 to No.1 SFTS; graduated and commissioned 27 February 1942. To Trenton, 28 February 1942. To No.14 SFTS, 21 April 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 May 1943. To No.9 SFTS, 31 August 1944. To No.10 EFTS, 25 May 1945. To No.4 Release Centre, 6 October 1945. Retired 16 October 1945.

In forty months of association with flying training, this officer has always shown a very high sense of devotion to duty. He is extremely reliable and undertakes enthusiastically any task assigned to him. His character and leadership are such

that he highly influences those associated with him. His standard of efficiency in flying training cannot be overestimated.

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BRUNEAU, F/O Arthur Andrew (J29136) - **Distinguished Flying Cross** - No.547 Squadron - Award effective 19 July 1945 as per **London Gazette** dated 27 July 1945 and AFRO 1672/45 dated 2 November 1945. Born in Montreal, 28 October 1923 (obituary notice, Montreal **Gazette**); home in Westmount; Enrolled in McGill University (Faculty of Law) in 1940. Enlisted Montreal 5 June 1942. To Rimouski, 29 June 1942. To No.3 ITS, 24 October 1942; graduated and promoted LAC, 31 December 1942; to No.13 EFTS, 23 January 1943; may have graduated 26 March 1943 but not posted to No.2 SFTS until 12 April 1943; graduated and commissioned, 6 August 1943. To No.1 GRS, 13 August 1943. To "Y" Depot, 30 October 1943. Taken on strength of No.3 PRC, Bournemouth, 15 November 1943. Arrived in UK, 23 November 1943. Further trained at No.6 (C) OTU, 17 February to 4 April 1945 and No.20 (P) AFU, 4 April to 4 July 1944. With No.547 Squadron, 4 July 1944 to 8 July 1945. Promoted Flying Officer 6 February 1944. To Canada, 19 August 1945. Released 10 September 1945. Award presented 22 May 1946. Returned to McGill and completed his legal studies in 1949. Career thereafter was with Alcan Aluminium (Montreal and London), retiring 1985. Died at Ste. Anne de Bellevue Veterans Hospital, Montreal, 20 December 2008.

This officer has taken part in a large number of operational sorties. He is an excellent captain of aircraft whose cool courage in the face of danger has inspired the crew with confidence. On May 5, 1945, Flying Officer Bruneau was captain of an aircraft detailed for a daylight anti-U-boat patrol over the Kattegat. Two fully surfaced enemy submarines were sighted. Despite intense anti-aircraft fire this officer attacked and destroyed one of the enemy vessels.

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BRUNELLE, F/L Joseph Paul Marcel Alphonse (C1066) - **Distinguished Flying Cross** - No.414 Squadron - Award effective 23 March as per **London Gazette** dated 3 April 1945 and AFRO 765/45 dated 4 May 1945. Born 15 January 1919. Home in Montreal; enlisted there 9 September 1939. Flying Officer as of 20 April 1940. At No.22 EFTS as of 17 December 1941. To No.13 SFTS, 11 May 1942. Promoted Flight Lieutenant, 1 June 1942. To No.1 OTU, 12 March 1943. To "Y" Depot, 29 May 1943. To RAF overseas, 15 June 1943. Repatriated 22 July 1945. To Debort, 23 July 1943. To Release Centre, 1 September 1945. Retired 10 September 1945. Award presented 25 November 1949. Rejoined RCAF Auxiliary, No.438 Squadron, Montreal, 12 June 1951 with rank of Squadron Leader (Medical Branch); resigned his commission, 31 January 1952. Graduated in Medicine, University of Montreal, and specialized in ORL work at Presbyterian Hospital, New York. Died at Notre-Dame Hospital, Montreal, 5 May 2002. RCAF photo PL-33021 (ex UK-15664 dated 9 October 1944) shows him on return from a sortie.

Since joining this squadron this officer has completed a large number of successful operational sorties. He has been employed on targets ranging from

Cherbourg to the Ruhr, frequently in the face of intense opposition from heavily defended areas. On all his missions Flight Lieutenant Brunelle has displayed great keenness and a fine fighting spirit. Throughout a period of intensive operations he has shown outstanding ability which coupled with his exceptional courage have made him a highly valuable flight commander.

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BRUNELLE, F/L Marc Fernand (J14821) - **Air Force Cross** - No.519 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 24 October 1918. Home in Penetanguishene, Ontario; enlisted in North Bay, 18 August 1941 and posted to No.2 Manning Depot. To No.3 Personnel Holding Unit, 10 October 1941. To No.4 ITS, 22 November 1941; promoted LAC, 17 January 1942; to No.3 Manning Depot, 24 January 1942; to No.2 WS, 28 February 1942; to No.4 BGS, 11 September 1942; promoted Sergeant, 12 October 1942 (subsequently commissioned with effect from that date); to No.4 AOS, 26 October 1942; promoted Flying Officer, 12 March 1943. To No.31 OTU, 25 June 1943. To "Y" Depot, 21 September 1943. Taken on strength of \No.3 PRC, Bournemouth, 8 October 1943. Repatriated 22 July 1945. Retired 13 September 1945. At some point changed his Christian names to Cena Fernand Marc. Award presented in Toronto, 20 November 1949. No citation in AFRO or biographical file. Public Records Office Air 2/9144 identified unit and has recommendation; had flown 700 hours, 441 on current duties, 291 in six months previous to recommendation.

This officer joined the squadron in May 1944. As wireless operator/air gunner in a Fortress aircraft engaged on long range meteorological duties, Flight Lieutenant Brunelle has completed numerous sorties during the past twelve months. On a recent occasion, the aircraft was badly damaged by anti-aircraft fire. Displaying great coolness, this crew member skilfully effected repairs to his wireless equipment and thus navigational assistance was obtained. Later, the electrical supply failed. Flight Lieutenant Brunelle used his skill to good purpose by effecting a further repair and bringing into use additional manually manipulated equipment, which he himself operated continuously for 90 minutes. This enabled certain ground stations to plot the damaged aircraft's position as it was slowly flown home. On another occasion, the aircraft in which this officer was flying was struck by lightning during a severe electrical storm. The fuselage was damaged. Although suffering from shock and burns, Flight Lieutenant Brunelle improvised an aerial, a task which necessitated his working in very low temperatures with no protection, thus aggravating the injuries he had already received. Nevertheless, his efforts contributed greatly to the safe return of the aircraft.

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BRUNELLE, Sergeant Paul Joseph (Can 2582) - **British Empire Medal** - Station East Moor - Award

effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Fitter/Armourer. Born in Toronto, 27 September 1918. Home in Toronto; enlisted there 12 May 1939 as Armourer Assistant. Promoted AC1, 12 November 1939. To No.5 (BR) Squadron, 2 January 1940. Promoted LAC, 29 February 1940. Promoted Corporal, 1 January 1941. To "NSS". 7 May 1942. To "Y" Depot, 31 August 1942. Taken on strength of No.425 Squadron, 27 October 1942. Promoted Sergeant, 1 November 1942. Repatriated 2 August 1945. Retained rank of Sergeant in postwar RCAF. Retired 11 November 1948. Award presented 9 April 1948. Subsequently became an officer in the Royal Canadian Navy (1948), serving to retirement in 1969. Treasurer and Manager of Eastern Passage Credit Union, 1969 to 1975. He was involved in a number of organizations related to the military. He had many hobbies and interests. He was trained as a machinist and enjoyed woodworking which led to his creation of a set of working mechanical models constructed from wood and metal. These have been donated and are on display at the Nova Scotia Museum of Industry. He specialised, as a hobby, in the greenhouse culture of cacti and other succulent plants and, in 1997-98, he donated his large plant collection, a photo gallery of his plants, and his Cactus and Succulents library to Dalhousie University. Incorporating his interest in photography, at Dalhousie, with the title "visiting scientist", he produced the "Dalhousie Collection of Cacti and Other Succulents" educational web site (<http://cactus.biology.dal.ca/>). Died in Dartmouth, Nova Scotia, 21 July 2012. Identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations dated 15 June 1945 identifies unit. No citation in AFRO; DHist file 181.009 D.1725 (RG.24 Vol.20607) has recommendation by G/C R.A. McLernon dated 30 April 1945, when he had served 3½ years in Canada and 2½ years overseas.

Sergeant Brunelle is a very outstanding tradesman who has worked unceasingly to improve his technical knowledge of Service Equipment, with marked success. He has received special commendation from Air Ministry for inventions which added to the efficiency of technical devices. He has made untiring efforts to aid airmen in his trade to increase their ability and competence. This NCO's enthusiasm for difficult tasks has remained at a high pitch over a lengthy period of war service. His exceptional and exemplary performance of all duties warrants recognition, and I very strongly recommend that he be awarded the British Empire Medal.

The following taken from website

http://www.feltwell.net/raffeltwell/articles/paul_brunelle.htm:

RAF BOMBER COMMAND ARMAMENT EXPERIMENTAL SECTION

At RAF Station Feltwell, Nr Thetford, Norfolk, 1945.

By: Paul J. Brunelle, 2005

I joined the Permanent Royal Canadian Air Force in May 1939. As a 19-year-old trained machinist assistant to two superb machine designers during the Great

1930s Depression, I had thought war was imminent and early enrolment wise. During my Air Armament training war was declared on September 10 1939 and I eventually achieved a reputation as an "innovator" Fitter Armourer on Canada's East Coast with No.5BR and No.117BR Anti-submarine squadrons of Stranraer and Canso boat—seaplane aircraft.

I was posted overseas in October 1942, as a Sergeant Fitter Armourer, joining #425 (Alouette) Squadron of Wellingtons at Dishforth, Yorks, moving later to #432 (Leaside) Squadron at Skipton-on-Swale with Lancasters and at Eastmoor, Yorks with Halifax aircraft. All this while I built happily on my "innovator" reputation and I was cited here for the eventual award of the British Empire Medal.

On 8 January 1945 I was seconded on loan to RAF Bomber Command to form an "Armament Experimental Section" (AES) attached informally to the RAF Bombing Development Unit (BDU) at Newmarket, Suffolk, racetrack but BDU soon moved to RAF pre-war station at Feltwell, Norfolk.

This AES group of Air Armourers was collected to apply an idea by the Bomber Command Air Armament Officer, Air Commodore Bilney, to muster and to access more efficiently the experience, skill and enthusiasms of personnel who had suggested valuable improvements. We were a Flight Sergeant, two Sergeants, two Corporals and 5 others, all of whom had reported to our OIC, Flight Lieutenant Badcock, RAF, by early January 1945.

Much of what follows has become blurred in my memory, for we started with a long list of high priority problems to solve, and we worked at very high intensity from the start.

Somehow I became the NCO-In-Charge and the burst of pride I saw developing, as we realized what we were expected to achieve, I feel yet, 60 years on. F/L Badcock, our Officer-In-Charge for administration, discipline and authority, wasn't much concerned with the technical aspects. I set up the daily routine as NCO-In-Charge and distributed the projects to individuals or teams. We gathered almost daily for general discussions and mutual help and I was informed daily of each ones progress and needs.

This system served very well until VE Day, 8 May 1945, closed our story. Four months was too short a time for our section to really prove itself but we did accomplish a large number of fine projects. These were necessarily rough, but as safe as we could make them, produced within hours or days to solve immediate problems. Engineering and refinement came later and some may still exist.

Examples of some of our projects include: Design and making of a blank firing

modification of the .50" calibre Browning machine gun and its blank ammunition. This was for realistic gunner training in close quarters. I modified the barrel casing with an adjustable propulsion gas reflector on the principle of the older Vickers .303" cal. Mk V machine gun's muzzle recoil attachment. This compensated for the reduced pressure from the blank ammunition that Dave Williams had produced. He had removed the projectiles, replaced the Ballistite charges with faster burning Flake Cordite, and crimped the necks of the rounds with a special tool he designed and made.

Another project, done in a great hurry was to modify the bomb bay of a Mosquito Mk XVI aircraft's bomb bay to accept a target marking bomb too large for it. We were not told why. Basically, I tuned the bomb carrier sideways, but remounting that securely was very tricky.

Bombs in a salvo jostled each other and sometimes exploded in harmony close below the bomber.

The tail pistol design and its very quick arming were blamed. The eventual correction, by some other source, was an elegant modification of the existing stock of pistols by substitution of a screw type of Arming Fork for the nut type. We had been given this as a project and we tried several different ideas within a few days but all of them failed or were too complicated. However, by the time the new pistol showed up we had learned quite a lot.

Our last big project was to find a way to allow tail gunners to escape from a jammed tail turret in a disabled aircraft. We weren't told so at the time, but I'm sure now that it was based on the incident in June 1944 when Sergeant Andrew Mynarski earned the Victoria Cross while trying, despite his burning clothing, to help his rear gunner to escape his jammed turret. As a team, five or six of us worked frantically on several ways to jettison the turret canopy top so that the gunner could jump upward and out. My part of this was to hinge the canopy so that, when broken away, it would leave under control, not turning inward to seriously injure the gunner.

This was our last project and it was delivered to Bomber Command so close to VE Day that I already had received my orders to return to the RCAF for a quick trip back to Canada. There, I was to start up an Armament Experimental Section for the RCAF at Scoudouc, New Brunswick. Arriving there on 10 August 1945, I reported to the Commanding Officer who asked me for a list of what I needed to start, then to go off on thirty days of disembarkation leave. Within a couple of days of my arrival at home, VJ Day, 15 August 1945 happened, and the RCAF AES died a-borning. *Sic transit gloria.*

Eventually I left the RCAF and returned to my former employment as a

machinist, but in about 3 years I joined the newly formed Air Branch of the Royal Canadian Navy in which I eventually won a commission and served for about 22 years in addition to my over 6 years service in the RCAF.

Mr P J Brunelle, Dartmouth, NS

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BRUNET, P/O Arthur Gaston (Can 10780 and J17907) - **Distinguished Flying Cross** - No.137 Squadron - Award effective 12 August 1943 as per **London Gazette** dated 27 August 1943 and AFRO 2198/43 dated 29 October 1943. Born 3 April 1917. Home in St.Thomas, Ontario; enlisted Montreal, 19 September 1939 for General Duties. To Technical Training School, St. Thomas, 24 October 1939. Promoted AC1, 24 February 1940. Promoted LAC, 29 May 1940. Remustered to aircrew and posted to No.1 ITS, 3 January 1941 when he reverted to AC2. Promoted LAC again, 8 February 1941. To No.1 Manning Depot, 10 April 1941; to No.2 SFTS, 4 May 1941; graduated and promoted Sergeant, 15 July 1941. To Embarkation Depot, 16 July 1941. To RAF overseas, 14 August 1941. Commissioned 9 January 1943 (this was not announced in Orders until August 1943, back-dated to January 1943). Credited with damaging one FW.190, 24 July 1943; repatriated 31 October 1943. To No.1 Flying Instructor School, 1 January 1944. To No.5 SFTS, 7 April 1944. Attained rank of Flight Lieutenant, 9 January 1945. Award presented 4 September 1945. Remained in postwar RCAF (10780), reverting to Flying Officer as of 1 October 1946; promoted Flight Lieutenant again, 1948. Still in RCAF as pilot in 1955.

This officer who has completed many sorties both day and night is an extremely able and determined pilot. In the course of his activities Pilot Officer Brunet has attacked numerous locomotives and rolling stock with success. In addition he has attacked many barges and several E-Boats with telling effect. He has set a highly commendable example.

NOTE: Public Record Office Air 2/4995 has recommendation drafted 28 July 1943:

Pilot Officer A.G. Brunet joined the squadron in September 1941 as a Non-Commissioned Officer. During his stay in 12 Group he carried out many defensive patrols and shipping reconnaissances off the Dutch coast. He also did two sweeps.

Since coming to 11 Group, Pilot Officer Brunet has proved himself a keen and efficient member of the squadron. He has taken part in twelve Soadsteads and shipping reconnaissances, twelve night intruder sorties, two dive bombing attacks and five Rhubarbs. During these operations he has destroyed or damaged nine trains and many goods trucks, one "E" Boat and a barge Category I, one "R" Boat Category II, two "E" Boats, a trawler and five barges damaged and one Focke Wulf 190 damaged.

This was endorsed by the Officer Commanding, Station Hornchurch (date not shown) and the Air Officer Commanding, No.11 Group (1 August 1943). It was approved by Air Marshal Trafford Leigh-Mallory, Air Officer Commanding, Fighter Command on 11 August 1943.

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BRUNTON, F/L Mons Linton (J26449) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September and AFRO 1704/45 dated 9 November 1945. Born 18 November 1921. Home in Summerside, Prince Edward Island. Enlisted in Toronto 11 March 1942. To No.1 Manning Depot, 26 April 1942. To No.1 Training Command, 20 June 1942. To No.5 ITS, 15 August 1942; graduated and promoted LAC, 10 October 1942; to No.13 EFTS, 7 November 1942; graduated 23 January 1943 when posted to No.2 SFTS; graduated and commissioned 14 May 1943. To No.1 GRS, 21 May 1943. To "Y" Depot, 14 August 1943. To United Kingdom, 12 September 1943. Promoted Flying Officer, 14 November 1943. Promoted Flight Lieutenant, 1 January 1945. Reported to have flown 38 sorties. Repatriated 23 April 1945. Date of release uncertain. Rejoined RCAF, 3 January 1950 as Education Officer (29821); promoted Flight Lieutenant, 1 June 1952; promoted Squadron Leader, date uncertain. Retired after 18 years. Subsequently taught at Algonquin College. Learned German at the age of 70 and then toured Germany. Died in Ottawa, 13 April 2010. Award sent by registered mail 6 May 1949.

Flight Lieutenant Brunton has completed a successful tour of operational duty which has included many mine-laying missions. He has also taken part in several bombing attacks against heavily defended enemy targets. In March 1945 this officer was detailed for an attack against Essen in daylight. While some 100 miles from his target one engine of his aircraft failed but, with great skill and determination, Flight Lieutenant Brunton pressed on and completed his mission. Throughout his tour of operations, this officer has shown consistent keenness and devotion to duty.

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BRUSER, S/L David Moses (C5879) - **Member, Order of the British Empire** - No.7 SFTS - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 11 May 1911 in Humboldt, Saskatchewan; educated there, St. John's College (Winnipeg) and University of Manitoba (MD, 1936). Interned in general surgery at Winnipeg General Hospital. After a six month stint in the pathology department at Stanford University in California, he returned to Winnipeg General as senior resident in surgery. Received a Master of Surgery degree in 1939 and was certified by the Royal College of Physicians and Surgeons of Canada. Enlisted in Regina, 23 June 1941 as Medical Officer. At No.6 SFTS as of 28 January 1942. To No.36 SFTS, 28 February 1942. To No.4 Training Command, 28 February 1943. To No.7 SFTS, 12 August 1943. Promoted Squadron Leader, 1 September 1943. To No.2 Training Command, 20 September 1944. To No.10 Repair Depot, 22 April 1945. To No.7 Release Centre,

8 May 1945. Retired 18 November 1945. Award presented 14 February 1945. In 1950, he took the examinations of the Royal College of Surgeons in Montreal, where he received his Fellowship in Orthopaedics. He then began practice in Winnipeg at the Mall Medical Group, which he and a group of friends and colleagues founded. At the same time, Bruser began lecturing in orthopaedic surgery at the University of Manitoba. He held orthopaedic appointments at Winnipeg General Hospital, Misericordia General, Deer Lodge Veterans Hospital and later at the Manitoba Rehabilitation Centre. He also served as chief of orthopaedics at Misericordia General and Deer Lodge. Retired from the University of Manitoba faculty in 1978 as Associate Professor of Medicine and was elevated to the Honourary Medical Staff at the Health Sciences Centre. He retired completely from practice in 1987. He also served as surgeon to the Winnipeg Blue Bombers and traveled with the team. Died in Winnipeg, 26 December 2005.

As Senior Medical Officer on a Service Flying Training School, Squadron Leader Bruser has displayed qualities of professional and administrative abilities much above average. Due to his skill as a surgeon he has been called upon to perform operations for all stations in southern Alberta. As a result he has devoted much time over and above normal working hours to fulfil the many tasks he has been called upon to do. The organization and administration of the station's sick quarters function smoothly under his direction. His outstanding devotion to duty and unfailing cheerfulness have been an inspiration to all with whom he has come in contact.

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BRUSH, F/O Garfield Charles (J38297) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September and AFRO 1704/45 dated 9 November 1945. Born 26 July 1917 in Sault Ste. Marie, Ontario. Home there; worked at part time odd jobs, 1935 to 1940 plus a dredging company (1937-1940) and Algoma Steel Corporation (1940-1942). Enlisted Toronto, 30 April 1942 and posted to No.1 Manning Depot. To No.6 SFTS, Dunnville (guard), 29 May 1942. To No.5 ITS, Belleville, 1 August 1942; graduated and promoted LAC, 26 September 1942 but not posted to No.10 EFTS, Pendleton until 24 October 1942. Ceased training 23 November 1942 and posted to No.1 Composite Training School, Trenton; to No.9 AOS, St. Jean, Quebec, 9 January 1943; to No.5 Manning Depot, Lachine, 7 June 1943; to No.4 BGS, Fingal, 26 June 1943; to No.4 AOS, London, Ontario, 2 October 1943; graduated and commissioned, 17 November 1943; to "Y" Depot, 1 December 1943. To No.3 Aircrew Graduate Training School, Trois Rivières, 17 January 1944. To "Y" Depot, 17 March 1944. Taken on strength of No.3 PRC, Bournemouth, 4 April 1944, his date of embarkation from Dartmouth. Disembarked in Britain, 11 April 1944. To No.7 (Observer) AFU, 23 May 1944. Promoted Flying Officer, 17 May 1944. To No.24 OTU, 27 June 1944. To No.61 Base, 20 September 1944. Attached to No.1659 HCU, 4 October to 11 November 1944. To No.415 Squadron, 11 November 1944. Attached to Dalton Instructional School, 4 May 1945. Repatriated 12 June 1945. To Station Dartmouth, 13 June 1945. Retired 17 October 1945. Living in Muskegon, Michigan in 1950. Award sent by registered mail 28 June 1949.

Flying Officer Brush has shown exceptional ability as a bombing leader. His crew

has often been chosen to lead heavy bombing attacks. On two such sorties in March 1945, he was responsible for leading particularly heavy concentrations of bombers against Mannheim and Dorsten. On both these occasions Flying Officer Brush contributed greatly to the success of the operations.

Notes: Assessment dated 6 June 1945; stated he had flown 410 hours (205 in previous six months). "Above average. Exceptional worker. Very keen." (F/L W.E.C. Morris). Added on 9 June 1945, "An exceptional radar operator and excellent crew member." (W/C F.W. Ball).

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BRUSHETTE, Sergeant Albert (R67151) - **Mention in Despatches** - Middleton St.George - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388 dated 12 April 1946. Born 4 February 1912. Home in Kingston, Ontario; enlisted there 14 September 1940 as an Electrician. To Technical Training School, St. Thomas, 8 November 1940. Promoted AC1, 29 March 1941. To No.1 BGS, 2 April 1941. Promoted LAC, 1 July 1942. Promoted Corporal, 1 September 1942. To "Y" Depot, 3 February 1943. To United Kingdom, 8 March 1943. Promoted Sergeant, 1 November 1944. Repatriated by air, 13 June 1945. To No.4 Release Centre, 26 August 1945. Retired 30 August 1945. Certificate sent 20 June 1949. No citation in AFRO. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation for a BEM dated 29 April 1945 which identifies unit (referred to in AFRO only as "Overseas").

Sergeant Brushette has made an outstanding contribution to the standard of electrical maintenance of aircraft on the station. He is an exceptionally fine tradesman and is keenly interested in keeping abreast of all changes. He is an excellent NCO and has shown exceptional devotion to duty.

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BRUTON, F/L Patrick Joseph (J6669) - **Mention in Despatches** - Station Yarmouth - Award effective 6 January 1945 as per **Canada Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born 21 November 1916. Enlisted in Regina, 26 November 1940 and posted to No.2 Manning Depot. To Prince Rupert Detachment 19 December 1940. To No.2 ITS, 3 February 1941; graduated and promoted LAC, 29 March 1941 when posted to No.15 EFTS; may have graduated 16 May 1941 but not posted to No.34 SFTS until 28 May 1941; graduated and promoted Sergeant, 8 August 1941. Commissioned with effect from 9 August 1941. To No.31 GRS, 22 August 1941. Promoted Flying Officer, 9 August 1942. To No.1 GRS, 29 August 1942. To No.3 OTU, 6 November 1942. To Eastern Air Command, 6 March 1943. To No.116 (BR) Squadron, 9 March 1943. To Yarmouth, 22 November 1943, Promoted Flight Lieutenant, 1 August 1944. To Eastern Air Command Headquarters, 12 February 1945. To No.6 Release Centre, 9 August 1945. Retired 16 August 1945.

This officer, as a captain in the meteorological flight, has proven himself to be a very skilful and able pilot. His work has at all times been of a very high standard

and he has set a splendid record of achievement. Despite hazardous weather conditions he has carried out his flights with praiseworthy courage and devotion to duty.

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BRUYERE, Sergeant George Joseph Robert (R54826, later J16501) - **Distinguished Flying Medal** - No.425 Squadron - Award effective 1 December 1942 as per **London Gazette** dated 4 December 1942 and AFRO 2069/42 dated 18 December 1942. Born 3 June 1917 in Ottawa; home in Montreal; enlisted there for General Duties, 27 March 1940 and posted to Trenton. Promoted AC1, 27 June 1940. Promoted Corporal, 21 September 1940. Remustered to aircrew, reverted to AC2 and posted to No.1 ITS, 28 November 1940; graduated and promoted LAC, 4 January 1941); to No.1 WS, 3 February 1941; graduated 21 July 1941 when posted to No.6 BGS; graduated and promoted Sergeant, 18 August 1941. To Embarkation Depot, date uncertain. To RAF overseas, 12 December 1941. Promoted Flight Sergeant, 18 February 1942. Subsequently commissioned with effect from that date. Repatriated 20 March 1943. To Montreal Recruiting Centre, 17 December 1943. Promoted Flight Lieutenant, 1 October 1944. Retired 16 July 1945. Died in Lachine, Quebec, 19 August 2003. Award presented by King George 30 March 1943. Cited with P/O J.A.T. Doucette, DFC.

On November 6, 1942, Pilot Officer Doucette and Sergeant Bruyere were captain and wireless operator respectively of an aircraft detailed to attack an objective in Northwest Germany in daylight. On the outward flight the aircraft was attacked by three enemy fighters. Sergeant Bruyere was seriously injured, sustaining a broken leg and wounds in the chest, arm, forehead and left hand. A member of the crew, when going to his assistance, stepped on the escape hatch and fell through it but Sergeant Bruyere caught him and assisted him back to safety. When the engagement with the enemy fighter was terminated, Pilot Officer Doucette flew on and attacked his target. On the return journey Sergeant Bruyere, despite his critical condition, advised his colleagues on the operation of his wireless equipment in extremely difficult circumstances. Both Pilot Officer Doucette and Sergeant Bruyere displayed indomitable courage and unswerving devotion to duty.

RCAF Press Release No.1106, written by F/O Marcel Beaugard, released 25 January 1943, read as follows:

Pilot Officer Leopold Desroches, navigator, of Montreal, Quebec, wouldn't be alive today if Flight Sergeant Robert Bruyere, D.F.M., wireless Operator, also of Montreal, had not grabbed him in time as he was about to disappear through the emergency hatch over Germany.

That's right. But Flight Sergeant Robert Bruyere wouldn't be alive himself if his crew companions had not been so diligent at the first aid lectures given by Flight

Lieutenant Hector Payette, of Montreal, medical officer of the French Canadian bomber squadron.

“Bruyere was so badly injured and was losing so much blood that he would have died during the trip back”, said Flight Lieutenant Payette; “but Desroches and Trudeau surely saved his life when they put a tourniquet on his left leg and just at the right place”.

Bruyere was hit four times by the enemy’s fire, but he is now out of danger.

This happened when aircraft of the French Canadian bomber squadron were taking part in a daylight raid over N.W. Germany. The bomber, which was flown by Pilot Officer Theodore (Ted) Doucette, D.F.C., of Sudbury, Ontario, was very close to the target and just below the clouds, at about 300 feet from the ground, when three Me’s 109F’s came from behind and attacked the bomber at a distance of 500 yards.

Sergeant Pierre-Paul Trudeau, of Outremount, Quebec, who was the rear gunner, waited and then opened fire on the fighter in the centre. He got it very soon because that fighter immediately began pouring out smoke and crashed to the ground shortly afterward. At the same moment, the fighter at the right peeled off and attacked the bomber from the starboard side while the third passed over the left wing.

Flight Sergeant Bruyere, who was standing in the centre of the aircraft, looking through the astro-hatch, was hit four times and fell on the floor. P\O Desroches, who was beside the pilot, rushed to help him and was putting a tourniquet on his left leg when he fell against the emergency hatch, opened it and went through. Bruyere grabbed him by the lapala of his flying suit and helped him to climb back into the kite.

By that time the pilot had lost control and the bomber was in a spiral nose-dive. A few feet from the ground Doucette succeeded in regaining control and, in a very few minutes, brought the bomber into the clouds.

The aircraft by this time was over the target, and the bombs were dropped. Sergeant Trudeau had left his turret and was taking care of Sergeant Bruyere, while Desroches had gone back to his navigator’s seat and Sergeant Derrick Vollans, of Yorkshire, the bomb aimer, was acting as Wireless Operator. Desroches, Vollans and Trudeau were all three in battle dress, having taken off their Mae West to make a bed for their injured companion.

The bomber was badly damaged – the intercommunication system was unserviceable, the hydraulic system was out of order, one of the ailerons was

nearly shot off, the other had been damaged, one of the fuel tanks was leaking gasoline and there were two holes in the wings. Despite all this, P/O Doucette succeeded in bringing the aircraft home and he even made a perfect landing.

The landing was so good that Sergeant Bruyere, from his bed at the hospital, said, "Ted, you have never made such a nice landing before. I didn't feel anything".

P/O Doucette learned that his Wireless Operator had been injured as he reached the target, but he didn't know that he was in such a serious condition.

"We didn't want to tell him right away", said Sergeant Trudeau, "because of the effect it might have on him and I just told him that Bob (Bruyere) had been slightly injured".

"It was only then", continued Trudeau, "that I saw the ailerons had been damaged. I told Doucette about it, but he didn't answer. He simply crossed his fingers and gave me a wink. He certainly did a good job".

"As a matter of fact", said Flight Lieutenant Payette, "it would be difficult to find a better example of the co-operation which must exist between the members of a crew. Everybody did his own part so well. It was a marvel of understanding, and that is why Bruyere is now alive.

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BRUYNS, F/L Franciscus (J36355) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September and AFRO 1704/45 dated 9 November 1945. Born in Beverwijk, Holland, 18 January 1922. Family moved to Canada when he was three. Home in Cornwall, Ontario; enlisted in Ottawa 24 August 1942 and posted to No.1 Manning Depot; to No.1 Training Command, 9 October 1942; to No.6 ITS, 6 February 1943; graduated and promoted LAC, 16 April 1943; to No.12 EFTS, 17 April 1943; graduated 11 June 1943 and posted next day to No.2 SFTS; graduated and commissioned 1 October 1943. To "Y" Depot, 15 October 1943; taken on strength of No.3 PRC, 31 October 1943. Repatriated 8 April 1945; retired 8 June 1945. Operated a dairy farm until 1960 when he moved to Evans Mills, New York, where he continued farming. Moved in 1985 to Leeburg, Florida where he died, 15 September 2016. Invested with decoration 7 August 1946.

This officer has completed numerous operational missions. He has proved himself an outstanding pilot and captain of aircraft. At various time Flight Lieutenant Bruyns has delivered successful attacks on such targets as Essen, Stettin, Bochum and Cologne, frequently encountering heavy opposition. Early in his operational tour he flew his aircraft safely back to base from a sortie to Stettin, although one engine had been rendered unserviceable over the target.

On many of his missions Flight Lieutenant Bruyns has been in combat with enemy fighters but on each of these occasions his skill and close co-operation with his crew have resulted in the frustration of the enemy. He has damaged two enemy fighters.

DHist file 181.009 D.1741 (RG.24 Vol.20612) has original recommendation by W/C H.F. Ferguson dated 18 April 1945 when he had flown 35 sorties (231 hours), 16 August 1944 to 27 February 1945. Sortie list and submission as follows:

16 August 1944 - Stettin (8.00)
25 August 1944 - Russelsheim (8.20)
27 August 1944 - Mimoyecques (5.45, day)
29 August 1944 - Stettin (10.00)
12 September 1944 - Dortmund (5.45, day)
18 September 1944 - Walcheren (4.00, 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 (6.10)
25 October 1944 - Essen (5.45, day)
28 October 1944 - Cologne (5.45, day)
30 October 1944 - Cologne (6.15)
4 November 1944 - Oberhausen (6.30)
6 November 1944 - Gelsenkirchen (5.25, day)
16 November 1944 - Julich (5.30, day)
18 November 1944 - Munster (5.45, day)
21 November 1944 - Castrop Rauxel (6.50)
28 December 1944 - Opladen (6.20)
29 December 1944 - Scholven (6.45)
30 December 1944 - Cologne (6.20)
2 January 1945 - Nuremberg (9.00)
5 January 1945 - Hanover (5.35)
6 January 1945 - Hanau (5.45)
28 January 1945 - Stuttgart (7.50)
1 February 1945 - Mannheim (7.45)
2 February 1945 - Wiesbaden (6.15)
4 February 1945 - Bonn (6.20)
7 February 1945 - Goch (5.55)
13 February 1945 - Dresden (9.35)
21 February 1945 - Duisburg (6.25)
25 February 1945 - Pforzheim (8.00)
27 February 1945 - Mainz (7.50, day)

Flight Lieutenant Bruyns has completed a tour of 35 trips with No.419 Squadron,

many of them to the most heavily defended targets in Germany. At various times he successfully carried out operations to Stettin, Essen, Cologne, Bochum, Nuremberg, Hanover, Dresden and Dortmund. On his second solo trip to Stettin he lost one motor in the target area, but he brought his aircraft safely back to base after five hours flying, much of it over enemy territory. On five separate operations this crew was attacked by enemy fighters and each time the pilot's skill and cooperation with gunners enabled them to out-maneuvre the enemy and to damage two enemy fighters.

At all times in his tour this captain has set a high standard of operational efficiency for his crew and showed marked skill and coolness in his flying duties. I consider that this pilot's operational record and skill in carrying out his duties merits the award of a non-immediate Distinguished Flying Cross.

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BRYAN, F/L Anthony John Adrian (J21120) - **Distinguished Flying Cross** - No.417 Squadron - Award effective 31 July 1945 as per **London Gazette** of that date and AFRO 1507/45 dated 28 September 1945. Born in Saltillo, Mexico, 14 February 1923 (birth date on MI.9 report) or 24 February 1923 (pay record). Home in Monterrey, Mexico (student); enlisted Windsor, Ontario, 1 December 1941 and posted to No.1 Manning Depot; to No.1 BGS (guard duty), 21 December 1941; to No.5 ITS, 14 March 1942; graduated and promoted LAC, 9 May 1942 but not posted to No.13 EFTS until 6 June 1942; graduated 31 July 1942 and posted next day to No.2 SFTS; graduated and commissioned 20 November 1942. To "Y" Depot, 4 December 1942; to RAF overseas, 13 December 1942. Promoted Flying Officer, 20 May 1943. Credited with the destruction of one FW.190, 15 May 1944 (shared with three other pilots) as a member of No.403 Squadron. Missing 21 May 1944 but subsequently reported safe Repatriated 28 October 1944. Promoted Flight Lieutenant, 20 November 1944. To No.3 PRC, Britain, 1 January 1945. Repatriated again, 9 September 1945; released 27 September 1945. Invested with decoration 27 November 1946. After the war he earned an undergraduate degree at Harvard College in Cambridge, Massachusetts, then a masters degree in business administration. He worked at Monsanto Chemical Co. from 1948 to 1973, running divisions including chemicals and rubber products. He moved on to posts at companies including Cameron Iron Works Inc., where he was president and chief executive officer, and Copperweld Steel Corp., where he was chairman of the board and chief executive. Died 29 December 2009 in Gulfstream, Florida. RCAF photo PL-60322 (ex UK-19872 dated 30 March 1945) shows members of No.417 Squadron - LAC O.R. Johnsen (Vancouver), LAC V.A.G. Albrecht (Tawatinaw, Alberta), F/O L.A. Thomas, equipment officer (Toronto), F/L A.J.A. Bryan, pilot (Monterrey, N.L., Mexico), YMCA Supervisor Bill Craig (London, Ontario), F/O A.A. Desormeaux, pilot (Ottawa). RCAF photo PL-60344 (ex UK-20074 dated 30 March 1945) is captioned as follows - "Pilots of the RCAF City of Windsor

Spitfire Squadron keep their shooting eye in with plenty of rifle and revolver practice on the beach near their advanced airfield on the Adriatic front, where they are engaged in strafing and dive-bombing operations in support of the Eighth Army. Aiming the rifle is F/L A.J.A. Bryan (Monterrey, N.L., Mexico). Reloading a revolver behind him is F/O S.A. Marshall (Peterborough, Ontario)". RCAF photo PL-60348 (ex UK-19994 dated 6 April 1945) shows him as a "new arrival" with No.417 Squadron.

This officer is a highly skilled and courageous pilot. He has completed a large number of operational missions and on numerous occasions has led a formation of aircraft in attacks against enemy mechanical transport, guns and armoured vehicles, inflicting much damage. Throughout, Flight Lieutenant Bryan has displayed a high degree of efficiency and keenness, setting a fine example to all. His determination to make every sortie a success is particularly noteworthy.

NOTE: Public Record Office WO 208/3323 has MI.9 interrogation report. On 21 May 1944, flying with No.403 Squadron, he was shot down by flak over France and baled out over Riencourt. He made a delayed jump and broke his ankle. He hid in a hedge for 48 hours and evaded German search parties. On 23 May he left the hedge and crawled southerly until 27 May when he was picked up by French helpers, taken to shelter at Amiens, and remained there until liberation, returning to Britain on 7 September 1944.

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BRYANS, A/C John George (C116) - **Mention in Despatches** - Station Leeming - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 33/45 dated 23 February 1945. Much of what follows is from biographical notes he supplied to Directorate of History and Heritage and press release accompany award of OBE.. Born at Kenora, Ontario, 26 or 28 February 1906. Attended University of Saskatchewan (Mechanical Engineering), graduating in the spring of 1929. Enlisted as a P/P/O at Saskatoon, 4 June 1929. Entitled to pilots wings, 18 February 1930. One of his graduation tests had been to climb an Avro 504 K to 15,000 feet, remain at that height for at least 15 minutes, and then glide to a good landing, coming to rest within 100 yards of a pre-determined point. He ended up only 25 yards from the mark. In his ground subjects he established as first-class average but, curiously, was awarded a poor mark (58) in Airmanship. On Temporary Duty from Camp Borden, 10 March to 4 June 1930 to attend a seaplane course at Vancouver Air Station. Promoted Flying Officer, 4 June 1930. Transferred from Camp Borden to Ottawa Air Station, 4 June 1930 for CGAO operations. In October 1931 he was "exposed" to a Drill Course, at the end of which he was assessed as "a little weak" by the course commander, who also remarked, "He should make every effort to familiarize himself with the Manual and the exact wording of commands." This contrasted sharply with his assessment on flying courses where he was described chiefly as "Above average". Transferred

to AFHQ, 28 February 1933. Appointed Assistant Staff Officer, Technical Development, 1 April 1933. On three occasions (22-29 April 1933, 12-19 April 1933 and 2-9 December 1933) he was Orderly Officer at AFHQ. Transferred from Ottawa to Camp Borden, 31 March 1934. Attended a Flying Instructors Course, 26 June to 11 August 1934. On 26 September 1935 he had his "first taste of command", being appointed for a short period to command "B" Flight vice F/L Trecarten. Promoted Flight Lieutenant, 1 April 1936. Posted to "Courses Abroad", 16 April 1936 to School of Air Navigation, Manston. He was first RCAF officer to be allowed symbol "N" as graduate of Manston. Returned from Courses Abroad and posted to Training Group, Camp Borden, 11 January 1937. In the period 6-13 May 1937 he was a one-man instructing staff for a one-week astro navigation course at Station Ottawa. To Station Trenton, 17 May 1937. Conducted first formal Link Trainer Course (Ottawa, 21 November to 3 December 1938). Through the spring and summer of 1937 he "worked with exceptional diligence to organise the Air Navigation and Seaplane School at Trenton. He was a navigational and flying instructor and also the School's first Officer Commanding". Qualified for marriage allowance, 3 March 1938. Promoted Squadron Leader, 1 April 1939. To RCAF Headquarters, Ottawa, 15 April 1939. Promoted Wing Commander, 1 October 1940. On 3 June 1941 sent to Washington (Air Member, Canadian Joint Staff); promoted Group Captain, 1 April 1942; appointed CO, Station Rockcliffe, 3 November 1942; overseas in UK, 29 June 1943 to 9 July 1945 (Base Commander, Leeming and later Chief Staff Officer to Air Vice-Marshal McEwen). Promoted Air Commodore, 1 May 1944. Repatriated 1 July 1945. Returned to post of Deputy Air Member for Technical Services. Attended Imperial Defence College, 1949, followed by staff posts at AFHQ. AOC, 14 Training Group, Winnipeg (August 1951 to September 1955), and ultimately commanded Training Command with rank of A/V/M (promoted to that rank, 31 August 1955). Queen's Coronation Medal, 23 October 1953 while an Air Commodore commanding No.14 (Training) Group. Retired 11 August 1961. Photo PL-1341 taken 1940 as a Squadron Leader. Photo PL-26851 (ex UK-7349) taken on presentation of a bison head from Wainwright, Alberta to No.429 Squadron; presented by Mr. P.A. Clews, European manager for CNR; picture shows Clews, W/C J.D. Pattison and Station Commander, G/C J.G. Bryans. PL-28652 (ex UK-7350) also shows Clews, Pattison and Bryans. PL-26854 (ex UK-7353) shows Pattison and Clews. RCAF photo PL-32600 (ex UK-13718 dated 24 August 1944) shows King George VI with Air Commodore J.G. Bryans, Base Commander. RCAF photo PL-32768 (ex UK-14587 dated 7 September 1944) is captioned as follows: "Air Commodore J.G. Bryans, Saskatoon, Saskatchewan and Victoria, British Columbia, commander of an RCAF Bomber Group base, listens in while members of a Porcupine Squadron Halifax report at interrogation. They are P/O R. Alex Forbes, Woodstock, Ontario, skipper (centre) and Flying Officer Jim Culley, Toronto, bomb aimer (right)." Photo PL-42307 (ex UK-19242 dated 5 March 1945) taken at Headquarters, No.6 Group, at a dinner in which Sir Frederick Handley-Page had been guest of honour and presenter of Handley-Page Trophy signifying minimal accidents in a month; Air Commodore C.R. Slemon (Acting Air Officer Commanding) receives the trophy; Air Commodore J.C. Bryans of Saskatoon and Victoria (Air Officer Administration) at right. Ottawa **Citizen** obituary article in issue of 31 August, 1993

noted that he had died August 24th, 1993 in Reykjavik, Iceland. Described as "a man with an insatiable hunger for knowledge and a desire to better the world around him". After retiring from RCAF in 1960s, he had taken 53 courses at Carleton University without credit "simply for the love of learning". Carleton finally bestowed on him an Honorary degree. He had also taken research trips to Australia, the Sahara, Arctic and Antarctica. He was on a scientific voyage related to environmental protection when he suffered a shipboard fall and died one week later. Survived by one daughter (Mary Begg, Maple Ridge, British Columbia), two granddaughters and a sister. Medals and logbooks displayed in RCAF Museum, Trenton, Ontario. No citation to MiD.

BRYANS, A/C John George (C116) - **Officer, Order of the British Empire** - No.6 Group - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Upgraded to CBE, 13 June 1946. No citation to OBE in Canadian sources. Public Records Office Air 2/9056 has recommended citation, apparently for a New Year's Day award but postponed to Birthday Honours List.

This officer is the Air Officer in charge of administration for his Group, an appointment which he took up after commanding two stations and an operational base. His ability, enthusiasm and tireless efforts have made an outstanding contribution to the Group's operational effort. In addition to his administrative duties this officer has made several operational sorties to obtain first hand knowledge and experience of the conditions under which his air crews operate. The high morale of the units for which he is responsible is a further testimony of the soundness of his judgment and the high order of his administrative ability.

BRYANS, A/C John George (C116) - **Commander, Order of the British Empire** - RCAF Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Invested with decoration 8 April 1948.

Air Commodore Bryans has served with outstanding efficiency in senior Staff and Command positions throughout the war. Following an arduous period of staff duty in plans and operations at Air Force Headquarters early in the war he carried out, with distinction, the duties of Air Attache and subsequently a staff position on the Canadian Joint Staff in Washington, U.S.A. Then followed command of an operational station in Canada, after which he proceeded overseas where he commanded a large heavy bomber station. As a result of fine ability and achievement he was promoted to command a Base Headquarters where he made an outstanding contribution by his brilliant leadership and hard work. He subsequently assumed the heavy responsibility of Air Officer in charge

of administration at the Canadian Bomber Group Headquarters, which position he held until the end of the war in Europe. The cessation of hostilities brought no relief for he continues his strenuous and efficient efforts in his position of Director of RCAF Construction Engineering which, during this long period of reorganization, continues to carry heavy responsibility. The ready acceptance of heavy responsibility and the discharge of difficult duties with energy, initiative and sound judgement, and an unusually high degree of service spirit have characterized his efforts throughout. His outstanding contribution achieved with unflinching enthusiasm and a high order of example is worthy of recognition.

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BRYDEN, P/O John Thomas (J50658) - **Commended for Valuable Services** - No.8 OTU - Award effective 21 July 1945 as per **Canada Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 19 December 1920. Home in North Sydney, Nova Scotia; enlisted Halifax, 12 August 1941. Trained at No.3 ITS (graduated 27 February 1942), No.17 EFTS (graduated 22 May 1942) and No.8 SFTS (graduated 11 September 1942). Released 25 October 1945. Rejoined RCAF, 9 November 1950 (30761); retired 24 December 1968 and settling in Trenton, The incident described occurred on 9 April 1945 (Mosquito HG857). See DHist file 181.009 D.3050 (RG.24 Vol.20634); the initial reaction of EAC Headquarters was to query whether Bryden's actions constituted dangerous flying; by the book he should have either gained altitude or carried on ahead to a forced landing. An instructor on staff, Squadron Leader H.C. Stewart, angrily wrote that "the book" did not apply - in part because "Mosquito landings away from aerodromes are practically always fatal crashes" and partly because the widely spread out town of Kingston, Nova Scotia lay directly in the path of the aircraft (Stewart to Reyno, 28 May 1945). The unit CO, Group Captain Reyno, concurred (30 May 1945), adding, "If this aircraft, which is of wooden construction throughout, had crash landed in or even near a populated area, with a full load of fuel on board, the results would have been most disastrous." See also DHist file 181.009 D.1509 (RG.24 Vol.20599) which has much the same material but also recommendation for AFC dated 4 May 1945 describing the incident in detail including Mosquito serial (HG857). As of that date he had flown 1,472 hours of which 186 were in previous six months; he had flown 152 hours as instructor (all in previous six months).

This officer, while acting as an instructor in a Mosquito aircraft, was demonstrating engine failure on take-off when the port engine burst into flames shortly after the aircraft had become airborne. He immediately took over control from his pupil and then carried out all the necessary actions to extinguish the flames. However, the fire did not subside. Pilot Officer Bryden, with great calm and judgement, then made a descending turn of 170 and crash landed on the aerodrome. This cool and deliberate action, which doubtlessly saved the

occupants of the aircraft, was in keeping with the highest traditions of the Royal Canadian Air Force.

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BRYDON, F/L Newton Reid (J17141) - **Mention in Despatches** - No.408 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 27 March 1921. Home in Waterville, Nova Scotia; enlisted Halifax, 22 April 1941 and posted to No.1 Manning Depot. To No.31 OTU, 21 May 1941 (non-flying duty); to No.1 ITS, 2 July 1941; graduated and promoted LAC, 8 August 1941 and posted to No.1 Manning Depot. To No.5 AOS, 16 August 1941; graduated 8 November 1941 when posted to No.7 BGS; graduated and promoted Sergeant, 17 January 1942 when posted to No.1 ANS; graduated 19 February 1942. To "Y" Depot, 24 February 1942. To RAF overseas, 12 March 1942. First tour with No.101 Squadron. Commissioned 5 January 1943. Promoted Flying Officer, 5 July 1943; promoted Flight Lieutenant, 17 October 1944. Repatriated 22 January 1945. To Moncton, 2 February 1945. To No.4 Repair Depot, 8 March 1945. To No.21 Sub-Depot, 14 July 1945; to Moncton, 1 October 1945; to Greenwood, 4 October 1945. To Goose Bay, 17 June 1946. Retained in postwar RCAF with rank of Flight Lieutenant, 1 October 1946 (19897).. To Air Navigation School, 13 May 1949. To No.2 (Maritime) OTU, 1 February 1950. To No.405 Squadron, 30 March 1950. Retired 3 July 1956. Died in Hope, British Columbia, 29 June 2007. No.408 Squadron Bombing Leader. Invested with DFC in Halifax 27 July 1949. No citation in AFRO; DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 31 July 1944. Enlisted 21 April 1941; served eleven months in Canada, 28 months in UK.

Flight Lieutenant Brydon has been with this squadron for several months during which time he has proven himself to be an extremely capable and efficient section commander. He has completed one tour of operations with an excellent record and his service career as a whole has been an admirable one. His cheerfulness and untiring energy have greatly contributed to the excellence of his section.

BRYDON, F/L Newton Reid (J17141) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.1515 (RG.24 Vol.20600) has recommendation dated 6 November 1944. First tour had been 23 sorties (135 hours 45 minutes), 9 August 1942 to 21 January 1943. Second tour (to date) had been 17 sorties (89 hours 40 minutes), 10 November 1943 to 6 November 1944 (interrupted; only one sortie in November 1943, none in December 1943, one in January, one in February, none in March and only one in May, June and July 1944).

Flight Lieutenant Brydon has completed one tour of operations and is well on his way to completing his second tour. He has bombed many heavily defended targets in Germany, many of which being in the Ruhr. No matter how intense the defences which were encountered, Flight Lieutenant Brydon by his exemplary conduct and devotion to duty, proved to be a definite asset to his crew. His bombing record is superior and at present he holds the position of Bombing Leader for the squadron. Here again his devotion to ground training and operational flying is beyond reproach.

The sortie list was as follows:

First Tour:

9 August 1942 - Osnabruck (5.00)
15 August 1942 - Dusseldorf (4.40)
27 August 1942 - Kassel (5.40)
28 August 1942 - Saarbrucken (5.20)
1 September 1942 - Saarbrucken (5.40)
4 September 1942 - Bremen (5.45)
6 September 1942 - Duisburg (4.15)
7 September 1942 - GARDENING (4.35)
8 September 1942 - Frankfurt (6.05)
10 September 1942 - Dusseldorf (3.50)
12 September 1942 - Bremen (5.15)
14 September 1942 - Wilhelmshaven (5.00)
26 September 1942 - GARDENING (5.30)
6 December 1942 - Mannheim (7.35)
8 December 1942 - GARDENING, Kiel Bay (6.50)
9 December 1942 - Turin (8.30)
11 December 1942 - Turin (8.05)
21 December 1942 - Munich (8.05)
3 January 1943 - GARDENING, Bay of Biscay (7.20)
4 January 1943 - Essen (4.30)
13 January 1943 - Essen (5.40)
16 January 1943 - Berlin (7.15)
21 January 1943 - Essen (5.20)

Second Tour

10 November 1943 - Modane (8.00)

21 January 1944 - Magdeburg (6.05)
19 February 1944 - Leipzig (7.10)
26 April 1944 - Essen (4.20)
11 May 1944 - Hasselt (3.50)
14 June 1944 - St. Pol (3.45)
25 July 1944 - Stuttgart (8.25)
27 August 1944 - Mimoyecques (3.25)
31 August 1944 - Ile de Cezembre (4.45)
3 September 1944 - Volkel (3.45)
9 September 1944 - Le Havre (4.00)
13 September 1944 - Osnabruck (4.50)
25 October 1944 - Homburg (5.05)
30 October 1944 - Cologne (6.00)
2 November 1944 - Dusseldorf (5.55)
4 November 1944 - Bochum (5.30)
6 November 1944 - Gelsenkirchen (4.50)

RCAF Press Release No. 8119 dated 5 January 1945 from F/L E.M. McVeity reads:

WITH THE RCAF BOMBER GROUP IN BRITAIN: - Bombing Leader of the Goose Squadron, F/L Newton Brydon, Berwick, N.S., is homeward bound, having completed his second tour of operations against the enemy. Twenty-three years of age, "Newt", as he is known to his aircrew pals, enlisted in April 1941 and has served with both the RAF and the RCAF as bomb-aimer and bombing leader. Of his 43 operations, the 23rd, which concluded his last tour, was the most spectacular.

The encounter claimed the life of the mid-upper gunner, while the rear-gunner was seriously wounded. The pilot, then Flight Sergeant R.E. MacFarlane of Chilliwack, B.C. was awarded the DFM. He was later promoted to F/L and was lost on his second tour. It was January 1943 and the raid was over Holland. Three enemy fighters shot up the aircraft in which he was flying, while flak took away one engine. Five more enemy fighters closed in and chased the heavy bomber for miles, until they managed to evade them and land.

If the RCAF are finished with him, F/L Brydon states he has a farm in the Annapolis Valley and a wife in Waterville, N.S. that have a priority on his time and interests.

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BRYENTON, F/O Gordon Alexander McLean (J16522) - **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 13 June 1918. Home in New Westminster; enlisted in Hamilton, Ontario, 16 September 1940. To No.5 (BR) Squadron, 8 October 1940; to No.1 ITS, 2 January 1941; graduated and promoted LAC, 8 February 1941 when posted to No.7 EFTS; graduated 10 April 1941 and posted to No.1 Manning Depot; to No.2 SFTS, 4 May 1941; graduated and promoted Sergeant, 15 July 1941. To Embarkation Depot, 16 July 1941; to RAF overseas, 3 August 1941. Commissioned 2 January 1943. Promoted Flying Officer, 2 July 1943. Promoted Flight Lieutenant, 1 June 1944. Repatriated 31 January 1945. To Britain again, 14 April 1945. Repatriated at uncertain date. To Western Air Command, 9 September 1945. Retired 18 September 1945. Rejoined RCAF, 12 May 1950 (Reserves, 206801), serving in Vancouver until at least January 1952. Died in Vancouver, 17 May 2005. No citation in AFRO.

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BRYERS, F/O Charles Robert (J16285) - **Distinguished Flying Cross** - No.62 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 2 June 1944 and AFRO 1660/44 dated 4 August 1944. Born 8 July 1916 in Toronto; home in Schumaker, Ontario; part-time clerk before the war; enlisted North Bay, 23 September 1940. At No.2 Manning Depot, Brandon, 23 September to 13 October 1940; at No.2 Wireless School, Calgary, 13 October to 10 December 1940 (non-flying duties); posted to No.2 ITS, Regina, 11 December 1940 (graduated 11 January 1941; promoted LAC on 14 January 1941), No.8 EFTS (graduated 10 April 1941) and No.4 SFTS (graduated 3 July 1941 and promoted Sergeant). Posted to Halifax, 5 July 1941; embarked 23 July 1941; arrived in Britain 9 or 12 August 1941; posted to No.3 Personnel Reception Unit (Bournemouth), with effect from 9 August 1941; to No.17 OTU, 16 August 1941 (bomber training, Blenheims, 70 hours); to No.1428 Conversion Flight, 2 January 1942 (conversion to Hudson, 34 hours flown); promoted to Flight Sergeant, 3 January 1942; to No.1444 FTF, 26 February 1942 (ferry work, Hudsons, 29 hours); to No.139 Squadron for one month, then to No.62 Squadron (general reconnaissance and bombing, Southeast Asia Command) on 13 April 1942 (Hudson and Dakota, 1,047 hours); promoted Warrant Officer 2nd Class, 3 July 1942 and Warrant Officer, 1st Class, 1 August 1942; commissioned 2 December 1942; promoted Flying Officer on 2 June 1943; to Communication Squadron, Southeast Asia Command, 23 July 1944 (Dakota transports, 20 hours); to New Delhi (date uncertain); to BRD (holding unit), 30 August 1944; to HOTC (holding unit), 25 October 1944; to Repatriation Depot, 16 November 1944; to Canada, 27 November 1944. On repatriation he filled out a form (dated 17 November 1944) on which he calculated his flying as 46 hours on bomber work, 101 hours on coastal patrols, 501 hours on transport (738 operational hours), plus 462 training and non-operational hours; promoted Flight Lieutenant, 2 December 1944; to No.6 OTU Comox, 9 January to 21 July 1945;

to KTS, Toronto, 22 July 1945; released 20 September 1945. Poswar mining assayer in British Columbia. Rejoined the RCAF, 29 August 1951 in Victoria. Attended FIS Trenton, 15 February to 15 June 1953; to No.2 FTS Moose Jaw, 16 June 1953. Killed 30 December 1953 at Moose Jaw, Harvard AJ969 with LAC Francis Harry Tozer, Equipment Technician, checking aircraft after routine maintenance inspection. Crashed out of control, no witnesses, cause unknown.

During the period April 1942 to May 1943, this pilot completed numerous reconnaissance and shipping escort patrols over the Bay of Bengal and in addition took part in night bombing sorties over Burma. Since January 1944 he has been engaged in dropping supplies to troops in the Arakan and Kaladin river regions and latterly in operations involving the landing of troops and supplies inside enemy territory. Throughout a long period of operational duty Flying Officer Bryers has earned a fine reputation as a dependable captain of aircraft who can be relied upon to complete his allotted tasks in the face of all hazards.

NOTE: Public Record Office Air 2/9627 has recommendation dated 17 March 1944, drafted when he had flown 400 operational hours. It differs in some specifics and is transcribed here for the record:

This pilot carried out numerous reconnaissances and shipping escorts over the Bay of Bengal during the period April 1942 - May 1943, totalling 200 hours. In addition, he successfully completed night bombing sorties over Burma.

Since early in January 1944 he has been continually engaged on supply dropping operations over the Arakan and the Kaladan River areas. In addition, he took part in the recent operations which involved the landing of troops and stores inside enemy territory. During this period he has completed a further 170 hours operational flying.

Throughout a long period of operational flying, this officer has set a fine example, both by his skill as a pilot and his cheerfulness under all conditions. He has earned himself the reputation of being one of the squadron's most dependable captains, who can be called upon at all times to undertake any mission, irrespective of the difficulties and dangers which it involves. The greater the risk, the more he appears to like it.

NOTES ON TRAINING: AT EFTS logged 26.50 dual, 25.00 solo and 6.30 Link, 5.10 on instruments. 16 January to 5 March 1941. At SFTS, 17 May to 3 July 1941 logged 46.30 day dual, 37.40 day solo, 2.55 night dual, 7.05 night solo on Cessnas plus 18.25 on instruments and 18.30 on Link. "An above average student, possessing a high degree of ability and industry. Aptitude and

attitude towards the service excellent." (GROUND) - Assessment on AIR - "Very quick to absorb instruction. Courteous and willing to work; flying above average. Is very alert in air and has air sense. Handles aircraft well and is good pilot on instruments and at night."

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BRYSON, F/O Allan Alexander (J25317) - **Distinguished Flying Cross** -No.408 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 2 August 1922. Home in Winnipeg; enlisted there 21 May 1942 and posted to No.2 Manning Depot. To No.2 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.2 EFTS until 24 October 1942; may have graduated 18 December 1942 but not posted to No.12 SFTS until 27 December 1942; graduated and commissioned , 16 April 1943. To "Y" Depot, 30 April 1943; to RAF overseas, 4 May 1943. Promoted Flying Officer, 16 October 1943. Repatriated 1 February 1945. Retired 11 April 1945. Award sent by registered mail 24 February 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 file 181.009 D.1633 (RG.24 Vol.20603) has recommendation dated 16 August 1944 when he had flown 31 sorties (158 hours 33 minutes), 27 January to 20 July 1944. Rank given as Flying Officer (Acting Flight Lieutenant).

Flight Lieutenant Bryson has completed a very large number of sorties against very many heavily defended targets in Germany, including five to Berlin and others to Essen, Frankfurt and Stuttgart. On every occasion he has pressed home his attacks with great determination, completely disregarding the heaviest enemy defences. Photographic evidence of all his operations have indicated the extreme accuracy with which these missions were carried out, and he has set a splendid example to the whole squadron.

The sortie list was as follows:

20 January 1944 - Berlin (6.35, second pilot)
27 January 1944 - Berlin (8.07, second pilot)
30 January 1944 - Berlin (7.14)
15 February 1944 - Berlin (6.15)
20 February 1944 - Stuttgart (7.46)
24 February 1944 - Schweinfurt (8.42)
15 March 1944 - Stuttgart (8.06)
18 March 1944 - Frankfurt (5.32)
22 March 1944 - Frankfurt (5.43)

24 March 1944 - Berlin (7.05)
26 March 1944 - Essen (4.56)
10 April 1944 - Laon (5.15)
20 April 1944 - Cologne (4.34)
1 May 1944 - St. Ghislain (3.51)
9 May 1944 - Calais (2.56)
11 May 1944 - Boulogne (3.29)
24 May 1944 - Aachen (4.41)
27 May 1944 - Bourg Leopold (4.03)
31 May 1944 - Au Fevre (3.22)
12 June 1944 - Cambrai (4.22)
14 June 1944 - St.Pol (3.42)
15 June 1944 - Cologne (3.24)
17 June 1944 - Oismonte (4.15)
21 June 1944 - St. Martin (4.00)
24 June 1944 - Bamieres (4.20)
4 July 1944 - Villeneuve St. George (5.40)
5 July 1944 - Siracourt (4.05)
7 July 1944 - Caen (4.00)
12 July 1944 - Creil area (4.25)
17 July 1944 - Caen (4.40)
20 July 1944 - L'Hey (3.30)

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BRYSON, F/O Cecil Walsh (J19782) - **Distinguished Flying Cross** - No.578 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 19 September 1922. Home in Ormstown, Quebec; enlisted Montreal, 23 February 1942. Granted Leave Without Pay until 14 March 1942 when posted to No.5 Manning Depot. To No.6 ITS, 19 July 1942; graduated and promoted LAC, 11 September 1942 but not posted to No.7 EFTS until 10 October 1942; may have graduated 4 December 1942 but not posted to No.9 SFTS until 27 December 1942; 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 20 January 1944. Promoted Flying Officer, 10 July 1944. Repatriated 2 August 1945. Retired 25 August 1945. Later Vice-President and General Manager of Canadian Brass, retiring in 1988. Died in Simcoe, Ontario, 10 June 2012. Award sent by registered mail 6 May 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 2/9050 has recommendation dated 14 December 1944 when he had flown 39 sorties (141 hours 39 minutes).

second pilot
* daylight sortie

24 May 1944 - Aachen (4.07)#
6 June 1944 - Chateaudun (5.57)
8 June 1944 - Alencon (5.19)
11 June 1944 - Massey Palaiseau (4.44)
12 June 1944 - Amiens (4.32)
14 June 1944 - Douai (3.40)
17 June 1944 - St.Martin l'Hortier (4.05)
22 June 1944 - Siracourt (3.50)*
23 June 1944 - Oisemont (3.37)
27 June 1944 - Marquis Mimoyecques (3.43)*
30 June 1944 - Villers Bocage (4.25)*
1 July 1944 - Oisemont (4.02)*
4 July 1944 - St.Martin l'Hortier (3.40)*
5 July 1944 - St.Martin l'Hortier (3.40)
6 July 1944 - Croixdale (3.25)
18 July 1944 - Vaires (4.22)
20 July 1944 - Bottrop (4.42)
23 July 1944 - Kiel (5.15)
28 July 1944 - Foret de Nieppe (3.41)
1 August 1944 - Anderbelck (3.36)
2 August 1944 - Le Nieppe (3.22)*
3 August 1944 - Foret de Nieppe (3.11)*
5 August 1944 - Foret de Nieppe (3.19)*
6 August 1944 - Hazebrouck (3.19)*
7 August 1944 - TOTALIZER 3 (4.31)
9 August 1944 - Foret de Mormal (3.54)*
11 August 1944 - Somains (3.53)*
31 August 1944 - Lumbre (3.24)*
3 September 1944 - Venlo (4.11)*
4 September 1944 - Boulogne (3.36)
10 September 1944 - Le Havre (3.31)*
11 September 1944 - Gelsenkirchen (4.25)*
30 September 1944 - Bottrop (4.18)*
6 October 1944 - Sterkrade (4.47)*
7 October 1944 - Kleves (2.38)*
15 October 1944 - Wilhelmshaven (4.14)

28 October 1944 - Domburg (2.49)
29 November 1944 - Sterkrade (5.54)
30 November 1944 - Duisburg (5.01)

Flight Lieutenant Bryson has carried out 39 operations totalling 141 hours 39 minutes, during which he has shown a fine spirit of determination and keenness to reach and bomb every objective.

These characteristics were particularly marked in a night attack on Bottrop on 20/21st July 1944. In the first run up to the target he found that his bomb doors were unserviceable. In spite of heavy flak and fighter flares he at once decided to make an orbit and on the second run over the target bombed successfully and brought back an aiming point photograph. On another occasion in the course of a daylight attack upon Gelsenkirchen on the 11th of September, his aircraft was holed by flak in many places, but this captain pressed home his attack with the utmost determination, and did not allow the opposition to prevent him from dropping his bombs on the town. Throughout his tour Flight Lieutenant Bryson has shown himself to be, in every way, a particularly skilful and thoroughly reliable captain and pilot.

For his exceptional qualities of leadership and his fine achievement this officer is strongly recommended for the award of the Distinguished Flying Cross.

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BRYSON, W/C Elmer Maurice (J5116) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 26 September 1916. Home in Barrie, Ontario; enlisted Toronto, 12 August 1940. To No.2 ITS, 30 September 1940; graduated and promoted LAC, 26 October 1940 when posted to No.13 EFTS; graduated 22 December 1940 when posted to No.8 SFTS; graduated and promoted Sergeant, 7 April 1941. Commissioned 10 April 1941. To Trenton, 20 April 1941. To No.15 SFTS to instruct, 15 July 1941. Promoted Flying Officer, 11 April 1942. To No.2 Flying Instructor School, 2 August 1942. Promoted Flight Lieutenant, 1 May 1943. To "Y" Depot, 24 August 1943. To United Kingdom, 12 September 1943. Promoted Squadron Leader, 7 June 1944. Promoted Wing Commander, 28 August 1944. Served in Nos. 425, 429 and 432 Squadrons before commanding No.427 Squadron, 28 August to 26 September 1944. He then became Chief Flying Instructor at No.1664 Heavy Conversion Unit before commanding No.427 Squadron again, 9 May to 11 June 1945. Last flights in Europe were POW evacuation flights. Repatriated by air, 13 June 1945. Commanded No.431 Squadron, 4 August to 5 September 1945 while preparing for Tiger Force (Pacific Theatre). Retired 1 November 1945. Shown in photo PL-31704 (ex UK-13431 dated 14 August 1944). See also PL-31705 on left with F/L L.G.

Neily. Following the war he took a degree in Chemical Engineering (University of Toronto) and then became engaged in industrial insurance in Montreal. Died in Grimsby, Ontario, 10 April 2003. Award sent by registered mail 3 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." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 21 August 1944 when he was a Squadron Leader; he had then flown 34 sorties (176 hours 45 minutes) from 21 January to 16 August 1944.

Squadron Leader Bryson has completed thirty-four operational sorties, many of which have been against the most heavily defended targets. At all times he has shown great fortitude, skill and courage in pressing home his attacks. His cheerfulness and eagerness to come to grips with the enemy have been most inspiring to other men in the Squadron. As a flight commander, he has been largely responsible for the supervision of training both in the air and on the ground. He has been a tower of strength contributing in no small means to the efficiency of the Squadron.

The sortie list was as follows:

21 January 1944 - Magdeburg (7.00)
20 February 1944 - Stuttgart (8.45)
24 February 1944 - Schweinfurt (8.15)
25 February 1944 - Augsburg (7.15)
3 March 1944 - Trappes (4.30)
13 March 1944 - Le Mans (4.55)
15 March 1944 - Stuttgart (8.05)
18 April 1944 - Noisy-le-Sec (5.35)
20 April 1944 - Lens (4.35)
24 April 1944 - Karlsruhe (7.35)
26 April 1944 - Essen (4.50)
27 April 1944 - Aulnoye (5.05)
30 April 1944 - Somain (5.05)
1 May 1944 - St. Ghislain (4.30)
7 May 1944 - St. Valery en Caux (4.00)
9 May 1944 - Calais (3.30)
10 May 1944 - Ghent (4.15)
22 May 1944 - Le Mans (4.50)
27 May 1944 - Bourg Leopold (4.55)
2 June 1944 - Coutances (4.00)
2 June 1944 - Neufchatel (3.45)
9 June 1944 - Le Mans (5.25)
12 June 1944 - Cambrai (4.05)
24 June 1944 - Bottetot (4.20)

25 June 1944 - Metz (7.15)
8 July 1944 - Ardouval (3.25)
28 July 1944 - Hamburg (5.00)
31 July 1944 - Coquereaux (4.05)
4 August 1944 - Bois de Casson (4.50)
7 August 1944 - La Hogue (4.20)
8 August 1944 - Chantilly (4.15)
12 August 1944 - La Breteque (4.30)
15 August 1944 - Soesterburg (3.50)
16 August 1944 - Kiel Bay (5.55)

BRYSON, W/C Elmer Maurice, DFC (J5116) - **Mention in Despatches** - No.1664 Conversion Unit - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945.

BRYSON, W/C Elmer Maurice, DFC (J5116) - **Mention in Despatches** - No.427 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. Certificate mailed 13 August 1948.

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BRYSON, WO Howard (R110822, later J87940) - **Distinguished Flying Cross** - No.97 Squadron - Award effective 6 November 1943 as per **London Gazette** dated 16 November 1943 and AFRO 2610/43 dated 17 December 1943. Born 26 January 1918. Home in Winnipeg; enlisted there 24 June 1941 and posted to No.2 Manning Depot. To No.10 Repair Depot, 30 August 1941. To No.2 WS, 15 September 1941; promoted LAC, 15 October 1941; to No.2 BGS, 31 January 1942; graduated and promoted Sergeant, 5 March 1942. To "Y" Depot, 6 March 1942; to RAF overseas, 30 March 1942. Promoted Flight Sergeant, 5 September 1942. Commissioned 21 July 1944. Repatriated 22 October 1944. To No.2 Air Command, 4 December 1944. To No.12 SFTS, 10 December 1945. Promoted Flying Officer, 21 January To No.3 ANS, 9 April 1945. To No.5 Release Centre, 13 August 1945. Retired, 22 August 1945. Died in Winnipeg, 20 February 2011 as per **Legion Magazine** of September/October 2011. Photo PL-23715 shows him. Invested with decoration at Esquimalt, 21 July 1956. No citation in AFRO other than "completed many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty."

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BURNAND, F/L (now S/L) Lewis Bransby (C2980) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 13 October 1913. Home in Toronto; enlisted there 1 November 1939 as Sergeant. Posted to Trenton, 20 January 1940. Commissioned 8 November 1940. To No.1 ANS, 12 November 1940. Promoted Flight Lieutenant, 20 November 1941. To No.2

ANS, 8 January 1942. To Trenton, 30 March 1942. To No.1 GRS, 3 January 1942. To "Y" Depot, 23 January 1943. To RAF overseas, 8 March 1943. Repatriated 22 January 1945. To No.1 SFTS, 5 March 1945. Retired 16 May 1945. Awards sent by registered mail 4 April 1950 (both DFC and Bar). Photo PL-35132 is wartime 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 2/8882 has recommendation dated 20 September 1944 when he had flown 39 sorties (211 hours 15 minutes), 9 August 1943 to 12 September 1944 (NOTE: Sortie list does not quite tally with this).

* denotes counted as 1/3 sortie

9 August 1943 - NICKLING, Creil (4.05, no sortie)
20 January 1944 - Berlin (3.10), DNCO
21 January 1944 - Magdeburg (7.20)
15 February 1944 - Berlin (7.15)
1 March 1944 - Stuttgart (6.55)
6 March 1944 - Trappes (4.20)*
7 March 1944 - Le Mans (4.30)*
18 March 1944 - Frankfurt (6.00)
22 March 1944 - Frankfurt (6.00)
24 March 1944 - Berlin (1.35), DNCO
26 March 1944 - Essen (4.50)
30 March 1944 - Nuremburg (8.15)
18 April 1944 - Tergnier (4.30)*
20 April 1944 - Ottignies (4.15)*
22 April 1944 - Dusseldorf (4.55)
24 April 1944 - Karlsruhe (6.35)
26 April 1944 - Paris (5.10)*
27 April 1944 - Montzen (4.35)
30 April 1944 - Scheres (4.35)*
1 May 1944 - Malines (3.40)
7 May 1944 - Nantes (4.40)
11 June 1944 - Toures (5.07)
15 June 1944 - Lens (3.08)
16 June 1944 - Renescure (2.00)
23 June 1944 - Coubronne (1.46)
24 June 1944 - Middle Straete (1.44)
27 June 1944 - Oisemont-au-Bois (2.23)
30 June 1944 - Villers Bocage (2.34)
2 July 1944 - Oisemont-au-Bois (2.13)
12 July 1944 - Paris/Vaires (3.03)
15 July 1944 - Nucourt (3.37)
17 July 1944 - Cagny (2.29)
22 July 1944 - Acquet (2.35)

23 July 1944 - Kiel (5.12)
24 July 1944 - Stuttgart (6.58)
25 July 1944 - Stuttgart (7.11)
27 July 1944 - Boissons (3.19)
28 July 1944 - Stuttgart (6.18)
30 July 1944 - Battle area (3.21)
5 August 1944 - Chaussee (3.06)
8 August 1944 - Lucheux (2.38)
10 August 1944 - La Pallice (5.13)
13 August 1944 - Falaise (2.38)
16 August 1944 - Stettin (5.13)
18 August 1944 - Bremen (4.48)
12 September 1944 - Frankfurt (5.49)

Flight Lieutenant Burnand is an extremely capable and efficient captain, now on his second tour of operations. He is an excellent leader with a high sense of responsibility and devotion to duty. His skill, courage and determination have been an inspiration and incentive to the members of his crew. By his fine personal example of fearlessness and his desire to press home his attacks to a successful conclusion at all times, he has set a very high standard for other members of aircrew. A large number of the targets attacked by this officer have been heavily defended German cities such as Berlin, Nuremburg and Essen.

BURNAND, S/L Lewis Bransby, DFC (C2980) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945.

Throughout two tours Squadron Leader Burnand has proved himself to be a most efficient pilot and captain of aircraft. He has completed many attacks against such heavily defended targets as Berlin, Stuttgart and Frankfurt. On many occasions he has been detailed for highly dangerous and important missions and despite all opposition he has always pressed home his attacks with the utmost determination. At all times he has displayed excellent leadership, unflinching devotion to duty and a fine fighting spirit which have been most praiseworthy.

NOTE: Public Records Office Air 2/9050 has recommendation dated 20 December 1944 when he had flown 53 sorties (258 hours 50 minutes) of which 13 trips (51 hours 30 minutes) were since previous award. Additional sorties and unpublished text as follows:

20 September 1944 - Calais (2.20)
27 September 1944 - Bottrop (3.15)
28 September 1944 - Cap Gris Nez (1.45)
5 October 1944 - Saarbrücken (4.45)
6 October 1944 - Dortmund (4.45)
15 October 1944 - Wilhelmshaven (4.05)
19 October 1944 - Stuttgart (5.15)
30 October 1944 - Cologne (4.15)
2 November 1944 - Düsseldorf (3.55)
11 November 1944 - Dortmund (4.10)
18 November 1944 - Münster (3.45)
20 November 1944 - Koblenz (4.15)
21 November 1944 - Aschaffenburg (5.00)

Squadron Leader Burnand is a highly efficient pilot and captain of a crew who has now completed two tours of operations. He has participated in attacks on such heavily defended enemy areas as Berlin, Stuttgart and Frankfurt. He is an outstanding leader with a high sense of devotion to duty and a fine fighting spirit which becomes most evident when he is engaged in offensive action. On many occasions he has been detailed for duty of a highly dangerous and important nature, but with utter disregard for his own personal safety he has pressed home his attacks to the full. Undoubtedly his fine qualities as an officer and pilot have been instrumental in ensuring the many successes attained by his crew.

Public Record Office Air 50/248 has a Combat Report bearing on his career. It involved an action on the night of 28 July 1944; target Stuttgart; Lancaster N/405 (PB229). Crew consisted of F/L L.B. Burnand (RCAF, captain, awarded DFC on 1 December 1944 and later the Bar to DFC), F/O G.G. Tynan (RCAF, navigator, awarded DFC on 1 December 1944), F/O G.F. Nicholl (RCAF bomb aimer, awarded DFC on 1 December 1944); Sergeant C. Cox (RAF, WOP, awarded DFM, 19 January 1945), Flight Sergeant J. Connolly (Mid-Upper Gunner, no award), Sergeant L.J. O'Hanlon (RAF, rear gunner, awarded DFM, 16 January 1945) and Sergeant P.J. McMonagle (RAF, flight engineer, DFM awarded 16 January 1945).

While returning from operations to Stuttgart on the night of 28th July 1944, flying at 16,000 feet altitude on a heading of 240° True and at a position of 48.48 North 08.40 East at 0210 hours, Lancaster "H", Serial No.PB229 of 405 (RCAF)N Squadron was attacked by an enemy aircraft identified by the rear gunner as a Me.410.

Visibility during the encounter was good with no moon and 10/10 cloud below at

7,000 feet.

The rear gunner first sighted the enemy aircraft approaching astern and below at 600 yards range and on calling the pilot found the inter-com to be unserviceable. As the fighter approached to 400 yards the rear gunner opened fire with one long burst of 400 rounds from four guns at the same time calling dive, which was received by the pilot who immediately put the aircraft into a steep dive losing 1,000 feet altitude. The fighter did not press the attack and during the dive and the gunner's burst of fire the range increased to 550 yards after which the fighter broke away on the starboard quarter above at 800 yards range.

No visible damage was sustained by the fighter who did not open fire.

RCAF Press Release No. 8433 dated 19 January 1945 from F/O George Sinclair read:

WITH RCAF IN BRITAIN: -- This Toronto pilot landed his Lancaster at a British airfield in mistake for a farmer's field. With the aircraft empty of fuel after being badly damaged over Nuremburg, Squadron Leader L.B. Burnand, DFC, had to choose an emergency landing place. "I was down to about 50 feet on the approach when I saw parked Spitfires flashing by under our wings and realized it was no farmer's field but a real airfield," he declared. "I weaved around a couple of petrol bowsers and almost ground-looped into an air raid shelter."

Now at an RCAF repatriation depot on his way home after two tours of operations with Bomber Command, Burnand has been in Britain two years. The lucky landing on the Spitfire base came at dawn after the bitterest night air battle ever fought, the Bomber Command attack on Nuremburg when over 90 bombers were lost. "The real trouble was fighters. They must have all been up that night and in the moonlight they had no trouble finding us. There were tracer streams all over the sky showing where bombers were being attacked. We had three fighter attacks and our gunners got one of them," he revealed.

S/L Burnand's most dangerous operation was an attack on Tours when low cloud forced his bomber down to 1000 feet altitude in order to carry out a visual attack on the big railway yard. "As soon as we broke cloud, the light flak got hot and when we dropped our bombs we were so low that each blast shook our aircraft," he said.

A pilot since 1934, Burnand joined the RCAF in 1939. He served as a staff pilot at Air Navigation School at Rivers, and for a period, was stationed in Toronto in

command of a Communications Flight. He hopes to remain with RCAF in Transport Command.

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BURNAP, F/L Raymond Webster (C11990) - **Commended for Valuable Services** - Station Edmonton - Award effective 14 November 1944 as per **Canada Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born in Edmonton, 18 October 1917. Attended University of Alberta (Medicine), 1935-1941 and thereafter worked in University Hospital (COTC, 1940). Home in Edmonton; enlisted there 1 May 1942 in Medical Branch with rank of Flying Officer. Promoted Flight Lieutenant, 1 August 1942. To No.6 ITS, Toronto, 27 August 1942. To No.4 Training Command, Headquarters, Calgary, 4 October 1942. To No.3 Recruiting Centre, Edmonton, 10 October 1942. To No.2 AOS, Edmonton, 9 January 1944. To Northwest Air Command, 14 July 1944. To Station Edmonton, 15 July 1944. To Northwest Air Command again, 25 September 1944. To Lachine, 27 January 1945. To Edmonton, 9 June 1945. Promoted Squadron Leader, 1 October 1945. Retired 14 March 1946. Subsequently with University of Alberta Hospital. Died in Los Angeles, 12 November 1989. See also F/O J.S. Coombes, AFC, and Nursing Sister H.M. Brown, Commendation.

This medical officer volunteered to go on a mercy flight to an isolated farm in wild northern bush country to evacuate a patient who was critically ill. In spite of landing in a ploughed field and a take-off through brush, which damaged the aircraft, the patient was hospitalized in time to save her life. This officer displayed complete disregard for his own safety to save the patient's life. He has consistently shown outstanding devotion to duty.

This arose from a recommendation for a Mention in Despatches raised 22 August 1944 by Wing Commander (illegible), Station Edmonton:

Although well aware of the danger involved, Flight Lieutenant Burnap volunteered for a mercy flight to an isolated farm in wild northern bush country. In spite of a landing in a ploughed field and a take-off through brush which damaged the aircraft, the patient was evacuated to a hospital in time to save her life. This officer showed utter disregard for his own safety in effort to save patient's life. He has consistently shown exemplary devotion to duty.

This was endorsed on 25 August 1944 by G/C V.H. Patriarche (Staff Officer, Northwest Air Command). At AFHQ it was changed from a Mention in Despatches to a King's Commendation for Brave Conduct.

Selected Assessments: "Nice, affable type of officer but quite young MO." (F/L M.C. Graham, No.3 Recruiting Centre, 13 August 1942).

"Continually improving his medical knowledge, to a much lesser degree his servive knowledge. He is intelligent and alert." (F/L A.M. Davidson, 12 January 1943).

"A competent administrative officer - works half days with J.S.T. Centre and half days as Medical Inspector at Command Headquarters. Recommend to Acting Squadron Leader." (S/L E. Cohen, Northwest Air Command Headquarters, 10 October 1945).

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BURNESS, S/L Gordon Lennox (C3355) - **Mention in Despatches** - No.406 Air Stores Park - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born in Wadena, Saskatchewan, 29 April 1916; home there. Attended Sir George Williams University and obtained a degree in Commerce. Joined RCAF as equipment assistant, 14 December 1937; commissioned in Vancouver 15 December 1940. Served in Canadian Equipment Depots; posted overseas in July 1942; repatriated May 1946. Remained in postwar RCAF; awarded Queen's Coronation Medal, 23 October 1953 while a Squadron Leader at Air Defence Command Headquarters. As of 1963 he was a Group Captain commanding No.7 Supply Depot, Namao, Alberta. Retired 1 May 1969. No citation. Died in Ottawa, 1 August 1997.

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BURNETT, Sergeant Merrill Rugles (R195900) - **Distinguished Flying Medal** - No.426 Squadron - Award effective 22 August 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born 17 November 1922. Home in Chelsea, Quebec (employed by Gatineau Power Company); enlisted Ottawa, 2 November 1942. Granted Leave Without Pay until posted to No.5 Manning Depot, 3 February 1943. To No.2 SFTS (guard), 18 March 1943. To No.9 Pre-Aircrew Education Detachment, 2 May 1943. To No.1 Air Gunner ground Training School, 26 May 1943, Promoted LAC, 10 July 1943 when posted to No.9 BGS; graduated and promoted Sergeant, 20 August 1943. To "Y" Depot, 3 September 1943. To United Kingdom, 12 September 1943. Commissioned 26 June 1944. Promoted Flying Officer, 26 December 1944. Repatriated 5 August 1945. Retired 14 September 1945. Awarded sent by registered mail. Incident described was a mid-air collision with another bomber. RCAF photo PL-32309 (ex UK-14572 dated 6 September 1944) shows P/O D.G. Harkness, DFM of Toronto (left) and P/O M.R. Burnett, DFM, of Chelsea, Quebec, involved in same incident.

As rear gunner this airman has participated in a number of attacks on various

enemy targets and has displayed courage and determination of a high order. On one occasion, shortly after the target had been successfully attacked, his aircraft sustained very severe damage and went out of control. Before the captain could regain control, considerable height was lost. Although the order to leave by parachute had been given, Sergeant Burnett stayed by his captain who succeeded in regaining control and in the face of extreme difficulties flew the crippled aircraft to base. Throughout the return flight, Sergeant Burnett did everything possible to assist his captain and his services proved of immense value. His coolness, resolution and devotion to duty in the face of harassing circumstances set a very fine example.

DHH file 181.009 D.4431 (Library and Archives Canada RG.24 Volume 20649) has recommendation drafted 29 June 1944 when he had flown seven sorties (28 hours five minutes); sortie list and submission as follows:

10 May 1944 - Ghent (3.25)
12 May 1944 - Louvain (4.20)
19 May 1944 - Franceville (4.40)
22 May 1944 - Le Mans (4.05)
6 June 1944 - Houlgate (4.05)
7 June 1944 - Acheres (3.25)
14 June 1944 - St. Pol (4.05)

Sergeant Burnett was the rear gunner with a Halifax crew. His aircraft was involved in a collision with another aircraft over the target and was very severely damaged. Sergeant Burnett stuck to his position and proved to be an inspiration to his captain who managed to bring his badly damaged aircraft back to this country. On another occasion his aircraft was again struck by heavy flak and severely damaged rendering the intercommunication system unserviceable. Four members of the crew baled out without orders but Sergeant Burrell remained with his captain and ably assisted him to bring the aircraft back to this country. This NCO is therefore strongly recommended for the DFM (non-immediate).

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BURNETT, F/O Walter James Norval (J35827) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 765/45 dated 4 May 1945. Born 20 August 1914 in Vernon, British Columbia; home in Vancouver. Obtained a degree in pharmacy before the war (UBC). Enlisted in Vancouver, 9 November

1942. Trained at No.2 ITS (graduated 17 April 1943) and No.2 AOS (graduated 17 September 1943). Commissioned 17 September 1943; F/O 17 March 1944. Posted overseas, October 1943; on strength of No.3 Personnel Reception Centre, Bournemouth, 23 December 1943 to 7 January 1944. Attended No.3 Advanced Flying Unit, Halpenny Green, 7 January to 10 March 1944 (Ansons); at No.24 Operational Training Unit, Honeybourne, 10 March to 24 May 1944 (Whitleys and Ansons); at No.1664 Heavy Conversion Unit, Dishforth, 2 June to 2 July 1944 (Halifaxes); at No.433 Squadron, Skipton, 3 July 1944 to 1 February 1945; on form he stated he had flown 34 sorties including 17 that involved either mining or sorties to the Ruhr. While with that squadron he was Assistant Briefing Officer and Navigation Interrogation Officer; used LORAN (experimental), Gee and H2S; repatriated to Canada at the end of February 1945. Immediately posted to Western Air Command, serving with No.122 Squadron, Patricia Bay, to June 1945 (Air/Sea Rescue work with Ansons and Hudsons carrying airborne lifeboat); with No.122 Squadron, Port Hardy, June 1945 to 7 August 1945 (responsible for unit compasses); No.122 Squadron, Patricia Bay, 7 August to October 1945 (unit navigation officer on ASR work); with Western Air Command Communications Flight, Sea Island, October 1945 to April 1946 (ASR work with Ansons, Hudsons, Goose, Canso, Expeditor; assisted in airborne lifeboat displays and other ASR equipment, instructed navigation to pilots taking green card exams. Summerside Air Navigation School, April 46 to 15 October 1946 as pupil and later in staff, instructing in instruments and compasses (he was first in a class of 14); 18 October 1946 to March 1949, with B-29 Detachment, Edmonton; described his work as "LORAN operator, navigator, assisted in LORAN analysis, acted as officer in charge of instruments, became familiar with APQ-7 - APQ-13 - AFS HO Radar, formed and instructed L.F. LORAN familiarization course, assisted in research in northern flying and reconnaissance. Flew as navigator for AACs, ATC and Troop Carrier Command (Americans) on northern flights. Acted as Navigation Officer (B-29, C-47, C-54, C-82)," flying 900 hours on northern and polar low level LORAN work. To Air Navigation School, Summerside, April 1949. Medal presented in New Brunswick 21 December 1949. Killed in crash of Lancaster KB893, Summerside, 25 April 1952; pilot had been on consumption test, Goose Bay to Summerside, overshoot, climbed away for another pass but lost flying speed in turn and crashed. Four crew killed, one crew and seven passengers survived.

Flying Officer Burnett has completed many operational missions against a wide variety of targets in Germany and enemy occupied territory, throughout which he has consistently displayed outstanding navigational skill and devotion to duty. On one occasion in October 1944, during an attack against Dortmund, his aircraft was severely damaged and the bomb aimer was badly wounded. A 200 miles per hour gale swept through the aircraft and blew away Flying Officer Burnett's navigational chart, log and instruments. Despite great difficulties and aided only by a small pilot's chart this officer continued to navigate the damaged aircraft and the mission was successfully completed. Throughout the return flight he also rendered first aid to the injured air bomber. Flying Officer Burnett has

always set a splendid example of determination and resourcefulness.

DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Volume 20627) has the original recommendation by W/C G.A. Tambling dated 15 December 1944 when he had flown 30 sorties (162 hours 30 minutes).

One night in October 1944 whilst attacking Dortmund, the aircraft in which this officer was carrying out navigational duties was hit by a load of incendiaries from another aircraft, and a large portion of the perspex nose was sheared off and the bomb aimer badly wounded. This resulted in a freezing 200 m.p.h. gale sweeping through the aircraft, tearing away the navigator's chart, log and instruments. Despite these heavy odds, Flying Officer Burnett, aided only by a small pilot's chart and details he had memorized, carried on his navigation so accurately that the mission was successfully completed and upon reaching the English coast, the aircraft was an extremely short distance from the required track. Also throughout the return trip, this officer found time to render effective first aid to the injured Air Bomber.

Flying Officer Burnett has now completed 30 trips over enemy territory, and he has consistently displayed outstanding navigational ability plus a very strong sense of duty.

I consider his fine record of achievement and splendid example fully merits the immediate award of the Distinguished Flying Cross.

NOTE: A document dated 9 May 1951 gave his flying time as follows: Anson (217 hours 10 minutes), Whitley (80 hours 45 minutes), Halifax (250 hours five minutes), Bolingbroke (nine hours 45 minutes) Canso (nine hours 30 minutes), Hudson (90 hours 35 minutes), Dakota (499 hours 40 minutes), Goose (two hours 15 minutes), B-29 (360 hours 50 minutes), C-54 (97 hours ten minutes), C-82 (18 hours five minutes), North Star (45 hours 40 minutes), Lancaster (266 hours 25 minutes), Expeditor (two hours), B-17 (four hours 15 minutes).

NOTE: As the work of LORAN detachments and Canadians on B-29s is largely underwritten, the following assessments by Burnett's Commanding Officers are interesting for the light they throw on these operations, as well as on Burnett's own role in them:

1 December 1947 - W/C N.W. Timmerman, Commanding Officer, Station Edmonton:

This officer is one of the officers in the B-29 Detachment calibrating LORAN

stations. His ability in polar navigation is excellent and he has been responsible for the success of many long and arduous missions by his skilful navigation. He has aided in the compilation of statistical data and reports necessary for the success of these operations. He is one of the instructors in the LORAN School where his knowledge of radar and its uses in polar navigation has been particularly helpful. His cheerful nature has contributed to the smooth running of this international Detachment.

14 October 1948 - F/L K.R. Greenaay, B-29 Detachment:

Flying Officer Burnett is in charge of the Navigation Section of the B-29 Flight Test Section. He has been a member of this Unit for two years, and during this period has proven to be an outstanding navigator.

Flying Officer Burnett has aided greatly in the development of navigation technique in the Polar and Arctic regions, and has given a number of lectures on Grid and Gyro Navigation.

This officer has acquired an enviable reputation among USAF personnel and has been a credit to the RCAF in trade and service knowledge and liaison ability. In view of the above, it is recommended that this officer be considered for promotion to the rank of Flight Lieutenant.

1 March 1949 - F/L W.H. Spafford, B-29 Flight Test Section:

F/O Burnett has worked with the B-29 Flight Test Section for the past 2 1/2 years. His duties have been navigator, LORAN Observer and instructor in grid-gyro navigation and LF LORAN. He has continually given much of his time to instructing USAF and RCAF personnel. F/O Burnett received high praise from the USAF for his help in navigating American aircraft to various Beetle sites during the winter of 1947-1948.

F/O Burnett is a conscientious, hard working officer with great experience as a navigator and a limited experience in administration.

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BURNS, F/L Cecil Albert (J8605) - **Distinguished Flying Cross** - No.220 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 22 February 1921. Home in Slocan City, British

Columbia; enlisted Regina, 12 November 1940. To No.1A Manning Depot , 9 December 1940. To Trenton, 31 December 1940. To No.3 ITS, 23 March 1941; graduated and promoted LAC, 4 May 1941; posted that date to No.4 EFTS; ceased training on 24 May 1941 and posted to No.5 AOS; graduated 17 August 1941 when posted to No.3 BGS; graduated and promoted Sergeant, 29 September 1941 when posted to No.1 ANS; graduated and commissioned, 27 October 1941. To Embarkation Decpot, 20 November 1941. To RAF overseas, 8 December 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 27 October 1943. Repatriated 27 November 1944. To Western Air Command, 15 January 1945. To No.5 OTU, 22 January 1945. To No.8 Release Centre, 10 July 1945. Retired 11 July 1945. Award presented 29 January 1947.

Flight Lieutenant Burns has participated in many operations as a navigator. He was the first navigator to become captain in the squadron on duty which he performed extremely well. His consistent good work has been of the highest order and has set a fine example to the other members of his squadron.

NOTE: Public Records Office Air 2/9276 has recommendation dated 8 April 1944 when he had flown 70 sorties and 800 operational hours:

Flight Lieutenant Burns has been in the squadron for 25 months during which time his navigation has been of the highest order. His work has always been an example to the other navigators. He was the first navigator to become a Captain in the squadron, a duty which he carried out extremely well. I am most satisfied with the work of this officer, who is strongly recommended for the Distinguished Flying Cross.

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BURNS, W/C Charles Fowler Williams (C6633) - **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 in Vancouver; raised in Toronto. Home in St.Andrews, New Brunswick at time of award but had enlisted in Toronto, 1 August 1941 and commissioned that date. Attached to RAF, 1 October 1941. Promoted Flying Officer, 1 February 1942. To Rockcliffe, 13 July 1942. To Eastern Air Command, Promoted Flight Lieutenant, 1 November 1942. Promoted 20 July 1942. Squadron Leader, 1 November 1943. Promoted Wing Commander, 1 November 1944. Retired 21 August 1945. Certificate sent to him at Halifax, 27 June 1945. Prominent in the development and management of Ontario horse racing tracks, breeder, and member of Canadian Horse Racing Hall of Fame. Died in 1982.

As Command Flying Control Officer since July 1942, Wing Commander Burns has been responsible for the organization of flying control and airways traffic

control. Although faced at times with seemingly insurmountable difficulties, by enthusiasm, tact and ceaseless effort, he has overcome these difficulties and has brought the organization to a very creditable standard of efficiency.

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BURNS, F/O Gerald Charles (J16496) - **Mention in Despatches** - No.433 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 12 July 1920 in Montreal. Home in Outremont; enlisted Montreal, 21 October 1940. Trained at No.1 ITS (graduated 4 March 1941), No.13 EFTS (graduated 6 May 1941) and No.6 SFTS (graduated 27 July 1941). To "Y" Depot, Halifax, 29 July 1941. To RAF overseas, 14 August 1941; taken on strength of No.3 Personnel Reception Depot, Bournemouth 25 September 1941. To No.21 OTU, 4 October 1941. To No.15 OTU, 15 January 1942. To Middle East, 9 February 1942. Promoted Flight Sergeant, 1 March 1942. Hospitalized at Gibraltar, 28 March 1942 (malaria) and returned to Home Establishment, 6 June 1942. And posted to No.149 Conversion Flight. To No.29 OTU, 30 June 1942. Promoted WO2, 27 July 1942. Commissioned 22 December 1942. To No.84 OTU for instructional duties, 7 October 1943; to No.23 OTU, 18 October 1943; to No.1664 Conversion Unit, 9 December 1943; to No. 433 Squadron, 12 January 1944. Killed in action 22 April 1944 (Halifax LV990); buried in Germany. It appears that his award was for services at an OTU rather than with No.433 Squadron, but nothing points to a specific task or deed.

The website "Lost Bombers" provides the following on his last sortie. Halifax LV990 (BM-J), target Dusseldorf, 22/23 April 1944. Delivered by Handley Page between 7 April and 18 April 1944. It was one of three No.433 Squadron Halifaxes lost on this operation; the others were HX291 and LV840. Airborne at 2308 hours, 22 April 1944 from Skipton-on-Swale. Cause of loss and crash-site not established. Crew consisted of F/O G.C.Burns, RCAF (killed), Sergeant J.J.P.M.Bedard, RCAF (killed), Sergeant J.W.Dunford (killed), Flight Sergeant D.C.MacDougall, RCAF (killed), Sergeant T.N.Morris (POW, held in Camps L.6 and 357, POW number 3592), Sergeant J.P.L.W.L.Desroches, RCAF (killed).

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BURNS, F/L Gordon Mortimer (J25789) - **Distinguished Flying Cross** - No.49 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born in Toronto, 21 December 1922. Home in Kitchener; enlisted in Hamilton, 3 March 1942. To No.1 Manning Depot, 16 April 1942. To No.1 ITS, 1 August 1942; graduated and promoted LAC, 25 September 1942 but not posted to No.9 EFTS until 24 October 1942; graduated 31 December 1942 but not posted to No.6 SFTS until 9 January 1943; graduated and commissioned, 30 April 1943. To No.31 GRS, 7 May 1942; to "Y" Depot, 24 July 1943. To RAF, 2

August 1943. Promoted Flying Officer, 30 October 1943. Promoted Flight Lieutenant, 25 August 1944. Repatriated 21 December 1944. To No.1 BGS, 1 February 1945. Retired 12 March 1945. Rejoined as a pilot, 20 January 1949; awarded Queen's Coronation Medal, 23 October 1953 when Squadron Leader, No.420 (Auxiliary) Squadron. Died in Victoria, 7 January 2015.

This officer has completed many operational sorties against such well defended targets as Stuttgart, Bremen, and Brunswick. On three separate occasions his aircraft has been attacked by an enemy fighter but by his skilful defensive tactics he was able to foil the attackers. In August 1944 his aircraft was severely damaged by anti-aircraft fire while on the bombing run. Despite this, Flight Lieutenant Burns continued his run and pressed home his attack with the utmost determination. On leaving the target it was found that the bomb doors could not be closed and two of the fuel tanks were holed. With outstanding airmanship, this officer flew his damaged aircraft back to base where he executed a masterly landing. Flight Lieutenant Burns has always shown exceptional courage and devotion to duty.

NOTE: Public Records Office Air 2/9050 has recommendation dated 15 December 1944 when he had flown 30 sorties (155 hours), giving more details:

* daylight sortie

12 July 1944 - Culmont Chalindrey (7.55)
15 July 1944 - Nevers (7.05)
17 July 1944 - Caen (3.40)
18 July 1944 - Revigny (5.30)
20 July 1944 - Courtrai (3.20)
23 July 1944 - Kiel (4.55)
24 July 1944 - Donges (5.45)
25 July 1944 - Stuttgart (8.40)
28 July 1944 - Stuttgart (7.35)
30 July 1944 - Caen (5.05)*
31 July 1944 - Tilley (4.50))*
1 August 1944 - La Ereteque (4.00)*
2 August 1944 - Trossy (4.00)
3 August 1944 - Trossy (4.10)*
5 August 1944 - St. Ley (4.40)*
16 August 1944 - Stettin (7.40)
18 August 1944 - L'Isle Aden (4.15)
25 August 1944 - Darmstadt (8.20)
10 September 1944 - Le Havre (3.20)*

11 September 1944 - Darmstadt (5.30)
12 September 1944 - Stuttgart (6.50)
17 September 1944 - Boulogne (3.20)*
18 September 1944 - Bremerhaven (4.30)
19 September 1944 - Munchen Gladbach (4.20)
6 October 1944 - Bremen (5.05)
14 October 1944 - Brunswick (6.50)
19 October 1944 - Nuremburg (7.35)
28 October 1944 - Bergen (6.30)
30 October 1944 - Walcheren (3.35)*
11 November 1944 - Harberg (5.05)

This officer has completed 30 operational sorties as Captain of Lancaster aircraft, having attacked such heavily defended targets as Stuttgart (twice), Bremen, Brunswick and Munchen Gladbach.

On one occasion, on 18th August 1944, his sixteenth sortie, his aircraft was struck three times by flak, sustaining serious damage. This incident occurred on the bombing run and Flight Lieutenant Burns showed great determination in pressing home his attack. The port outer engine had been damaged and was feathered before the bombs were dropped. On leaving the target it was discovered that the bomb doors could not be closed owing to damage sustained in the hydraulic system. All the starboard fuel tanks were badly holed and after using as much fuel as possible from these the aircraft was flown back to base on the port tanks. When a safe landing had been made, the crew being in crash positions, it was discovered that the tail wheel had been shot away.

On three separate occasions Flight Lieutenant Burns was attacked by an enemy fighter, but with skilful defensive manoeuvres was able to bring his aircraft safely through.

His airmanship has been of a high standard, and he has always set a fine example of operational efficiency. For his devotion to duty, his coolness and courage in the face of the enemy, I strongly recommend this officer for the award of the Distinguished Flying Cross.

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BURNS, P/O Jack Chester (J93617) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19

October 1945. Born 27 February 1921. Home in Sault Ste.Marie, Ontario; enlisted North Bay, 8 October 1942 and posted to No.1 Manning Depot. To No.2 WS, 8 January 1943; promoted LAC, 12 February 1943; graduated 23 July 1943 and posted next day to No.1 BGS; graduated and promoted Sergeant, 6 September 1943. To "Y" Depot, 30 September 1943; taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Commissioned 6 February 1945. Repatriated by air with No.408 Squadron, 20 June 1945 and assigned to Tiger Force training. Promoted Flying Officer, 6 August 1945. To No.1 Air Command, 15 August 1945. Retired 4 October 1945. Award presented 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". Public Records Office Air 2/9083 has recommendation dated 23 March 1945 when he had flown 45 sorties (221 hours 31 minutes), 22 May 1944 to 20 March 1945.

22 May 1944 - Le Mans (5.40)
24 May 1944 - Aachen (4.50)
26 May 1944 - GARDENING (3.50) Cherbourg
27 May 1944 - Bourg Leopold (5.45)
31 May 1944 - Au Fevre (4.05)
6 June 1944 - Houlgate (4.45)
6 June 1944 - Conde sur Noireaux (6.40)
7 June 1944 - GARDENING (6.00), Lorient
9 June 1944 - Le Mans (5.45)
12 June 1944 - Arras (4.30)
21 June 1944 - Oisemont Neuville au Bois (5.30)
24 June 1944 - Bonnetot (4.30)
25 June 1944 - Gorenflos (4.30)
28 June 1944 - Wizernes (3.50)
4 July 1944 - Paris (5.55)
6 July 1944 - Siracourt (4.30)
8 July 1944 - Lorient (6.40)
12 July 1944 - Bremont (4.15)
7 August 1944 - Caen (2.40)
15 August 1944 - Volkel (3.10)
18 August 1944 - Bremen (5.05)
25 August 1944 - Russelsheim (7.10)
14 August 1944 - Potigny (2.40)
26 August 1944 - Kiel (5.45)
12 September 1944 - Wanne Eickel (3.15)
13 September 1944 - Gelsenkirchen (3.15)
15 September 1944 - Kiel (5.15)
5 October 1944 - Saarbrucken (5.05)

14 October 1944 - Duisburg (3.25)
25 October 1944 - Homberg (3.25)
2 November 1944 - Dusseldorf (5.30)
12 December 1944 - Essen (4.35)
17 December 1944 - Duisburg (4.15)
27 December 1944 - Gladbach (4.05)
16 January 1945 - Magdeburg (6.05)
28 January 1945 - Stuttgart (5.45)
1 February 1945 - Mannheim (5.35)
3 February 1945 - Bottrop (4.35)
8 February 1945 - Politz (8.20)
13 February 1945 - Bohlen (7.00)
14 February 1945 - Chemnitz (7.00)
7 March 1945 - Dessau (7.55)
8 March 1945 - Hamburg (5.20)
15 March 1945 - Misburg (6.10)
20 March 1945 - Heide (5.00)

Pilot Officer Burns is a very efficient Wireless Air Gunner now on his second tour of operations. He has participated in attacks on such heavily defended areas as Magdeburg, Politz, Hamburg and Dessau. He has invariably displayed a fine fighting spirit and a practical knowledge of his work, which has inspired confidence in all members of his crew. His outstanding quality is his disregard for danger. Undoubtedly this officer's efficiency and keenness for operational duty has had an inspiring effect on all members of his crew.

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BURNS, P/O Joseph Myles (J86462) - **Distinguished Flying Cross** - No.51 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born in Strathcona, Alberta, 3 April 1911. Home in Edmonton. Worked at odd jobs and carpentering, 1929-1939; Department of Lands and Forests, Jasper, 1939-1941; lumbering himself, northwest of Edmonton, 1941-1942. Had Grade X and partial Grade XI education. Enlisted in Edmonton, 5 September 1942 and taken on strength of No.3 Manning Depot. To No.15 SFTS, Claresholm, 23 November 1942 (guard duty). To No.2 Pre-Aircrew Education Detachment, Edmonton, 22 March 1943. To No.2 Air Gunner Ground Training School, Trenton, 18 April 1943. Promoted LAC, 29 May 1943. To No.3 BGS, Macdonald, 30 May 1943; graduated and promoted Sergeant, 9 July 1943. To "Y" Depot, 23 July 1943. Embarked from New York, 3 August 1943; disembarked in Britain, 11 August 1943. To No.19 OTU, 24 August 1943. To No.1652 HCU, 20 October 1943. Attached to No.4 Group Battle School, 20

October to 6 December 1943. Detached to Elvington, 1-4 March 1944. To No.51 Squadron, 4 March 1944. Commissioned 30 April 1944. To No.1652 Conversion Unit, 30 August 1944. Promoted Flying Officer, 30 October 1944. To No.1659 Conversion Unit, 24 June 1945. Repatriated 26 September 1945. To No.7 Release Centre, 30 October 1945. Retired 6 November 1945. Award presented at Esquimalt, 21 July 1956. Died in Westlock, Alberta, 9 September 1984 (source: **Legion Magazine**, January 1985).

Pilot Officer Burns has proved himself an efficient and gallant air gunner. He has participated in many operational missions with coolness and calm courage. In April 1944, when detailed to attack a target in Dusseldorf, his aircraft was attacked and damaged by a Messerschmitt 109. His skill and vigilance together with his clear and concise commentary to his captain undoubtedly played a large part in saving the lives of the crew and preventing extensive damage to his aircraft.

Public Record Office Air 50/189 has combat report for 22/23 April 1944; Lancaster LH504 "U". Combat took place at 0126 and 19,800 feet; position 51° 22" North 06° 34" East. There was no cloud and no moon. The aircraft had been coned by searchlights for some minutes before the combat. First visual was at 500 yards by rear gunner (Burns) who ordered corkscrew evasion, during which the Lancaster lost 1,000 feet. Enemy machine when seen was at same height as bomber and dead astern. Rear gunner opened fire at 450 yards (350 rounds with one stoppage which was cleared) and mid-upper gunner (one Sergeant Nicholson) opened fire at 300 yards (200 rounds). Enemy aircraft (a Bf.109F) opened fire at 400 yards, closing to 300 yards before going down (claimed as probably destroyed). The Lancaster sustained one bullet hole in starboard outer engine, one bullet in starboard outer propellor and two in starboard wing.

Notes: Application for Operational Wing dated 15 April 1945 stated he had flown 37 sorties (158 hours five minutes), 4 March to 9 August 1944.

On repatriation form dated 8 September 1945 he stated he had flown 37 sorties (158.05 operational) plus 163.05 non-operational. Types experienced were Whitley (55.50), Halifax (250.30), Anson (2.50) and Lancaster (12.05).

Training: Interviewed in Edmonton, 5 September 1942. "Tough, wirey type, likes hunting - used to outdoor life (road and trail construction work for forestry branch and lumber jack). Should be able to stand on his own feet."

Courses at No.2 AGGTS and No.3 BGS were 19 April to 9 July 1943. At Stage 1 he was marked in Armament, oral (57/100), Armament, written (270/300), Anti-Gas (83/100), Aircraft Recognition (77/100), Mathematics (36/50), Navigation (94.100), Law, Administration and

Hygiene (52/100), and Signals (50/100). At Stage 2 he was in Battle and Anson aircraft; flew 22 hours and 45 minutes. Used Vickers Gas Operated gun in air, also Bristol turrets. On ground used VGO and Browning guns, Bristol, Boulton Paul and Frazer Nash turrets. Spent 15 hours in turret manipulation. Fired 400 skeet rounds, 760 rounds on 25-yard range, 700 rounds on 200-yard range, 400 rounds air-to-ground and 3.275 rounds air-to-air (seven percent hits). Also tested in Armament, written (126/150), Armament practical and oral (71/100), Aircraft Recognition (52/100), Drill (75/100), Signals (60/100) - rated 70/100 on Ability as Firer. Placed 69th in a class of 116. "Average student, moderately persistent and confident. Very reliable in performing his duties, has a good knowledge of his trade; should make a good air gunner."

Course at No.19 OTU was 25 August to 5 October 1943. Whitley V aircraft - flew 22.10 by day and 24.25 by night, Did six cine gun exercises by day (50 percent results), three day air-to-sea firing exercises by day and three by night, two daylight air-to-air firing exercises (one percent hits). Tested in Aircraft Recognition and Range Estimation (110/200), Guns (110/200), Reporting and Fighting Control (110/200) and Turrets, drill and components (110/200). "A keen and capable NCO who has attained average standard on all gunnery subjects except Boulton Paul turrets on which he will require more experience."

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BURNS, F/O Neil Alexander (J35215) - **Distinguished Flying Cross** - No.442 Squadron - Award effective 23 January 1945 as per **London Gazette** dated 18 September 1945 and AFRO 1672/45 dated 2 November 1945. Born 12 July 1924. Home in Toronto; enlisted there 15 July 1942. Trained at No.5 ITS (graduated 23 January 1943), No.10 EFTS (graduated 2 April 1943) and No.2 SFTS (graduated 3 September 1943). Credited with damaging one Bf.109, 28 June 1944; shot down and taken prisoner, 24 January 1945. Released from RCAF on 5 November 1945. Award presented 22 June 1949. Rejoined RCAF again, 1 December 1950 (service number 300533); retired 27 January 1971, settling in Ottawa.

Flying Officer Burns has shown exceptional keenness to engage the enemy. He has taken part in a large number of successful bombing sorties. On one occasion this officer together with another pilot was detailed to fly on an armed reconnaissance. During the flight they cut railway lines twice, destroyed two locomotives, damaged and destroyed other railway vehicles and damaged radio stations. Throughout his tour Flying Officer Burns has destroyed or damaged a large number of enemy transport vehicles and locomotives. He has done a great deal of hard and conscientious work during his operational career and has invariably displayed exceptional courage and a fine fighting spirit.

NOTE: DHist file 181.009 D.2833 (RG.24 Volume 20632) has recommendation dated 9 January

1945 for a Mention in Despatches. He had flown 148 sorties (188 hours 45 minutes). It is clear from the comments of Group Captain G.R. McGregor that no higher award was contemplated at the time. Precisely when the award was upgraded (and at what level) is not evident from the document:

Flying Officer Burns has shown exceptional keenness and ability to engage the enemy both in the air and on the ground. He has taken part in a great number of successful dive-bombing sorties. On one occasion this officer with another pilot was flying on an armed weather reconnaissance. They scored two rail cuts, destroyed two locomotives, damaged four locomotives and destroyed six railway cars and damaged four railway cars. They also damaged two radio stations. He has at least eight rail cuts. Throughout his operational tour he has destroyed or damaged at least 62 enemy transport and has damaged or destroyed fourteen locomotives. Flying Officer Burns has always shown such an extremely aggressive spirit to engage the enemy under all circumstances that he has inspired his fellow pilots.

To the above, G/C McGregor noted:

The recommended award has been well earned at least twice over in this case. It is felt that this pilot's tour, now nearing its end, represents a tremendous amount of hard, conscientious fighter work and that had he experienced slightly better fortune in the matter of opportunities to engage enemy aircraft, his score would have well justified a Distinguished Flying Cross. With reluctance the latter recognition is not recommended in the interests of maintaining the high standard which has been set.

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BURNS, F/L Robert (J18363) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 24 May 1944 as per **London Gazette** of that date and AFRO 1444/44 dated 7 July 1944. Born 21 October 1917. Home in Sault Ste.Marie, Ontario; enlisted at North Bay, 22 October 1941 and posted to No.1 Manning Depot. To "E", 10 November 1941. To No.6 ITS, 4 January 1942; graduated and promoted LAC, 27 February 1942 but not posted to No.7 EFTS until 24 March 1942; graduated 5 June 1942 and posted next day to No.14 SFTS; graduated and promoted Sergeant, 25 September 1942. To "Y" Depot, 9 October 1942. To RAF overseas, 27 October 1942. Commissioned 20 July 1943. Invested with award by King George 11 August 1944. Repatriated 9 March 1945. To No.2 Air Command, 20 March 1945. To Release Center, 29 May 1945; retired 6 June 1945. Shown in RCAF photo PL-32538 (ex UK-13868 taken at time of investiture). 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 by W/C D.S. Jacobs dated 25 January 1944 when he had flown 29 sorties (177 hours 17 minutes), 25 May 1943 to 27 January 1944.

23 May 1943 - Dortmund (4.35, co-pilot)
25 May 1943 - Dusseldorf (4.30, co-pilot)
11 June 1943 - Dusseldorf (5.20, returned on three - engines)
12 June 1943 - Bochum (5.15)
28 June 1943 - Cologne (5.20)
2 July 1943 - GARDENING (4.20)
9 July 1943 - Gelsenkirchen (7.10, attacked by fighters)
13 July 1943 - Aachen (5.25)
24 July 1943 - Hamburg (5.30)
25 July 1943 - Essen (5.10)
27 July 1943 - Hamburg (6.05)
29 July 1943 - Hamburg (5.30)
30 July 1943 - Remshred (5.30)
2 August 1943 - Hamburg (6.25)
7 October 1943 - Stuttgart (7.05)
18 October 1943 - Hanover (5.30)
20 October 1943 - Leipzig (7.35)
3 November 1943 - Dusseldorf (4.40)
18 November 1943 - Berlin (8.05)
23 November 1943 - Berlin (6.35)
3 December 1943 - Leipzig (7.10)
16 December 1943 - Berlin (6.35)
20 December 1943 - Frankfurt (5.50, returned on three engines)
29 December 1943 - Berlin (6.10)
1 January 1944 - Berlin (7.10)
5 January 1944 - Stettin (8.05)
20 January 1944 - Berlin (7.05)
21 January 1944 - Magdeburg (5.55)
27 January 1944 - Berlin (?)

Since joining the squadron, Flight Lieutenant Burns has carried out a large number of operations against some of the most heavily defended and distant targets in Germany, including at least six sorties to Berlin. This officer has at all times set a very high example as a Captain, and his experience and cheerful attitude towards his duties have been a source of inspiration to the remainder of the squadron. I strongly recommend that this officer be awarded the Distinguished Flying Cross.

BURNS, F/L Robert, DFC (J18363) - **Mention in Despatches** - Station Topcliffe - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. As of recommendation (23 January 1945) he had been two years in Canada, one year three months overseas. Citation not published; following from DHist 181.002 D.225.

On December 11th, 1944, Flight Lieutenant Burns was giving night dual instructions. At 300 feet after takeoff, both port engines cut simultaneously and aircraft dived sharply to port. Flight Lieutenant Burns immediately took over control of the aircraft, and deciding against a crash landing at night, he managed, by superb skill and airmanship, to fly round a close circuit and make a hood landing. The ability and airmanship shown was of the highest standard and undoubtedly saved the aircraft and possibly the lives of the crew. Flight Lieutenant Burns has been employed as an instructor for eleven months and has always displayed keenness and a high standard of ability.

RCAF Press Release No. 3746 dated 22 January 1944 from: F/O Vic Baker reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- With his formation and navigation lights gleaming through the black night from the tip of each wing, Flight Lieutenant R. "Robbie" Burns of Sault Ste. Marie, Ontario, flew his seven-man crew to bomb Magdeburg and brought his four-engined Lancaster of the Goose Squadron back home safely.

Shortly after the take-off, the veteran skipper of 28 trips discovered that the wing-tip lights – red on the port side and green on the starboard – would not turn off. Even when the lighting fuse was removed, the revealing lights stayed on. Knowing that the lights would easily show his position in the sky to searchlights parties, flak gunners and searching fighters over enemy territory, the plucky pilot carried on with his mission to bomb the German target.

Fortunately for the crew, enemy opposition was greatly saturated by the heavy stream of attacking bombers and they received no more than the usual share of attention. They had the usual brushes with searchlights and flak concentrations and saw several fighters engaging other bombers but experienced no trouble. They bombed the town of Magdeburg right on time and eventually arrived back in Britain.

In the crew were navigator, P/O D.L. Petteys of Royal Oak, Mich.; wireless operator G.A. Phillips of Annabella, Man.; mid-upper gunner F/S C.W. Frauts, Trenton, Ontario; and rear-gunner Sergeant R.J. Scofield, Kelvington, Ontario.

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BURNS, F/O Robert Gregory (J86959) - **Croix de Guerre (France)** - No.424 Squadron (AFRO gives unit only as "Overseas") - Awarded as per AFRO 1619/45 dated 19 October 1945. Born 24 August 1921 in Deseronto. Home in Markham, Ontario; enlisted in Toronto, 9 April 1941 as Radio Mechanic. To No.1 Manning Depot, 27 April 1941. To University of Toronto, 23 June 1941. Reclassified "MBC". 17 September 1941. To No.1 Manning Depot, 18 September 1941. To Patricia Bay, 12 November 1941. To "ABS". 15 January 1942. Promoted AC1, 23 February 1942 and posted that date to No.4 ITS for aircrew training; to No.5 EFTS, 3 April 1943; graduated 28 May 1943 and posted next day to No.3 SFTS; 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 25 May 1944. Promoted Flying Officer, 25 November 1944. Repatriated 2 February 1945. Retired 25 April 1945. Attended University of Toronto before taking up employment with Mutual of New York. Died 8 November 2013. DHist file 181.009 D.2611 (RG.24 Vol.20627) has recommendation dated 9 January 1945 when he had flown 33 sorties (165 hours) between 17 June and 24 November 1944.

This officer, a gallant captain of a very efficient bomber crew, has completed thirty-three successful sorties against enemy strongholds. Commencing his tour of operations shortly after D-Day, he successfully attacked such formidable French targets as Villeneuve St. Georges, Boulogne and Calais. Displaying great skill and meticulous care in the bombing of the targets selected, Flying Officer Burns and his crew demonstrated outstanding ability and courage of the highest order. Of his thirty-three sorties, fifteen were against targets in occupied France and the contribution that Flying Officer Burns made towards the liberation of France deserves high mention.

The sortie list was as follows:

17 June 1944 - Oisemont-Neuville (4.15)
25 June 1944 - Gorenflos (4.20)
27 June 1944 - Wizernes (3.25)
28 June 1944 - Metz (6.55)
4 July 1944 - Villeneuve St. George (5.50)
6 July 1944 - Siracourt (4.10)
23 July 1944 - Donges (5.50)
28 July 1944 - Hamburg (5.30)
31 July 1944 - Foret du Croc (3.55)
1 August 1944 - L'Hey (3.35)

4 August 1944 - Bois de Casson (4.40)
9 August 1944 - Foret de Cros (3.30)
14 August 1944 - Army cooperation near Falaise (4.10)
25 August 1944 - Point Robert (4.45)
27 August 1944 - Mimeyecques (3.10)
28 August 1944 - Bois de St. Remy (3.40)
12 September 1944 - Dortmund (6.05)
15 September 1944 - Kiel (6.00)
17 September 1944 - Boulogne (3.40)
20 September 1944 - Calais (3.00)
23 September 1944 - Domburg (3.10)
27 September 1944 - Sterkrade (4.45)
6 October 1944 - Dortmund (6.40)
9 October 1944 - Bochum (6.15)
14 October 1944 - Duisburg (5.50)
23 October 1944 - Essen (6.25)
25 October 1944 - Homburg (4.40)
28 October 1944 - Cologne (5.40)
30 October 1944 - Cologne (5.45)
1 November 1944 - Oberhausen (6.05)
2 November 1944 - Dusseldorf (5.30)
4 November 1944 - Bochum (5.20)
6 November 1944 - Gelsenkirchen (2.15, duty not carried out)
24 November 1944 - Gardening, Kattegat (6.25)

NOTE: Public Records Office Air 2/9645 has citation that may be deemed as final. Very similar but shows editing.

This officer is a gallant captain of a very efficient bomber crew with which he has completed 33 successful sorties against enemy strongholds including such formidable targets in France as Villeneuve St. Georges, Boulogne and Calais. He has displayed great skill and meticulous care in the bombing of his targets and together with his crew demonstrated outstanding ability and courage of the highest order. Flying Officer Burns is a fearless and most capable pilot.

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BURPEE, FS (now P/O) Lewis Johnston (R82285/J17115) - **Distinguished Flying Medal** - No.106 Squadron - Award effective 13 May 1943 as per **London Gazette** dated 18 May 1943 and AFRO 1187/43 dated 25 June 1943. Born 5 March 1918. Home in Ottawa. Attended Elgin Street Public

School and Lisgar Collegiate. Further attended Queen's University for three years (Arts, English, History, Politics) and was a member of COTC. Enlisted in RCAF, Ottawa, 17 December 1940. To No.1 Manning Depot, Toronto, 18 December 1940; to No.1 BGS, Jarvis, 16 January 1941; to No.3 ITS, Victoriaville, 24 March 1941. Graduated 4 May 1941 (promoted LAC); to No.13 EFTS, St. Eugene, 4 May 1941; graduated 20 June 1941; to No.9 SFTS, Summerside, 21 June 1941; graduated 1 September 1941 (promoted Sergeant). Struck off strength of Canada to RAF overseas, 28 September 1941. Taken on strength of No.3 PRC, Bournemouth, 13 October 1941; to No.26 OTU, 4 November 1941; to No.27 OTU, 5 January 1942; to No.25 OTU, 29 January 1942; to No.15 (P) AFS, 30 March 1942; to No.16 OTU, 23 June 1942. Damaged Wellington T2510, 27 August 1942; starboard engine seized and he made a poor forced landing at Church Lawford while avoiding numerous construction obstacles; CO critical of his choice of emergency field. Posted to No.106 Conversion Flight, date uncertain; to No.106 Squadron, 10 October 1942. Posted to No.617 Squadron 29 March 1943. Commissioned 3 April 1943 (J17115). Killed in action with No.617 Squadron, 17 May 1943 (Lancaster ED865); widow in Britain; buried in Holland. Award presented to next-of-kin, 12 December 1944. RCAF photo PL-34566 taken at Government House, Ottawa following presentation to Mrs. L.J. Burpee (widow) and Mr.L.A. Burpee (father).

This airman has successfully completed a number of operational sorties against targets which include the naval ports of Wilhelmshaven, Bremen and Hamburg and also industrial centres in Italy. He has also taken part in raids on Berlin, Nuremburg, and Stuttgart. He has constantly displayed the utmost determination to complete his allotted task, whatever hardships or dangers are encountered. From raids on Lorient and St.Nazaire he secured valuable photographs. Flight Sergeant Burpee has invariably exhibited coolness and courage and has performed his duties conscientiously and efficiently.

NOTE: Public Records Office has recommendation dated 26 March 1943 when he had flown 26 sorties (205 hours 20 minutes) as listed below; text slightly more detailed than published citation:

15 Oct 42	Cologne (5.20)	Flew as 2nd pilot
22 Oct 42	Genoa (8.00)	ditto
24 Oct 42	Milan (9.50)	ditto, daylight raid
7 Nov 42	Genoa (5.35)	First trip as captain; mission abandoned
16 Nov 42	Silverthorn (9.30)	
20 Nov 42	Turin (9.20)	Burst seen in centre of town.
22 Nov 42	Stuttgart (7.45)	
8 Dec 42	Turin (9.00)	Burst seen in built-up area near aiming point.
9 Dec 42	Turin (4.25)	Mission abandoned; generators u/s

20 Dec 42	Duisburg (5.15)	Shot up on bombing run; navigator wounded.
3 Jan 43	Essen (5.00)	
8 Jan 43	Duisburg (2.55)	Mission abandoned.
11 Jan 43	Essen (4.10)	
12 Jan 43	Essen (4.00)	
17 Jan 43	Berlin (9.00)	
21 Jan 43	Essen (4.55)	Successful despite heavy flak which severely damaged aircraft.
23 Jan 43	Dusseldorf (5.35)	
27 Jan 43	Dusseldorf (6.05)	Results not seen owing to cloud.
30 Jan 43	Hamburg (7.25)	
11 Feb 43	Wilhelmshaven (4.00)	Mission abandoned.
13 Feb 43	Lorient (6.00)	Bomb fell in dock area.
14 Feb 43	Milan (9.50)	Bombs across centre of town.
16 Feb 43	Lorient (6.15)	Photograph of aiming point.
18 Feb 43	Wilhelmshaven (5.25)	
21 Feb 43	Bremen (5.45)	
25 Feb 43	Nuremburg (9.10)	Took photograph of built-up area.
26 Feb 43	Cologne (4.35)	Photograph of factory buildings.
28 Feb 43	St.Nazaire (6.55)	
5 Mar 43	Essen (5.05)	Bombs fell on Krupp Works
8 Mar 43	Nuremburg (7.30)	
10 Mar 43	GARDENING (7.40)	Baltic
12 Mar 43	Essen (5.10)	Bombs fell on target.

Flight Sergeant Burpee has taken part in 26 operational sorties, successfully bombing many vital targets ranging from the naval ports of Bremen, Hamburg and Wilhelmshaven to the industrial centre of the Ruhr and as far afield as the war centres of Italy.

He has consistently displayed the greatest determination in the execution of whatever tasks were allotted him. Berlin, Nuremburg, Stuttgart, Genoa and Turin are some of the many objectives he has attacked with satisfactory results and in recent weeks he has taken part in the highly successful raids on Lorient (aiming point photograph), S.Nazaire and both of the Essen attacks. He also flew on the daylight attack against Milan in October 1942.

Flight Sergeant Burpee has shown coolness and courage throughout his operational tour and has performed his duties conscientiously and efficiently.

There is a rather touching letter on file, from RCAF Overseas Headquarters to the Commissioner of European Immigration for Canada (Sackville House), 22 May 1943:

This letter will serve to introduce Mrs. L.J. Burpee, whose husband, Pilot Officer Lewis Johnstone Burpee, J.17115, RCAF, was reported missing after air operations on the 17th May 1943.

It was his desire that should he not return from operations, that his wife be allowed to go to Canada, where she could be with his people.

As Mrs. Burpee expects to have a child in the late fall, she would like to arrange to go to Canada, as soon as possible, in order that the baby may be born there.

Anything you can do to assist her in this connection would be greatly appreciated.

It appears this was done, as correspondence to her in 1944 was to an Ottawa address.

Following the famous Dams Raid, a note was placed on the file of all those killed, as follows.

On the night of the 16th/17th May 1943 this officer/airman took part in the extremely hazardous and highly successful raid on the Moehne, Eder, Sorpe and Schwelm dams, from which operations he failed to return.

The website "Lost Bombers" gives the following on his last flight: Lancaster ED865 coded AJ-S, Operation CHATISE (dams raid), 16/17 May 1943. Aircraft to No.617 Squadron 17 April 1943. Lost on its first operation with a total of 17 hours; one of eight Lancasters lost by No.617 Squadron on this operation; the others were ED864, ED887, ED910, ED925, ED927, ED934 and ED937. Airborne at 0011 hours of 17 May 1943 from Scampton on the third wave of Operation Chastise, setting course for the Sorpe Dam. Strayed off course and still at very low altitude when hit by flak, crashing 0200 hours near Gilze Rijen Airfield, Holland. all are buried at Breda. Crew (all killed; average age of 23) were P/O L.J.Burpee, DFM, RCAF; Sergeant G.Pegler; Sergeant T.Jaye; Flight Sergeant L.J. Arthur, RCAF; P/O L.G.Weller; Sergeant W.C.A.Long; WO2 J.G.Brady, RCAF.

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BURRAGE, F/O Robert Harcourt (J14076) - **Mention in Despatches** - No.117 Squadron (Canada) - now No.5 EFTS - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born in Davidson, Saskatchewan, 18 March 1920 (entomology website). Raised on a ranch before family moved to Vancouver. Home in Burnaby, British

Columbia; enlisted in Vancouver, 23 October 1940. To No.8 (BR) Squadron, 12 November 1940. To No.2 Equipment Depot, 13 January 1941. To No.2 WS, 31 January 1941; promoted LAC, 3 March 1941; to No.2 BGS, 20 June 1941; graduated and promoted Sergeant, 21 July 1941. To No.116 (BR) Squadron, 22 July 1941; to No.117 (BR) Squadron, 18 May 1942; to Shelburne, 28 November 1943; to No.4 ITS, 31 December 1943; to No.5 EFTS, 24 March 1944; to No.15 SFTS, 18 October 1944; graduated at pilot, 16 March 1945; to Moncton, 19 April 1945; to No.10 (BR) Squadron, 25 April 1945; to release centre, 9 September 1945; released 25 September 1945. Attended Ontario College of Agriculture, Guelph followed by doctoral studies at Cornell. Employed at Saskatchewan Research Station, 1953-1982. Died 2 July 2012 in Warman, Saskatchewan, Awarded operational wings October 1944 when he had flown 1,428 hours on Canso/Catalina aircraft. Governor General's Records (RG.7 Group 26, Volume 57, file 190-I) has citation; notes indicate that as of recommendation he had flown 1,670 hours, of which 1,393 were operational (152 sorties).

This officer, as a Wireless Operator Air Gunner, has displayed outstanding devotion to duty and ability in his operational duties. His cheerfulness, determination and initiative have been most inspiring.

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BURROUGHS, F/L George Whitehead (J9392) - **Distinguished Flying Cross** - No.414 Squadron - Award effective 12 May 1944 as per **London Gazette** dated 19 May 1944 and AFRO 1380/44 dated 30 May 1944. Born in Toronto, 30 April 1921; enlisted there 29 April 1941. Granted Leave Without Pay until 15 May 1941 when posted to No.1 Manning Depot. To No.20 EFTS (guard), 27 May 1941. To No.1 Manning Depot, 20 June 1941; to No.1 ITS, 3 July 1941; graduated and promoted LAC, 8 August 1941 when posted to No.7 EFTS; graduated 25 September 1941 when posted to No.14 SFTS; graduated and commissioned 19 December 1941. To "Y" Depot, Halifax, 20 December 1941; struck off strength to RAF overseas, 7 January 1942; repatriated 11 August 1944; retired 23 April 1945. Credited with the following victories: **28 January 1944**, one Bf.109 destroyed plus one unidentified single engined enemy aircraft destroyed (shared with F/O G. Wonnacott); **7 June 1944**, one Ju.52 destroyed (shared with F/O R.A. Bromley). Award presented 18 October 1947. Employed by Bell Canada after the war. Died in Ottawa, 3 September 2003. Photo PL-25534 (right) shows him. Public Record Office Air 2/9626 indicates he was recommended when he had completed 74 sorties (104 operational hours).

During the last two years Flight Lieutenant Burroughs has completed a large number of reconnaissance and ranger sorties. In addition he has acted as escort to bomber aircraft and taken part in twenty-eight coastal patrols. During that time he has destroyed at least one enemy aircraft and inflicted much damage on

enemy locomotives, barges and other installations. A keen and courageous pilot, he has set an inspiring example to the other members of his squadron.

NOTE: Public Record Office Air 2/9626 has recommendation drafted by his Flight Commander about 20 March 1944 when he had flown 74 sorties (104 operational hours).

Since joining No.414 Squadron two years ago, this officer has completed a large number of Reconnaissance and Ranger sorties against the enemy. He has taken part in nine INSTEP patrols in the Bay of Biscay, protecting Beaufighters and Mosquitos in addition to 28 coastal patrols on the south coast against "sneak raiders". Twenty Tactical and Photo Reconnaissances were made against heavily defended targets in enemy occupied territory, notably a sortie to the Pas de Calais area.

Flight Lieutenant Burroughs has shown exceptional keenness in the planning and execution of Rhubarbs and Rangers. As a result of these sorties he has destroyed one and one-half enemy aircraft, damaged 17 locomotives, three barges and many other enemy installations.

As a Tactical and Photo Reconnaissance pilot he has displayed great skill, courage and devotion to duty. For the past six months he has been a Deputy Flight Commander and at all times has maintained a high standard of efficiency.

On 21 March 1944 S/L C.H. Stover wrote:

Flight Lieutenant Burroughs has shown exceptional ability in operations and has set a magnificent example to other members of the squadron. His keenness to engage the enemy is unsurpassable.

The same day (21 March 1944) W/C E.H. Moncrieff added:

Flight Lieutenant Burroughs has proven himself, while flying with his squadron, to be a keen and courageous pilot who at all times has inspired confidence, displaying great determination and outstanding skill in his duties as a reconnaissance pilot and can be depended upon to carry out the most difficult tasks successfully.

On 23 March 1944 the Air Vice-Marshal commanding his group wrote:

I strongly recommend this award. The valuable but less spectacular work of the

fighter reconnaissance pilot is particularly deserving of recognition in the case of Flight Lieutenant Burroughs.

This was duly marked "Approved" on 9 April 1944 by Air Marshal A. Coningham (Commanding 2nd Tactical Air Force) and also approved on 23 April 1944 by Air Chief Marshal Trafford Leigh-Mallory, Air Commander-in-Chief, Allied Expeditionary Air Forces.

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BURROW, Corporal Leonard (R69735) - **Mention in Despatches** - No.405 Squadron (AFRO says only "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. Born in Toronto, 30 January 1915. Home in Toronto; enlisted there 4 July 1940 as an Instrument Maker. To No.1 Aircraft Depot, Ottawa, 2 September 1940. Posted to No.2 SFTS, 26 October 1940. Promoted LAC, 1 January 1941. To No.1 Manning Depot, Toronto, 19 February 1941. To No.6 Repair Depot, Trenton, 26 February 1941. To Embarkation Depot, Debery, 11 March 1941. Arrived overseas, 5 April 1941. Posted to No.401 Squadron, 10 April 1941. Promoted Corporal, 15 December 1941. To No.405 Squadron, 5 March 1942. Promoted Sergeant, 1 January 1943. To No.9405 Servicing Echelon, 21 April 1944. Repatriated 15 January 1945. Released 7 April 1945. Died 10 February 1997 in Scarborough, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1997. No citation. While overseas he took RAF Instrument Courses at Halton (May 1942) and Melsham (May 1943 and May 1944).

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BURROWS, WO Charles Douglas (R160639) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 13 November 1921. Home in Calgary; enlisted there 1 April 1942 and posted to No.3 Manning Depot. To No.9 SFTS (guard), 22 May 1942. To No.7 ITS, 4 July 1942; graduated and promoted LAC, 28 August 1942 but not posted to No.2 AOS until 12 September 1942; graduated and promoted Sergeant, 30 December 1942. To "Y" Depot, Halifax, 13 January 1943. To RAF overseas, 25 January 1943. Commissioned 15 June 1944 (J90219). Repatriated 8 August 1945. Released 7 November 1945. Died 15 March 1961. Award presented 26 February 1949. 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 14 June 1944 when he had flown 27 2/3 sorties (169 hours); it is unclear as what constituted partial sorties.

15 February 1944 - Berlin
19 February 1944 - Leipzig

1 March 1944 - Stuttgart
15 March 1944 - Stuttgart
22 March 1944 - Frankfurt
24 March 1944 - Berlin
26 March 1944 - Essen
11 April 1944 - Aachen
18 April 1944 - Rouen
20 April 1944 - Cologne
24 April 1944 - Dusseldorf
24 April 1944 - Karlsruhe
26 April 1944 - Essen
27 April 1944 - Friedrichshafen
30 April 1944 - Rouen
1 May 1944 - Lyon
9 May 1944 - Mardyck
11 May 1944 - Hessalt
15 May 1944 - GARDENING
19 May 1944 - Orleans
21 May 1944 - Duisburg
22 May 1944 - Dortmund
24 May 1944 - Aachen
3 June 1944 - Boulogne
5 June 1944 - Cherbourg
6 June 1944 - Acheres
10 June 1944 - Acheres
12 June 1944 - Gelsenkirchen
14 June 1944 - Le Havre

This Canadian navigator has now completed 27 2/3 sorties against the enemy over a wide range of targets.

An efficient navigator when faced with adverse weather conditions and on occasions with some of his navigational aids unserviceable, he has skilfully navigated his aircraft out to the target and back safely to base. The undoubted success of his crew has depended a great deal on this navigator's work and every flight had his sterling qualities of quiet confidence and courage in the face of intense enemy opposition.

For his devotion to duty and his high standard of skill, he is recommended for the award of the Distinguished Flying Cross.

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BURROWS, F/L James Ernest (J26916) - **Air Force Cross** - WAC Communications Flight - Award effective 23 February 1946 as per **Canada Gazette** dated 2 February 1946 and AFRO 280/46 dated 15 March 1946. Born 29 April 1922. Enlisted in Edmonton (home), 20 June 1941. Granted Leave Without Pay until 11 July 1941 when posted to No.2A Manning Depot. To No.15 SFTS (guard), 27 July 1941. To No.4 ITS, 20 August 1941; graduated and promoted LAC, 24 September 1941 when posted to No.5 EFTS; graduated 21 November 1941 and posted next day to No.12 SFTS; graduated and promoted Sergeant, 13 March 1942. Posted to No.13 (Operational Training) Squadron, 4 April 1942. To Western Air Command, 28 May 1942. To No.9 (BR) Squadron, 13 July 1942, serving there until 13 April 1945. Taking Transport Conversion course, July 1945. To No.166 Squadron, 8 September 1945. To WAC Communications Flight, 13 October 1945. To No.1 Composite Training School, 15 February 1946. Returned to Western Air Command, 9 April 1946. Released 30 August 1946. As of award had flown 2,065 hours, 275 hours in past six months, 900 operational hours (86 sorties). Award presented 27 May 1950.

This officer has rendered valuable and meritorious service during his employment as a communications pilot. Throughout many hours of arduous flying duties, he has always displayed outstanding initiative, courage and devotion to duty. His ability as a pilot navigator is most commendable and worthy of high praise.

Note: Weekly Progress Report for RCAF Exercise POLAR BEAR Detachment, 18 December to 24 December 1944, includes the following: "Movements: F/O J. Bell (J12558), F/O R.C. Archer (J28543), F/O J.W. Thorleifson (J25877), F/O J.E. Burrows (J26916), A/S/L J.A. Thompson (Can J2970), R118372 WO2 Rosencrance, R.T. (163315), Sergeant Foley, F.J.H. proceeded to Sea Island on Friday 22nd December at 1300 hours in Norseman 368 to ferry the remaining Polar Bear aircraft to Prince George. R57690 Corporal Fell, W.J. and R68342 Corporal Watson, J.A. also proceeded to Sea Island in Norseman 368 to carry out repairs on this aircraft at Vancouver."

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BURROWS, F/O John Woollatt (J22599) - **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 in Toronto, 1 February 1918. Steamship steward, underground miner. Home in Mont Royal, Quebec. Enlisted in Montreal, 5 January 1942 and posted to No.5 Manning Depot. To No.9 BGS, 22 April 1942. To No.3 ITS, 4 July 1942. Graduated and promoted LAC, 29 August 1942 when posted to No.8 AOS. Graduated and commissioned, 23 December 1942. To "Y"

Depot, 5 January 1943. To RAF overseas, 25 January 1943, disembarking in United Kingdom 4 February 1943. Attached to No.50 Group Pool, 30 April to 4 May 1943. To No.3 (Observer) AFU, 8 June 1943. . Promoted Flying Officer, 23 June 1943. To No.22 OTU, 12 July 1943. To No.1664 Conversion Unit, 30 August 1943. To No.432 Squadron, 1 October 1943. Navigator, killed in action with No.432 Squadron, 27/28 April 1944, Halifax LW592. Buried in Belgium. He had completed 18 2/3 sorties (123 hours six minutes).

The website "Lost Bombers" gives the following particulars of his last flight. Halifax LW592 (QO-A), target Montzen, 27/28 April 1944. Delivered to squadron between 1 February and 8 February 1944. It was one of three No.432 Squadron Halifaxes lost on this operation; the others were LK807 and MZ588. Airborne at 2341 hours, 27 April 1944 from East Moor, tasked to bomb the railway yards. Cause of loss not established. Crashed near the hamlet of Sur-les-Bois (Liege), 3 km NW of Engis on the north bank of the Meuse, 12 km SW from the centre of Liege. Crew consisted of P/O H.H.Whaley, RCAF (evaded), Sergeant A.C.Phillips (POW, interned in Camp L.7, POW number 404), F/O J.W.Burrows, RCAF (killed), Flight Sergeant K.J.Doyle, RCAF (evaded), P/O D.C.MacDonald, RCAF (evaded), P/O D.A.McCoy, RCAF (evaded), P/O P.E.Driver, RCAF (killed). The two airmen killed are buried in the Heverlee War cemetery; both were on detachment from No.434 Squadron.

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BURROWS, F/L Leslie Edward (J26917) - **Air Force Cross**- WAC Communications Flight - Award effective 23 February 1946 as per **Canada Gazette** dated 2 February 1946 and AFRO 280/46 dated 15 March 1946. Born 13 January 1920 in Viscount, Saskatchewan. Moved to Edmonton in 1934; educated at Strathcona School. Enlisted in Edmonton (home), 20 June 1941. To No.2A Manning Depot, 11 July 1941. To No.15 SFTS (guard duty), 27 July 1941. To No.4 ITS, 20 August 1941; graduated and promoted LAC, 24 September 1941 when posted to No.5 EFTS; graduated 21 November 1941 and posted next day to No.12 SFTS; graduated and promoted Sergeant, 13 March 1942. To No.13 (Operational Training) Squadron, 4 April 1942; to Western Air Command, 27 June 1942; to No.9 (BR) Squadron, 13 July 1942. Promoted Flight Sergeant, 13 September 1942. Promoted WO2, 13 March 1943. Commissioned (backdated to 13 January 1943). Posted elsewhere, 7 February 1944. Promoted Flight Lieutenant, 12 January 1945. Remained in postwar RCAF (20318), reverting to Flying Officer, 1 October 1946. Retired in 1967. During his career, he was stationed in many places throughout Canada, United States and Iceland. He then joined the Department of External Affairs and was stationed in Bogota, Columbia, Georgetown, Guyana, and finally in Manila, Philippines. To quote from his obituary, "In 1977, following his final retirement, he moved to Coquitlam, British Columbia, he and his wife, Gladys enjoyed many wonderful trips to places near and far for both pleasure and to visit their family. Les was an avid curler and golfer and only retired from curling when his Parkinson's made it impossible for him to continue. He continued to shoot an occasional round of Par Three

golf even last Summer and never lost his ability as an excellent putter. In 2006 he and Gladys returned to Edmonton to live at the Lifestyle Options - Whitemud. They have been active participants in the activities of the residence.” Died in Edmonton, 20 December 2008. As of award had flown 2,065 hours, 315 hours in past six months, 800 operational hours (106 sorties). Award sent by registered mail 7 June 1950. See also entry for P/O J.K. Campbell for his role in a rescue in November 1942..

This officer during his employment as a communications pilot has rendered valuable and meritorious service. Although on various occasions it has been necessary for him to fly in very arduous weather, he has always displayed outstanding ability in his determination to reach his destination. His devotion to duty in the performance of his allotted tasks is worthy of high praise.

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BURROWS, FS Russell Ellis (R59209) - **British Empire Medal** - Air Force Headquarters - Awarded 1 January 1945 as per **Canada Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 23 June 1906. Enlisted in Winnipeg, 14 June 1940 for General Duties. To AFHQ, 22 July 1940. Promoted AC1, 13 September 1940. Promoted LAC, 13 December 1940. Reclassified as Clerk, General Duties, 1 October 1941. Promoted Corporal 1 January 1942. Promoted Sergeant, 1 March 1942 on reclassification as Clerk/Administration. Promoted Flight Sergeant, 1 November 1943. Reverted to Corporal in postwar RCAF, 1 October 1946 (20602). To Northwest Air Command, 4 July 1947. Promoted Sergeant, 1 April 1950. To Station Edmonton, 1 September 1951. Retired 30 September 1956.

This non-commissioned officer has at all times displayed outstanding devotion to duty and has willingly accepted responsibilities beyond those normally required. He can be relied upon to carry out expeditiously and efficiently any duties assigned to him. His outstanding ability and his co-operative and enthusiastic spirit are most praiseworthy. His initiative and willingness to place service before self have been a splendid example.

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BURSEY, FS William Edwin (R64767 and J50153) - **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 in Moncton, 25 February 1915. Home in Lewisville, New Brunswick; truck driver, enlisted in Moncton, 27 June 1940. To No.1 ITS, 21 July 1940. Graduated and promoted LAC, 16 September 1940 when posted to No.3 AOS. Ceased training and posted to No.2 Manning Depot, 16 December 1940. To No.2 BGS, 17 March 1941; graduated and promoted Sergeant,

17 April 1941. To Embarkation Depot, 28 April 1941; to RAF overseas, 29 May 1941. To No.16 OTU, 7 July 1941. To No.207 Squadron, 16 August 1941 (seven sorties). To No.408 Squadron, 13 December 1941 (27 sorties). Promoted Flight Sergeant, 1 April 1942. To No.1485 Bombing and Gunnery Flight, 17 September 1942. Promoted WO2, 1 November 1942. To No.44 Squadron, 25 March 1943 (19 sorties). Promoted WO1, 1 May 1943. To No.83 OTU, 22 July 1943. To Childs Ercall, 27 July 1943. Repatriated, 19 October 1943. To No.34 OTU, 25 November 1943. To No.5 OTU, 18 April 1944. Commissioned, 27 September 1944. Promoted Flying Officer, 27 March 1945. Retired 15 September 1945. Died in Burnaby, British Columbia, 18 September 1981 as per British Columbia Vital Statistics. No citation. Faint pencilled item on biog card might be unit.

Training: Interviewed in Moncton by F/O W.G. Cooke - "Somewhat belligerent type, but this may be due to inferiority complex. Husky specimen of humanity."

Attended No.1 ITS, 21 July to 16 September 1940. Courses in Mathematics (79/100) < Armament, practical and oral (72/100), Drill (80/100) and Law and Discipline (75/100). Placed 118th in a class of 126. "Cool and keen. Conscientious."

Attended No.3 AOS, 16 September to 9 October 1940. Anson aircraft - 19.45 as first navigator by day, 15.25 as second navigator by day, one hour as first navigator by night, "Very slow in the air and poor in pinpointing." Failed in Ground School (462 points out of 1,000). "Very slow in class, did not seem to have the ground work necessary for this course."

Attended No.2 BGS, 17 March to 17 April 1941. Battle aircraft - six hours five minutes. Scored one percent hits on Beam Test, 8.7 percent hits on Beam Relative Speed Test and six percent hits on Under Tail Test. Scored 74 percent on written exam, 70 percent on practical and oral exam, rated 128/200 on Ability as Firer, 95/150 in Qualities as an NCO. "Slightly surly but knows Armament quite well. Good prospect for Air Gunner."

Notes: Assessed 21 June 1945: "This officer has been employed as a Gunnery Instructor (Turrets), He has been outstanding in his ability to instruct and organize. Recommended for retention in the Service and promotion to Temporary Flying Officer." (W/C H. Malkin, No.5 OTU)

Applied for Operational Wing and Bar, 16 August 1944 with the following sorties listed:

No.207 Squadron (Manchesters)

12 October 1941 - Huls (5.15)

13 October 1941 - Cologne (5.25)

20 October 1941 - Stettin (8.55)
24 October 1941 - Frankfurt (7.10)
7 November 1941 - Cologne (4.30)
9 November 1941 - Hamburg (4.00)
8 December 1941 - Aachen (5.40)

No.408 Squadron (Hampdens)

2 January 1942 - Gardening, La Rochelle (6.30)
15 January 1942 - Hamburg (8.20)
25 January 1942 - Brest (4.50)
27 January 1942 - Brest (7.100)
31 January 1942 - Brest (5.20)
5 February 1942 - Gardening, Frisian Islands (3.40)
22 February 1942 - Wilhelmshaven (7.00)
24 February 1942 - Gardening, Heligoland (6.35)
26 February 1942 - Gardening, Heligoland (5.50)
3 March 1942 - Paris (5.50)
8 March 1942 - Essen (4.30)
10 March 1942 - Essen (4.35)
13 March 1942 - Cologne (6.05)
14 April 1942 - Day Search (4.10)
15 April 1942 - Dortmund (6.40)
17 April 1942 - Hamburg (6.50)
24 April 1942 - Rostock (8.35)
28 April 1942 - Kiel (7.30)
30 May 1942 - Cologne (6.05)
2 June 1942 - Essen (4.50)
6 June 1942 - Emden (5.20)
16 June 1942 - Lorient (6.40)
18 June 1942 - Lorient (5.05)
20 June 1942 - Emden (5.15)
22 June 1942 - Emden (5.55)
30 June 1942 - Day Search (5.20)
2 July 1942 - Bremen (5.35)

No.44 Squadron (Lancasters)

3 April 1943 - Essen (4.45)
4 April 1943 - Kiel (5.22)

8 April 1943 - Duisburg (5.28)
9 April 1943 - Duisburg (4.27)
14 April 1943 - Stuttgart (6.12)
16 April 1943 - Pilsen (8.40)
20 April 1943 - Stettin (7.52)
26 April 1943 - Duisburg (4.53)
28 April 1943 - Gardening, Baltic (7.25)
12 May 1943 - Duisburg (3.56)
13 May 1943 - Pilsen (6.54)
23 May 1943 - Dortmund (4.41)
27 May 1943 - Essen (4.49)
29 May 1943 - Wuppertal (5.15)
25 June 1943 - Gelsenkirchen (5.00)
28 June 1943 - Cologne (5.10)
3 July 1943 - Cologne (5.41)
8 July 1943 - Cologne (5.40)
9 July 1943 - Gelsenkirchen (6.35)

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BURSTOW, Sergeant William Frederick John (R103063) - **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 22 June 1916. Home in Dundas, Ontario; enlisted in Hamilton, 6 May 1941 as Radar Mechanic Under Training. To No.1 Manning Depot, 18 May 1941. To Queen's University, 13 June 1941. Promoted LAC and classified as Radar Mechanic, 1 December 1941. To No.1 Manning Depot, 6 December 1941. To No.31 Radio School, 28 December 1941. To "Y" Depot, 26 February 1942 and posted same day to RAF overseas. Promoted Corporal, 1 October 1942. Promoted Sergeant, 1 April 1943. Repatriated 21 August 1945. Retired 13 October 1945. Died in Kitchener, 11 October 2002. No citation.

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BURTON, F/L Elgert (J36530) - **Air Force Cross** - No.164 Squadron (now No.168 Squadron) - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 26 November 1919. Enlisted in Winnipeg, 20 June 1941 and posted to No.2 Manning Depot. To No.11 Equipment Depot, 7 August 1941. To No.4 ITS, 1 September 1941; graduated and promoted LAC, 3 October 1941 but not posted to No.16 EFTS until 9 October 1941; graduated 6 December 1941 when posted to No.10 SFTS; graduated and promoted Sergeant, 10 April 1942. To Halifax, 11 April 1942. To No.1 ANS, 28 April 1942. Promoted Flight Sergeant, 10 October 1942. To No.12 (Communications) Squadron, 27 April 1943. To

No.164 Squadron, 14 May 1943. Promoted WO2, 18 August 1943. Subsequently commissioned with effect from 15 June 1943. Promoted Flying Officer, 1 January 1944. Promoted Flight Lieutenant, 1 January 1945. To No.168 Squadron, 18 June 1944. Attached to Canadian Air Liaison Mission, Far East, 15 July 1944. To No.164 Squadron again, 1 December 1944. To No.168 Squadron, 12 May 1945. To No.1 Air Support Unit (Exercise MUSK OX), 29 December 1945. Retired 10 July 1946. Died in Portage la Prairie, Manitoba, 17 December 1999. As of award he had flown 3,214 hours, 2,047 hours as instructor, 427 hours in previous six months. Award sent by registered mail via Department of External Affairs, 28 June 1955, when he was living in Fairview Park, Ohio.

This officer has flown over 2,000 hours on transport duties, the last 1,400 hours as a Captain. This flying has been mainly over water, including Trans-Atlantic and Far East duties. A great deal of his flying has been in extremely inclement weather. His work has been faultless and as a transport captain his work has been exemplary.

RCAF Press Release 6806 dated 12 January 1946 read as follows:

Fort Churchill, January 11 - An RCAF aircraft played a belated Santa Claus to the residents of Eskimo Point, 180 miles north of here today. As part of training exercise of Operation Muskox the plane dropped Christmas parcels and mail to the isolated settlement on the shores of Hudson Bay.

The mail delayed by ordinary means of travel, had reached the Hudson Bay Company post at Churchill and was waiting for a tractor train or dog team to take it north which might have meant a delay of a month.

Carried in the aircraft piloted by Flight Lieutenant Edwin (Ollie) Burton, AFC, of Portage la Prairie, most recently decorated pilot on the exercise, the bundles were parachuted to the frozen shore of Hudson Bay. The drops were made in two runs, the first releasing a supply of gasoline to be used by the moving Army force of Muskox when it reaches Eskimo Point and the second included the Christmas parcels for the few settlers.

From the air the residents of the trading post could be seen clearly as they waited for the "Bundles from Heaven" and scarcely had the first can of gasoline touched down before a dog team and driver appeared to take it to safety. When the wicker basket of parcels was released an excited crowd of Eskimos and whites followed its course to the Bay and waved their thanks.

The supply dropping in the Dakota aircraft was under command of Major E.G..

Cutbill of Hamilton.

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BURTON, F/O Gordon Ralph (J16558) - **Distinguished Flying Cross** - No.114 Squadron - Award effective 30 December 1943 as per **London Gazette** dated 7 January 1944 and AFRO 410/44 dated 25 February 1944. Born 20 January 1918. Home in Edmonton; enlisted there 7 February 1941 and posted to No.2 Manning Depot. To No.10 Repair Depot, 15 March 1941. To No.2 ITS, 3 May 1941; graduated and promoted LAC, 8 June 1941 when posted to No.16 EFTS; may have graduated 27 July 1941 but not posted to No.10 SFTS until 7 August 1941; graduated and promoted Sergeant, 24 October 1941. To "Y" Depot, 25 October 1941. To RAF overseas, 11 November 1941. Commissioned 12 December 1942. Promoted Flying Officer, 12 June 1943. Became a prisoner of war, 14/15 July 1943 with No.114 Squadron; involved in "The Great Escape". Promoted Flight Lieutenant, 12 December 1944. Safe in United Kingdom, 26 May 1945. Repatriated 6 July 1945. Retired 5 September 1945 and living in Edmonton as of 1949. Award presented 1946. Died in Port Hope, Ontario, 9 June 2000 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2000.

Displaying a fine fighting spirit, great keenness and determination, Flying Officer Burton has taken part in many operational sorties. In July 1943, while returning from an armed reconnaissance, his aircraft was engaged by anti-aircraft fire from an enemy airfield at Gerbini. Flying Officer Burton immediately attacked the gunsight and considerably reduced the volume of fire but his aircraft was hit and severely damaged. He climbed to fifteen hundred feet but his blazing aircraft was a target for the enemy defences and he ordered the crew to leave by parachute. Meanwhile, keeping the aircraft level to facilitate their exit in hazardous circumstances, this officer seriously jeopardized his own chance of escape to enable his crew to leave the aircraft safely. His coolness and courage were worthy of the highest praise.

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BURTON, Sergeant James Robert (R92979, later J16680) - **Distinguished Flying Medal** - No.405 Squadron - Award effective 12 April 1943 as per **London Gazette** dated 16 April 1943 and AFRO 985/43 dated 28 May 1943. Born 19 April 1917. Enlisted in Calgary, 22 April 1941 and posted to No.2 Manning Depot. To No.2 ITS, 27 May 1941; graduated and promoted LAC, 15 July 1941 when posted to No.19 EFTS; graduated 31 August 1941 when posted to No.12 SFTS; graduated and promoted Sergeant, 19 December 1941. To "Y" Depot, 20 December 1941. To RAF overseas, 7 January 1942. Commissioned 21 August 1942. Promoted Flying Officer, 21 March 1943. Invested with award by King George 18 May 1943. Repatriated 9 July 1943. To

Rockcliffe, 5 October 1943. To No.164 Squadron, 18 November 1943. To No.165 (Transport) Squadron, 28 August 1944. To No.168 (Heavy Transport) Squadron, 12 December 1944. To No.6 OTU, 25 July 1945. Retired 4 October 1945. RCAF photo PL-15937 (ex UK-3948 dated 20 May 1943) taken after investiture at Buckingham Palace - F/O G.G. Sutherland (Winnipeg), P/O A.W. Stewart (Noranda, Quebec) and P/O J.R. Burton (Billings, Montana). RCAF photo PL-15941 (ex UK-3952 dated 20 May 1943) taken after DFM investiture - P/O J.R. Burton (Billings, Montana), P/O F.H. Larson (Calgary) and P/O R.J. Wheatley (Winnipeg). PL-15945 (ex UK-3956 dated 20 May 1943) taken alone after investiture.

In December 1942, this airman was captain of an aircraft detailed for an anti-submarine patrol. An enemy convoy was sighted and while engaged in shadowing it his aircraft was attacked by two Junkers 88. In the ensuing action the hostile aircraft was destroyed and the other damaged and probably destroyed. Sergeant Burton, by his coolness and courage, played no small part in this successful encounter.

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BURTON, W/C James Wallace (C1830) - **Member, Order of the British Empire** - AFHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Home in Ottawa; enlisted there, 2 April 1940 in Administration Branch (later Administration/Intelligence). Promoted Flight Lieutenant, 1 January 1941. Promoted Squadron Leader, 15 October 1943. Promoted Wing Commander, 1 April 1944. Retired 4 December 1945. Award presented by Governor General, 9 December 1947.

This officer has at all times shown outstanding ability and devotion to duty in supervising the provisioning and distribution of maps and charts to Royal Canadian Air Force Home War and British Commonwealth Air Training stations and schools. He has also given valuable service in connection with air survey operations. His unbounded energy and efficiency are deserving of the highest praise.

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BURTON, F/L John Alexander (C10537) - **Mention in Despatches** - Station Gander - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Home in Medicine Hat, Alberta; enlisted in Toronto, 20 March 1942 in Equipment Branch. To No.1 Manning Depot that date. To "A", 5 April 1942. To Newfoundland, 2 May 1942. To No.5 Equipment Depot, 19 October 1945. To Eastern Air Command, 25 October 1945. To "A", 9 December 1945. To No.2 Release Centre, 14 June 1946. Released 21 June 1946.

Certificate and emblems sent to Station Gander, 29 June 1945. Owned and operated the Medicine Hat Steam Laundry, 1950-1969. Died in Medicine Hat, 5 September 1971

For over thirty months this officer has carried out his duties with a high sense of responsibility and outstanding efficiency. He has consistently endeavoured to strengthen the hand of his superior officers and his bearing has been an example for all personnel on the station.

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BURTON, Sergeant Paul (R208596) - **Distinguished Flying Medal** - No.419 Squadron - Award effective 3 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 2 March 1913 in Winnipeg. Spent early years in Rockford, Illinois. From age of 14 he with an aunt and uncle at Framnes, Manitoba (farmer, commercial fisherman on Lake Manitoba). Home also given as being Beloit, Wisconsin (not clear where this fitted into his biography). Enlisted in Winnipeg 25 November 1942. To No.1 Wireless School, 31 May 1943. To No.9 BGS, 13 June 1943. To No.1 Air Gunner Ground Training School, 9 July 1943. Promoted LAC, 21 August 1943 and posted that date to No.9 BGS. Graduated 1 October 1943 and promoted Sergeant. To "Y" Depot, Halifax, 15 October 1943. Taken on strength of No.3 Personnel Reception Centre, Bournemouth, 21 October 1943. Further trained at No.22 OTU and No.1664 Conversion Unit. Commissioned 28 August 1944. Repatriated to Canada, 18 June 1945. To No.8 OTU, 19 June 1945. Released 31 July 1945. Postwar he resided in Hnusa, Manitoba. From 1962 to 1978 he worked as postal employee in Winnipeg. Died in Winnipeg, 29 January 2002. Photo PL-36333 is a portrait. Cited with Sergeant William F. Mann (RCAF, mid-upper gunner, awarded DFM). Award sent by External Affairs, 7 March 1947. Although his home was given as being in United States, he was otherwise identified as being "Canadian" during his service career.

As rear and mid-upper gunners respectively these airman have participated in very many sorties and have displayed notable determination and devotion to duty throughout. On several occasions they have driven off enemy aircraft and, in so doing, have displayed great coolness and co-operation. One night in June 1944, when returning from an operation against Acheres, they shot down a Junkers 88.

DHH file 181.009 D.1634 (Library and Archives Canada RG.24 Volume 20604) has recommendation drafted 26 June 1944 by W/C W.P. Pleasance when he had flown 16 sorties (78 hours 45 minutes) as follows:

This NCO has completed 16 operational sorties against the enemy. On a number

of occasions his alertness and coolness has greatly contributed to the success of the operation and the safety of his crew.

On three occasions his aircraft has been attacked by enemy fighters and in each case his cool and concise directions to his pilot have undoubtedly saved the aircraft from damage. On the night of 7/8th June 1944, when attacking Acheres, the aircraft was attacked by a Ju.88 after leaving the target. Displaying great coolness, Sergeant Burton successfully directed his pilot in evasive action and at the same time opened fire the attacker and successfully shot the enemy aircraft down in flames.

I consider that the coolness, high courage and skill shown by Sergeant Burton merits the immediate award of the DFC.

The sortie list was as follows; first four on Halifaxes; all thereafter on Lancasters:

18 April 1944 - Gardening Copenhagen (7.35)
20 April 1944 - Lens (4.55)
24 April 1944 - Laon (5.55)
27 April 1944 - Montzen (4.35)
10 May 1944 - Ghent (4.40)
11 May 1944 - Boulogne (4.20)
27 May 1944 - Bourge-Leopold (4.45)
5 June 1944 - Merville (5.15)
6 June 1944 - Coutance (5.05)
7 June 1944 - Achere (5.05)
12 June 1944 - Cambrai (4.50)
14 June 1944 - St. Pol (4.05)
15 June 1944 - Boulogne, daylight (4.40)
16 June 1944 - Sterkrade (4.50)
21 June 1944 - St. Martin l'Hortier (4.15)
23 June 1944 - Bientique (3.55)

NOTE: The Forms 540 and 541 for No.419 Squadron identify the date as 7/8 June 1944; Lancaster KB732, crew as follows: F/O W.J. Anderson, pilot (later awarded DFC), J26323 F/O W.F. Behann, navigator, F/O J.W. Steels, air bomber (later awarded DFC), R77416 WO L.F. Bailey, wireless operator; 3030143 Sergeant R.J. Udem, flight engineer (RAF), Burton (mid-upper gunner) and Mann (rear gunner). The Form 540 said, in part, "Sergeant Mann, the rear gunner of aircraft 'X' claimed a Ju.88 as destroyed. This is the first enemy aircraft claimed as destroyed by an air gunner of a Canadian-built Lancaster." The Combat Report gave the time as 0141 hours, height 8,000 feet; no cloud below, bright moon and attack from starboard quarter.

Mann fired 200 rounds at 500 yards down to 350 yards; Burton fired 100 rounds from 500 yards down to 350 yards. Narrative as follows:

After leaving the target area of Acheres on the night of 7/8 June 1944, Lancaster X KB732 of 419 Squadron, at a position of 49.43 N 0131E, flying at a height of 8,000 feet, an airspeed of 210 mph at 1014 ½ hours, was attacked by enemy aircraft, positively identified as Ju.88.

The fighter was first sighted by both rear and mid-upper gunners on the starboard quarter up at a range of 1,200 yards. Enemy aircraft was right in the centre of the moon and well silhouetted. Enemy aircraft then came up to a range of 700 yards, banked and commenced attack at great speed. At 600 yards range rear gunner gave combat manoeuvre corkscrew starboard. Both gunners opened fire at 500 yards and tracer was seen to enter port wing. Enemy aircraft continued to close in. Rear gunner gave another short burst at a range of 400 yards. Enemy aircraft still pushed his attack when at a range of 350 yards both gunners gave a long burst and enemy aircraft was seen to fall on the port quarter going down with sparks falling from it, then bursting into flame, fell on the ground where it was seen to explode. All members of the crew, excepting navigator, confirm that enemy aircraft was destroyed.

Visibility was exceptionally good. Full moon, 7/10 cloud below. No visible ground aim. No flak. No searchlights.

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BURTON, WO2 Ralph Wellington (R147766) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 16 July 1920 in Zealandia, Saskatchewan; home there (farming). enlisted in Saskatoon, 14 January 1942. To No.2 Manning Depot, 11 February 1942; to No.5 BGS (guard duty), 11 April 1942; to No.4 ITS, 23 May 1942; graduated and promoted LAC on 31 July 1942; to No.19 EFTS, 12 September 1942; to No.4 SFTS, 7 November 1942; graduated and promoted Sergeant, 5 March 1943. To "Y" Depot, 19 March 1943; embarked for overseas, 27 March 1943; disembarked in Britain, 4 April 1943. Attached to 55th Field Regiment, Royal Artillery, 7 May 1943. To No.15 (Pilots) AFU, 1 June 1943. Attached to No.1511 Beam Approach Training Flight, 6-12 July 1943. To No.22 OTU, 10 August 1943. Promoted Flight Sergeant, 5 September 1943. To No.61 Base, 26 October 1943, To No.1659 Conversion Unit, 14 November 1943. To No.424 Squadron, 23 December 1943. Promoted WO2, 5 March 1944. To No.1666 Conversion Unit, 23 August 1944. Promoted WO1, 5 March 1945. Repatriated 23 September 1945. Released 6 November 1945. Award sent by registered

mail. Rejoined RCAF as a pilot, 4 April 1951 (39402) and commissioned Flying Officer that date. To Flying Instructor School, Trenton, 18 May 1951. To No.2 Flying Training School, Gimli, 14 August 1951. To No.2 Flying Training School, Moose Jaw, 18 June 1953. To No.3 Advanced Flying School, Gimli, 5 July 1953. Released 3 April 1956. Died in Saskatoon, 22 May 1998 as per **Legion Magazine** of September 1998. 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 by S/L J.A. Westland dated 15 August 1944 when he had flown 38 sorties (185 hours 30 minutes) from 19 February to 9 August 1944. He was second pilot on his first mission (19 February, Leipzig), sustained a flak hit on his second mission (Schweinfurt, 24 February), and made two runs over target on 26 April (Essen) and 27 April (Aulnoyes); flak hit on 30 April (Semain).

Warrant Officer Burton is a captain of a four-engined heavy bomber who has successfully completed thirty-seven sorties over Germany and enemy occupied territory. Berlin, Essen and Stuttgart were some of the heavily defended targets he attacked besides many French targets and some mining missions.

He at all times has displayed great courage and fortitude in the face of bitter opposition and his determination to, at all cost, press home his attacks merits high recognition.

The full sortie list was as follows:

19 February 1944 - Leipzig (second pilot, 6.30)
24 February 1944 - Schweinfurt (7.35, flak damage)
6 March 1944 - Trappes (5.10)
18 March 1944 - Frankfurt (4.30, duty not carried out)
23 March 1944 - Gardening, Kiel (5.40)
24 March 1944 - Berlin (7.35)
26 March 1944 - Essen (5.00)
30 March 1944 - Nuremburg (8.25)
10 April 1944 - Ghent (3.55)
26 April 1944 - Essen (4.40, two runs over target)
27 April 1944 - Aulnoyes (5.20, two runs over target)
30 April 1944 - Somain (4.05, flak damage)
4 May 1944 - Gardening, Le Havre (4.20)
8 May 1944 - Gardening, St. Nazaire (5.15)
9 May 1944 - St. Valery-en-Caux (1.15, duty not carried out)
10 May 1944 - Gardening, Brest (4.50)

20 May 1944 - Gardening, Kattegat (5.20)
22 May 1944 - Le Mans (5.05)
6 June 1944 - Conde sur Noireau (5.30)
7 June 1944 - Gardening, Lorient (6.00)
9 June 1944 - Le Mans (5.30)
12 June 1944 - Arras (3.55)
14 June 1944 - Cambrai (4.05)
15 June 1944 - Boulogne (3.30, daylight)
16 June 1944 - Sautrecourt (3.30)
21 June 1944 - Oisemont (4.25, daylight)
24 June 1944 - Bonnetot (4.00, daylight)
25 June 1944 - Gorenflos (4.05, daylight)
27 June 1944 - Wizernes (2.50)
17 July 1944 - Gardening, Frisian Islands (4.50)
18 July 1944 - Wesseling (4.50)
22 July 1944 - Gardening, Kiel Bay (4.15)
24 July 1944 - Gardening, Brest (5.00)
25 July 1944 - Stuttgart (8.00)
30 July 1944 - Villers Bocage (4.25, daylight)
7 August 1944 - Le Hogue (3.50)
8 August 1944 - Gardening, Brest (4.50)
9 August 1944 - Prouville (3.40, daylight)

Notes: Application for Operational Wing dated 23 August 1944 stated he had flown 37 sorties (205 hours), 23 December 1943 to 10 August 1944.

Repatriation form dated 7 September 1945 stated he had flown 37 sorties (198 hours), the last on 9 August 1944. Also 539 hours ten minutes non-operational. Types flown overseas were Oxford (109 hours), Wellington III and X (80.40), Halifax II and V (95.30), Halifax III (242) and Lancaster I, III and X (210). Special courses had been Beam Approach (July 1943), Flying Instructor (September 1944) and BCIS course (June 1945).

Training: Attended No.4 ITS, 8 June to 31 July 1942. Courses in Courses in in Mathematics, Law and Discipline, Navigation, General Studies. Anti-Gas, Armament (written), Aircraft Recognition, Drill, Signals (written) and Meteorology. Scored 743 points of a possible 1,000. Scored 79 percent in Visual Link. Placed 36th in a class of 38. "Farm laborer; average sports. Appears slow in reactions. Requires careful explanation in academic work but retains a point once it is mastered. Not over diligent. Recommended NCO. Alternative WAG."

Attended No.19 EFTS, 14 September to 6 November 1942. Tiger Moth aircraft - 12.30 dual to first solo; 35.50 total day dual, 40/30 day solo, four hours 35 minutes night dual and 35 minutes

night solo. . Was 10.40 on instruments. Logged ten hours in Link. Courses in Navigation, Airmanship, Armament (written), Aircraft Recognition and Signals (practical. Scored 474 points of a possible 700. Placed 50th in a class of 58. "A very promising pilot. Clear hood flying is good and instrument flying is average but should improve steadily with more practice. Gave much better promise by his class work in Ground School than this examination shows, He gives indication (except this exam) of average ability."

Attended No.4 SFTS, 8 November 1942 to 5 March 1943. Crane - 5.20 dual to first solo, total 60.25 day dual, 72.05 day solo, 8.25 night dual, 9.25 night solo. Was 12.30 in formation and 26.15 on instruments. Logged 24 hours in Link. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition, Signals (written and practical), and Meteorology. Scored 583 points of a possible 750 points. Placed 50th in a class of 58. "This pupil has shown average ability in his training at this Unit, Instrument flying is average and flies well clear hood. Needs more confidence in himself. At present is backward and rather hesitant."

Attended No.22 OTU, 10 August to 26 October 1943. Wellington III aircraft - 5.00 day dual to first day solo, 10.50 total day dual, 9.30 day at controls with captain present, 28.50 day solo, 5.30 night dual to first night solo, 11.05 total night dual, 10.00 night at controls with a captain, 29.45 night solo. Was 25 hours on instruments. Logged 15 hours in Link, Did one Nickle operation, two fighter affiliation exercises. Flying tests in General Flying (300/400), Applied Flying (170/200), Instrument Flying (200/250), Night Flying (70/100) and Link (30/50). Ground examinations in Airmanship (254/300) and Signals (65/100). "An above average pilot who has shown every interest in his work and has good powers of leadership. He has successfully carried out one Nickle operation. Recommended for a commission."

Attended Flying Instructor Course, 20 September to 18 October 1944. Oxford aircraft - 16,05 day dual, 1.30 night dual, 21.00 day solo, 1.30 night solo. Courses in Principles of Flight (55 percent), Airmanship (74 percent) and Technical Subjects (90 percent). "This pilot's voice is very 'wooly and he spoke and demonstrated much too quickly, He has a good appreciation of pattern and demonstrations and will probably be a good instructor if he will only 'slow down'. A very keen type. (F/L J. Steele, 17 October 1944).

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BURTON, FS Robert John (R66002, later J86844) - **Distinguished Flying Medal** - No.10 Squadron - Award effective 21 October 1943 as per **London Gazette** dated 9 November 1943 and AFRO 358/44 dated 18 February 1944. Born 19 February 1912. Home in Smooth Rock Falls, Ontario; enlisted Montreal, 19 June 1940 for General Duties. To "OMP", 13 September 1940. Reclassified as Service Police, 19 October 1940; to "S", 22 October 1940. Promoted LAC, 19 December 1940. Remustered to aircrew, 15 July 1942 when posted to No.9 BGS; graduated and promoted Sergeant, 9 October 1942. To "Y" Depot, 10 October 1942. To RAF overseas, 27

October 1942. Further trained at No.13 OTU and No.1652 Conversion Unit. Promoted Flight Sergeant, 8 April 1943. Promoted WO2, 9 October 1943. Commissioned 14 June 1944. Promoted Flying Officer, 14 December 1944. Repatriated 8 June 1945. Retired 30 July 1945. Award presented 5 October 1947. See also entry for Flight Sergeant Duncan Archibald Chisholm.

As air gunner, Flight Sergeant Burton has participated in very many sorties against well defended targets and has proved himself to be a most dependable member of aircraft crew. One night in September 1943, Flight Sergeant Burton took part in an attack on Bochum. During the operation, an enemy fighter flew in to attack the bomber from close range. Coolly and skilfully, Flight Sergeant Burton directed his captain in the necessary evading tactics and subsequently, with a well directed burst of fire, he shot the enemy aircraft down. His efforts contributed materially to the success of the operation and the safe return of the bomber.

Public Record Office Air 2/5011 has recommendation drafted 5 October 1943 when he had flown 25 sorties (157 hours operationally); text reproduced in Ian Tavender, **The Distinguished Flying Medal Register: Second World War** (London, Savannah, 2000).

Flight Sergeant Burton was posted to No.10 Squadron in April 1943, and, having completed 25 sorties comprising 157 operational hours, has now been recommended for screening and posting for instructional duties. This Canadian Non-Commissioned Officer was the rear gunner of a Halifax aircraft detailed to attack Bochum on 29th/30th September 1943. At 2054 hours on 29th September, he saw an enemy aircraft, a Me.109, with searchlights in its nose at fine starboard quarter and 300 yards range which fired long bursts of cannon and machine gun fire. He gave evasive instructions to his captain which resulted in the enemy aircraft missing the Halifax aircraft. Further instructions from him when carried out enabled his captain to turn steeply to starboard, thereby presenting Flight Sergeant Burton with a good target which he immediately took advantage of, firing a short burst at 150 yards range. The enemy aircraft caught fire at once and was seen by the mid-upper gunner and Flight Engineer and Flight Sergeant Burton to hit the ground and explode. This Non-Commissioned Officer also had an encounter with a Ju.88 on 3rd July 1943, over Cologne. The aircraft was damaged but he managed to get in a burst of fire and the enemy aircraft was claimed as probably destroyed. Flight Sergeant Burton has always operated with flawless enthusiasm and efficiency and possesses the ideal temperament for operations, keen, watchful and eager to get at grips with the enemy. He is a first class gunner in an outstanding crew and his magnificent

courage and coolness has inspired the whole squadron with confidence and eagerness to emulate this splendid achievement. I have no hesitation at recommending that his fine fighting spirit and outstanding devotion to duty be recognized by the immediate award of the Distinguished Flying Medal.

Public Record Office Air 50/180 has Combat Report for action of 3/4 July 1943: The other gunner, though not named in this document, appears to have been Sergeant Duncan Archibald Chisholm, RCAF (later awarded DFM):

Halifax II Series Ia, No.JD273. Letter "Q". Position 50-53 N 0500 E. Height 15,600 feet. Heading 118 degrees Magnetic. I.A.S. 212. Time 0109 hours. Hazy visibility. No searchlights or flak. Monica unserviceable.

The first indication of the presence of enemy aircraft was a stream of tracer from starboard bow above, which put the port outer engine out of action and damaged the leading edge of port wing outboard of engines. Our aircraft immediately turned into starboard dive and enemy aircraft passed over our aircraft at a very fast speed, which rendered Mid-Upper's chance of firing negligible. Rear Gunner [Burton] identified the enemy aircraft as a Ju.88 which then turned and attacked again from port quarter above. The rear gunner gave evasive action and as Ju.88 followed round, the rear gunner fired two bursts of 2-3 seconds. Strikes were seen on nose and leading edge, and Ju.88 broke off attack and dived straight down and was lost to sight. This aircraft is claimed as damaged, possibly destroyed. Tail gunner fired approximately 300. No further damage sustained, no casualties to crew.

Captain - F/O Cox.

Public Record Office Air 50/180 also has Combat Report for action of 29/30 September 1943. The other gunner was Sergeant (later Flight Sergeant) Duncan Archibald Chisholm, RCAF (later awarded DFM). The pilot was F/L Cox:

Halifax Mk.II, JD314. Aircraft letter "Q". Position 5143 N 0710 E. Heading 180 degrees Magnetic. Height 19,000 feet. Time 2054 hours. T.A.S. 210 m.p.h. Visibility good. Numerous searchlights, slight flak.

Rear Gunner [Burton] saw air to air trace on starboard quarter, and one of our aircraft going down; immediately afterward Rear Gunner saw enemy aircraft identified as Me.109 with searchlights in nose on fine starboard quarter at 300 yards range which fired long bursts of cannon and machine gun fire without

hitting our aircraft. Our aircraft turned steeply to starboard and rear gunner fired short burst at 150 yards range and enemy aircraft immediately caught fire and our Rear Gunner, Mid-Upper and Flight Engineer saw enemy aircraft hit the ground and explode. Monica not on. Rear Gunner fired approximately 100 rounds, one gun jammed owing to links. No damage caused to our aircraft; enemy aircraft claimed as destroyed.

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BURTON, F/L William Donald (J18959) - **Distinguished Flying Cross** - No.439 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45 dated 2 March 1945. Born 12 December 1921 in Brantford, Ontario; home there. Enlisted in Hamilton, 5 June 1941 and posted to No.1 Manning Depot. To No.16 SFTS (guard), 4 July 1941. To No.1 ITS, 8 August 1941; graduated and promoted LAC, 13 September 1941 when posted to No.10 EFTS; to No.6 SFTS, 7 November 1941; graduated and promoted Sergeant, 27 February 1942. To "Y" Depot, 28 February 1942. To RAF overseas, 19 March 1942. Promoted Flight Sergeant, 27 August 1942. Promoted WO2, 27 February 1943. Commissioned 28 August 1943. Promoted Flying Officer, 26 February 1944. Repatriated 27 November 1944. To No.16 SFTS, 22 January 1945. To No.1 Air Command, 18 January 1945. To "Y" Depot, 6 April 1945. To United Kingdom, 13 April 1945. Repatriated July 1945. To Debert, 23 July 1945. Retired 13 September 1945. Award presented 14 June 1949.

Since joining his present squadron, Flight Lieutenant Burton has flown on a large number of sorties against targets of all kinds, including railway sidings, airfields, enemy shipping and transport. In June 1944, in spite of very adverse weather and powerful defences he led his formation at very low level to attack an important bridge on the river Orne. The bridge was demolished and thereby the enemy were denied the use of a very important supply and escape route. On another sortie in September 1944, Flight Lieutenant Burton, while leading a formation located an enemy road convoy in Holland. After his attack six vehicles were seen to be on fire and others badly damaged. During the return flight two troop trains were encountered. These also were left on fire. This officer has been a flight commander in his squadron since August 1944. He is an excellent leader and has set a fine example of courage and resource.

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BURTON, P/O William Robert (J85126) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45

dated 23 February 1945. Born 26 December 1922. Home in St.Thomas, Ontario; enlisted London, Ontario 12 July 1941. Granted Leave Without Pay until 1 September 1941 when posted to No.1 Manning Depot. To No.1 Equipment Depot, 18 October 1941. To No.4 BGS, 17 January 1942. Graduated and promoted LAC and Sergeant, 16 February 1942. To "Y" Depot, 17 February 1942. To RAF overseas, 12 March 1942. Promoted Flight Sergeant, 6 January 1943. Promoted WO2, 6 July 1943. Commissioned 3 March 1944. Promoted Flying Officer, 3 September 1944. Repatriated 21 December 1944. To No.1 Air Command, 14 January 1945. To No.4 BGS, 31 January 1945. Retired 20 March 1945. Award presented 15 April 1948. 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.2609 (RG.24 Vol.20627) has recommendation by W/C A.F. Avant dated 10 September 1944 when he had flown 55 sorties (275 hours ten minutes). First tour was with No.40 Squadron (1 September 1942 to 1 June 1943, 39 sorties, 200 hours); second tour with No.429 Squadron to that date was 16 trips (75 hours ten minutes), 9 July to 31 August 1944. DHist file 181.009 D.3260 (RG.24 Vol.20637) has a recommendation from No.434 Squadron for a DFC, this one dated 10 December 1944. This credits him with 56 sorties (313 hours 45 minutes), and lists the tours as being 15 July 1942 to 12 April 1943 (shot up and baled out on 2 January 1943, Sousse) and 9 July to 4 November 1944. It also says that he had to bale out once in West Africa and was three weeks in the interior before being rescued.

This officer has completed fifty-five sorties against the enemy. On his first tour of operations in the Middle East theatre of war, he displayed great courage, fortitude and devotion to duty of the highest order. On several occasions he was attacked by fighters but with great skill and valour succeeded in evading the attacks. His enthusiasm for operational work and eagerness to come to grips with the enemy has been most inspiring at all times. He is most efficient as an air gunner and crew member.

It is considered that his fine operational record, cheerfulness and determination fully merit the award of the D.F.C.

The submission of by W/C A.P. Blackburn, 10 December 1944 (from No.434 Squadron) has the following sortie list and text:

15 July 1942 - Port Rieth to Gibraltar (8.00)
15 September 1942 - Gibraltar to Geswang (12.10)
31 October 1942 - Crete, bombing (5.40)
25 November 1942 - LG.104 to Luqa, Malta (6.25)
27 November 1942 - Bizerte (4.35)

28 November 1942 - Bizerte (4.30)
28 November 1942 - Bizertes (4.05)
30 November 1942 - Bizertes (4.50)
30 November 1942 - Cela, Sicily (1.45)
3 December 1942 - Catania (4.10)
4 December 1942 - Tunis harbour (4.30)
4 December 1942 - Tunis harbour (3.45)
6 December 1942 - Bizerte (5.10)
6 December 1942 - Bizerte (35 minutes, duty not carried out)
7 December 1942 - Bizerte (5.10)
7 December 1942 - Tunis (3.10, duty not carried out, unserviceable generator)
9 December 1942 - Tunis docks (5.15)
10 December 1942 - Tunis canal (5.05)
12 December 1942 - Sousse mining diversion (4.30)
14 December 1942 - Laceulette (4.30)
14 December 1942 - Laceulette (1.00, duty not carried out, engine unserviceable)
17 December 1942 - Laceulette (4.30)
17 December 1942 - Laceulette ((4.00)
20 December 1942 - Tunis docks (5.30)
28 December 1942 - Tunis docks (4.50)
31 December 1942 - bombing Sfax fighters (4.50)
2 January 1943 - Seusse (5.00, shot up, baled out over North Africa)
7 February 1943 - El Keemis to Algiers (3.00)
10 February 1943 - Gibraltar to Malta (6.30)
19 February 1943 - Tripoli (1.00, duty not carried out, wireless unserviceable)
25 February 1943 - Gabes aerodrome (5.40)
1 March 1943 - Palermo (5.00)
8 March 1943 - Palermo (8.00)
24 March 1943 - Mareth Line (5.00)
24 March 1943 - Mareth Line (4.15)
28 March 1943 - Oudret Bridge (5.00)
30 March 1943 - Sfax (5.00)
6 April 1943 - Sfax town (4.30)
11 April 1943 - St. Marie d' Eit (6.00)
12 April 1943 - Merba South (5.45)
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9 July 1944 - Ardouval (4.45)
12 July 1944 - Acquet (4.30)
18 July 1944 - Caen (4.30)
19 July 1944 - Wesseling (5.45)

21 July 1944 - Ferme de Grande Bois (3.55)
23 July 1944 - Denges (6.20)
3 August 1944 - Hazelbrouck (4.05)
4 August 1944 - Bois de Casson (4.00)
5 August 1944 - St. Leu d'Esserent (5.25)
7 August 1944 - La Hogue (4.10)
8 August 1944 - Chantilly (4.35)
12 August 1944 - La Breteque (5.05)
14 August 1944 - Aisy (4.20)
16 August 1944 - Kiel (4.55)
18 August 1944 - L'Hey (3.55)
31 August 1944 - Cezembre (5.10)
11 September 1944 - Gardening, Kiel Bay (5.40)
13 September 1944 - sea search (4.30, located crew)
14 September 1944 - operations, recalled (3.50)
15 September 1944 - Kiel (5.35)
24 September 1944 - Calais (3.50)
4 October 1944 - Bergen (6.25)
25 October 1944 - Hamburg (5.20)
1 November 1944 - Oberhausen (5.50)
4 November 1944 - Bochum (5.30)

Pilot Officer Burton has completed his second tour of operations making a total of over 50 operational sorties against the enemy. On two occasions, one in North Africa and one in West Africa, Pilot Officer Burton has had to abandon his aircraft behind enemy lines. In the latter case, he was three weeks in the interior before being rescued. On several occasions his aircraft has been attacked by enemy fighters. On each occasion Pilot Officer Burton's cool and skilful directions to his pilot have enabled the aircraft to be brought safely back to base. He has at all times displayed skill, courage and a fine offensive spirit throughout his tours. I recommend the award of the Distinguished Flying Cross.

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BURWOOD, Corporal Albert George (R61885) - **Mention in Despatches** - No.64 Base (AFRO gives only "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 13 June 1901. Home in Rapid City, Manitoba; enlisted in Saskatoon, 1 April 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 3 May 1940. Promoted AC1, 1 July 1940. To Central Flying School, Trenton, 28 August 1940. To No.1 ANS, 21 November 1940. Promoted LAC, 1 December 1940. Promoted Corporal,

3 September 1942. To "Y" Depot, 11 March 1943. To RAF overseas, 27 March 1943. Repatriated 2 August 1945, Retired 13 August 1945. Reported to have died, 15 June 1966 as per DVA letter of 23 June 1966. No citation in AFRO or biographical file. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation sent to No.6 Group Headquarters, 2 February 1945. This gives initials as G.R. but serial number is consistent.

This NCO is mainly responsible by his devotion to duty and long tiring hours at work for the production of sufficient serviceable power plants and engines, to keep the four squadrons attached to No.64 Base at their present high standard of efficiency, i.e. first, second, third and sixth within No.6 Group.

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BURY, WO1 Lawrence Vernon (Can 1357) - **Member, Order of the British Empire** - No.5 Equipment Depot - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 24 October 1903. Home in Barrie, Ontario; enlisted at Camp Borden, 26 January 1925 as Aero Engine Mechanic. Promoted Flight Sergeant, 1 April 1938. With No.4 (BR) Squadron as of 1 December 1939. To No.11 (BR) Squadron, 8 June 1940. To No.1 BGS, 8 August 1940. Promoted WO2, 1 August 1940. Promoted WO1, 1 November 1940. To No.3 Equipment Depot, 11 August 1941. To No.4 Repair Depot, 7 December 1942. To Eastern Air Command, 4 September 1944. To No.5 Equipment Depot, 21 January 1945. To No.6 Repair Depot, 9 April 1945. Re-engaged for Interim Force. To Station Trenton, 9 May 1947. Retired 22 September 1947. Award presented 9 April 1948.

This Warrant Officer has shown himself to be a skilful and resourceful Master Mechanic. Over a long period of time he has consistently discharged his duties in a most commendable manner. His willingness to accept any task and carry it through to a successful conclusion has been most praiseworthy. As a Technical Board Warrant Officer his keen sense of service and devotion to duty have been exemplary.

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BUSH, WO (now P/O) Douglas Gordon (R97642/J39727) - **Distinguished Flying Cross** - No.11 (BR) Squadron (now Overseas) - Award effective 5 May 1944 as per **Canada Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born in Kelowna, British Columbia, 27 November 1922; home there (farm labourer); enlisted in Vancouver, 15 March 1941 and posted to No.2 Manning Depot. To No.12 SFTS, North Battleford, 17 May 1941 (guard duty); to No.2 WS, Calgary, 20 July 1941; promoted LAC, 18 August 1941; to No.8 BGS, Lethbridge, 4 January 1942; graduated and promoted Sergeant, 2 February 1942. To Halifax, 4 February 1942. To No.113

(BR) Squadron, 3 March 1942. Promoted Flight Sergeant, 2 August 1942. Reduced to Sergeant, 19 September 1942 after he failed to appear on parade. To No.11 (BR) Squadron, 7 October 1942. Promoted WO2, 19 April 1943. To "Y" Depot, 29 December 1943. To RAF overseas, 20 January 1944. Disembarked in Britain, 31 January 1944; commissioned 24 January 1944. To No.1 (O) AFU, 28 March 1944. To No.82 OTU, 25 April 1944. Promoted Flying Officer, 7 June 1944. Killed in flying accident, 5 July 1944 (Wellington HF485, No.82 OTU, apparently engaged in a Nickel operation); buried in Britain. Award presented to next-of-kin by Governor General, 12 December 1944. RCAF photo PL-34548 taken on occasion of presentation, showing Mrs. G.M.L. Phipps (aunt) and her husband. Governor General's Records (RG.7 Group 26, Volume 57, file 190-l) has citation; notes indicate that as of recommendation he had flown 756 hours, 614 operational (118 sorties).

This Warrant Officer, as a Wireless Operator Air Gunner, has been employed continuously for a long period on anti-submarine operations, during which time he has displayed exceptional keenness and ability in the performance of his duties. He has participated in four attacks on enemy submarines, three of which he has been credited as the one who made the first sighting.

Recommendation for award was made on 7 December 1943 by S/L G.M. Cook who suggested an AFC. noting that he had flown 756 hours (270 in previous six months) and total operational hours were 614. Recommended as follows:

This airman has participated in four attacks on enemy submarines, for three of which he was responsible as the one who made the first sighting. He has completed more than one operational tour, and has always been exceptionally keen in conducting his duties in the air.

The above flying times may be operational only, as a Record of Flying compiled at No.11 (BR) Squadron shows 11.35 flown at No.2 WS, 13.00 at No.8 BGS, and thereafter the following 184 hours 30 minutes with No.113 (BR) Squadron and 236 hours 35 minutes with No.11 (BR) Squadron.

Training: Interviewed on 8 January 1941 when described as "Slender lad. Used to hard work and outdoor life. Refined appearance. Typical country lad. Pleasant manner. Done quite a bit of shooting on farm. Looks like a determined lad. Wiry type."

Course at No.2 WS was 21 July 1941 to 7 December 1941. He spent 45 minutes in Flying Classroom as First Operator, two hours 30 minutes in Flying Classroom on Listening Watch and eight hours 20 minutes in a two-seat aircraft as sole operator. Ground training subjects and marks were as follows: Theory (27/50), Radio Equipment (172/250), Morse (165/200),

Procedure (154/200), Signals Organisation (115/150), Armament (73/100) and PT/Drill (34/50). Placed 30th in a class of 162.

Course at No.8 BGS was 5 January to 2 February 1942. Flew 13 hours in Fairey Battle. Tests results as follows: Beam Test (6.5 percent), Beam Relative Speed Test (4.3 percent), Under Tail Test (eight percent). Fired 308 rounds on ground, 200 rounds air-to-ground and 1,993 rounds air-to-air. Assessed on written examination at 75/100, Practical and Oral Examination at 72/100, Ability as Firer 160/250. Placed 6th in a class of 24. Described as "Consistent worker, keen and alert. Has good theoretical and practical knowledge of armament." Also described as "Smart, dependable. Is above average as a wireless operator and also in his ability as a firer."

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BUSH, F/O Edward Forbes (J27119) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September and AFRO 1704/45 dated 9 November 1945. Born 25 February 1922. Home in Toronto; enlisted there 15 July 1942 and posted to No.1 Manning Depot. To No.5 ITS, 24 October 1942. Promoted LAC, 30 December 1942; to No.1 BGS, 6 February 1942; graduated 1 May 1943 when posted to No.9 AOS; graduated and commissioned, 11 June 1943. To "Y" Depot, 25 June 1943. To United Kingdom, 29 June 1943. Promoted Flying Officer, 11 December 1943. Repatriated June 1945. To Debert, 19 June 1945. Retired 17 November 1945. Rejoined in Flying Control Branch, 7 August 1951. Award presented 28 June 1949. See his memoirs, "Room With a View: A Bomb Aimer's War" in **High Flight**, Volume III, Nos. 1 and 2 (Spring and Summer, 1983). Postwar he received a BA from Cambridge University and an MA from Carleton University; worked as a Historical Researcher for Parks Canada until retirement in 1987. Died in Ottawa, 29 December 2007.

This officer has completed a large number of sorties. On one occasion his crew were detailed to bomb Stuttgart. On approaching the target intense anti-aircraft fire was encountered and the aircraft was severely damaged. The main petrol supply line was hit causing a heavy loss of petrol. Nevertheless, Flying Officer Bush pressed on and successfully bombed the target. Throughout his operational career, Flying Officer Bush has displayed outstanding gallantry and devotion to duty.

DHH file 181.009 D.2618 (Library and Archives Canada RG.24 Volume 20627) had the original recommendation, drafted by W/C Hugh Ledoux, 18 April 1945 when he had flown 34 sorties (196 hours 15 minutes) as follows:

24 February 1944 - Schweinfurt (4.40, duty not carried out)

25 February 1944 - Augsburg (7.00)
1 March 1944 - Stuttgart (4.00, duty not carried out)
15 March 1944 - Stuttgart (8.35)
30 March 1944 - Nuremburg (7.25)
9 April 1944 - Villeneuve St.George (5.25)
10 April 1944 - Ghent (3.25)
16 April 1944 - Nosiy-le-Sec (4.50)
20 April 1944 - Lens (4.00)
22 April 1944 - Dusseldorf (5.00)
26 April 1944 - Essen (2.40, duty not carried out)
27 April 1944 - Aulnoye (4.30)
22 May 1944 - Le Mans (5.25)
23 October 1944 - Essen (5.50)
25 October 1944 - Hamburg (5.25)
28 October 1944 - Cologne (6.00)
30 October 1944 - Cologne (6.25)
1 November 1944 - Oberhausen (5.35)
2 November 1944 - Dusseldorf (6.20)
6 November 1944 - Gelsenkirchen (4.45)
16 November 1944 - Munster (5.40)
2 December 1944 - Hagen (7.40)
4 December 1944 - Karlsruhe (7.15)
6 December 1944 - Osnabruck (5.55)
18 December 1944 - Duisburg (7.55)
24 December 1944 - Dusseldorf (4.25)
28 December 1944 - Stuttgart (7.20)
2 February 1945 - Wanne Eickel (6.00)
24 February 1945 - Kamen (6.25)
11 March 1945 - Essen (6.00)
15 March 1945 - Hagen (6.45)
21 March 1945 - Hemmingstadt (5.10)
22 March 1945 - Haildershein (5.45)
23 March 1945 - Bottrop (5.45)

On the night of 15th March 1944, the crew of which Flying Officer Bush is Bomb Aimer were detailed to bomb Stuttgart, Germany.

On approaching the target, barrages of heavy flak were encountered and the aircraft was completely riddled. The main petrol supply line was hit by flak, causing a great amount of petrol to be lost. Despite these difficulties, the target

was reached and this determined Bomb Aimer pressed home a very successful attack. On the return journey, the fuel ran out despite a desperate effort to economise. The captain gave the order to abandon the aircraft and the whole crew baled out safely over Birmingham, England.

On this occasion as well as on his numerous other sorties over highly defended targets such as Dusseldorf, Essen, Cologne, Karlsruhe and Duisburg, Flying Officer Bush's cool efficiency and unflinching accuracy have been a constant source of encouragement and confidence to the other members of his crew.

His keenness and activity in the air as well as on the ground bespeak distinguished service. His cheerfulness and outstanding devotion to duty warrant my recommendation for the non-immediate award of the Distinguished Flying Cross.

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BUTCHER, F/O Ronald William (J20961) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Home in Sackville, New Brunswick; enlisted Moncton, 20 January 1942. Trained at No.6 ITS (graduated 31 July 1942) and No.4 AOS (graduated 20 November 1942). Award presented 19 August 1949. Postwar service as 36171. Long interview with Stu Tait in biographical file at DHist. 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 2/9632 has recommendation dated 16 May 1944 when he had completed 23 sorties (154 hours 23 minutes), 3 December 1943 to 27 April 1944.

3 December 1943 - Berlin (8.01)
16 December 1943 - Berlin (7.30)
20 December 1943 - Frankfurt (6.10)
14 January 1944 - Brunswick (5.51)
20 January 1944 - Berlin (7.09)
21 January 1944 - Magdeburg (5.33)
27 January 1944 - Berlin (7.46)
28 January 1944 - Berlin (7.36)
30 January 1944 - Berlin (6.35)
15 February 1944 - Berlin (7.13)
19 February 1944 - Leipzig (7.21)
20 February 1944 - Stuttgart (7.01)
24 February 1944 - Schweinfurt (8.11)

25 February 1944 - Augsburg (7.31)
15 March 1944 - Stuttgart (7.37)
22 March 1944 - Frankfurt (5.39)
26 March 1944 - Essen (4.36)
30 March 1944 - Nuremburg (7.45)
10 April 1944 - Laon (4.47)
18 April 1944 - Noisy le Sec (4.38)
22 April 1944 - Dusseldorf (5.23)
24 April 1944 - Karlsruhe (6.20)
27 April 1944 - Friedrichshafen (8.10)

Flying Officer Butcher is nearing the completion of his first tour of operations. He has navigated his aircraft on many occasions to very distant targets in Germany, including seven sorties to Berlin and nine sorties to southwest Germany.

The crew with whom he flies has achieved considerable success on operations, and this is, in no small manner, attributable to Flying Officer Butcher's skill as a navigator. He has at all times carried out his duties in a determined and cheerful manner, and his offensive spirit is reflected in the remainder of the crew.

Note: He was one of 48 veterans (23 of them air force) awarded the Knight (Chevalier) of the National Order of the Legion of Honour as per **Canada Gazette** of 17 May 2014.

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BUTLER, F/L Anthony Robert Hamilton (J26039) - **Distinguished Flying Cross** - No.100 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December and AFRO 212/46 dated 1 March 1946. Born 6 June 1921 in St. Catharines, Ontario; educated there and employed by Royal Bank of Canada. Also a Gunner, 10th Field Battery, RCA (St. Catharines) with Sugnaller duties, 15 August 1940 onwards. Enlisted in Hamilton, 5 May 1941. To No.4A Manning Depot, St. Hubert that date. To Trenton, 10 June 1941. To No.1 ITS, Toronto, 16 July 1941; graduated and promoted LAC, 20 August 1941 when posted to No.9 EFTS, St. Catharines; graduated 10 October 1941 and posted next day to No.6 SFTS, Dunnville; graduated and promoted Sergeant, 2 January 1942. To Central Flying School, Trenton, 18 January 1942. To No.9 EFTS to instruct, 30 March 1942, on Leave Without Pay. Promoted Flight Sergeant, 14 January 1943. Commissioned 14 June 1943 with seniority from 27 November 1942; promotion to Flying Officer subsequently effective 27 May 1943. To No.14 SFTS, Aylmer, 4 August 1943. To "Y" Depot, Halifax, 7 October 1943. Embarked from Canada, 1 November 1943. Disembarked in Britain, 9 November 1943. Attached to No.6 EFTS, 21 January to 25 February 1944. Attached to Fairwood Common, 2-13 March 1944. To No.14 (Pilots) AFU, 13 March 1944.

Attached to No.1518 Beam Approach Training Flight, 11-25 April 1944. To No.83 OTU, 23 May 1944. To No.11 Base, 16 August 1944. To No.100 Squadron, 20 October 1944. Promoted Flight Lieutenant, 27 November 1944. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. Retired 10 September 1945. Award presented 22 June 1947. Died in Lincoln County, Ontario, 29 June 1993 but tombstone gives date of birth as 6 September 1921. No citation other than "completed...numerous operations against the enemy in which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/8772 has recommendation dated 31 May 1945 when he had flown 30 sorties (180 hours) as follows:

23 October 1944 - Essen
1 November 1944 - Dusseldorf
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
11 November 1944 - Dortmund
16 November 1944 - Duren
18 November 1944 - Wanne Eickel
21 November 1944 - Aschaffenburg
27 November 1944 - Freiburg
24 December 1944 - Cologne
14 January 1945 - Leuna
16 January 1945 - Zeitz
7 February 1945 - Cleve
20 February 1945 - Dortmund
21 February 1945 - Duisburg
23 February 1945 - Pforzheim
7 March 1945 - Dessau
8 March 1945 - Kassel
11 March 1945 - Essen
12 March 1945 - Dortmund
15 March 1945 - Misburg
21 March 1945 - Hamburg
10 April 1945 - Plauen
14 April 1945 - Berlin
18 April 1945 - Heligoland
22 April 1945 - Bremen
25 April 1945 - Berchtesgaden
3 February 1945 - Dresden
27 April 1945 - EXODUS (Brussels)
30 April 1945 - MANNA

Flight Lieutenant Butler, a Canadian officer, has completed his first tour of operations, many of which have been against some of the most distant and heavily defended targets, which include such places as Leuna and Berlin. He has always shown a great keenness to take part in operations against the enemy, and his determination to press home his attacks has been an example to all, and an inspiration to his crew.

Flight Lieutenant Butler has at all times shown a devotion to duty beyond praise, and as a captain of aircraft, he has set a fine example to the squadron. His cheerfulness, courage and fortitude have been of the highest order at all times.

In recognition of this officer's fine record and unswerving devotion to duty, he is strongly recommended for the award of the Distinguished Flying Cross.

RCAF photo PL-43903 (ex UK-21315, circa 11 May 1945) has the following caption: "It didn't take F/L A.R.H. Butler, Lancaster pilot of St. Catharines, Ontario, long to get out of flying clothes into service blue uniform after he received welcome word that he was screened from further operations and headed for home. On the right is F/O T.R. Pryde, his navigator, Exeter, Ontario. On Christmas Eve they bailed out by parachute when their airfield was fogged in after returning from a bombing attack on Cologne."

Selected Assessments: "A good flying instructor who is, as yet, somewhat juvenile in his Service bearing." (S/L J.A. Simpson, CFI, No.9 EFTS, 29 December 1942).

"May this advise that as Manager of this unit, I wish to advise that the referred to Flight Sergeant, after graduating from the training plan one year approximately after enlistment, entered our employ as an instructor on leave without pay and during the eight months employment on this arrangement proved, in my opinion, an above average instructor and an excellent employee, therefore eligible in every respect for commission in the RCAF." (F.S. Pattison, Manager, No.9 EFTS, 11 February 1943).

"This airman was on indefinite leave without pay for nine months. He has now been wearing the RCAF uniform for two months, and there is a marked improvement both in the quality of his work and his general conduct and deportment. Appointment to the rank of Acting Flight Sergeant appears to have had a steadying effect and he now shows a satisfactory sense of responsibility, and an ability to provide good leadership. (S/L J.A. Simpson, CFI, No.9 EFTS, 11 February 1942).

"A hard working officer who has done a satisfactory job. He is conscientious and efficient,

willingly accepts all duties assigned him and has a very good service spirit." (F/L H.R. White, No.9 EFTS, 13 August 1943)

"An extremely pleasant type officer, F/L Butler has completed a very satisfactory tour of operations with this squadron. Recommended to be a deputy flight commander, in order to obtain some administrative experience." (W/C T.B. Morton, No.100 Squadron, 12 June 1945, at which time he had flown 1,980 hours (280 in previous six months).

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BUTLER, F/O Arthur Lawrence (J39809) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 13 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born 29 December 1923. Home in Vancouver; enlisted there 12 January 1943. Granted Leave Without Pay until 25 May 1943 when posted to No.3 Manning Depot. To No.4 WS, 27 June 1943. To No.1 SFTS, 12 August 1943. To No.1 Air Gunner Ground Training School, 17 September 1943. Graduated and promoted LAC, 29 October 1943 when posted to No.3 BGS; graduated and commissioned, 10 December 1943. To "Y" Depot, 15 January 1944. Taken on strength of No.3 PRC, Bournemouth, 21 January 1944. Promoted Flying Officer, 10 April 1944. Repatriated 27 November 1944. To Western Air Command, 16 January 1945. Retired 22 March 1945. Award presented 4 September 1945. RCAF photo PL-32775 (ex UK-14586 dated 7 September 1944) shows aircrew personnel of Porcupine squadron welcoming LAC L.G. "Dusty" Cottingham (centre front, Vancouver), formerly a driver at the base and now driving for Directorate of Public Relations, in the interrogation room; Seated with him are Warrant Officer J. Ross Bedford, (left, Winnipeg, air gunner), and Sergeant R.D. "Pop" McLechan (Windsor, Ontario, rear gunner, on right); standing behind them are F/O J.H.H. "Charlie" Charlebois (Cornwall, wireless air gunner) and F/O Art L. Butler (rear gunner, Vancouver, "who has destroyed a German Ju.88."

Flying Officer Butler has completed many operational sorties over enemy territory. In June 1944, on a mission to Sautrecourt, the aircraft in which Flying Officer Butler was rear gunner was attacked by enemy fighters on six occasions. This officer, showing outstanding coolness and fearlessness, gave the correct manoeuvres to the pilot which enabled the enemy aircraft to be evaded. On another occasion on a mission to Metz his aircraft was attacked by a Junkers 88 before reaching the target. Again by giving correct instructions to the pilot the fighter was out-maneuvred and destroyed. Flying Officer Butler's vigilance and skill contributed to the success of his crew and the destruction of an enemy aircraft.

DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Volume 20627) has original

recommendation drafted by S/L H.T. Patterson, 19 August 1944, when he had flown 20 sorties (95 hours 40 minutes). See also entry for William MacKay.

This officer, the rear gunner of the crew captained by Flying Officer Nixon, has to date made 20 operational sorties over enemy territory.

On the first operation this officer made, namely Sautrecourt on the 16th of June 1944, the aircraft in which Pilot Officer Butler was flying was attacked by enemy fighters on no less than six times occasions. This officer, by his outstanding display of coolness and exceptional fearlessness in the face of danger, gave the correct manoeuvres to the pilot, which resulted in his aircraft outwitting the fighters and continuing on its mission.

On another occasion when detailed to attack Metz on the 28th of June 1944, the aircraft was attacked by a Ju.88 just before reaching the target. Pilot Officer Butler, by his instructions to the pilot, showed great coolness and initiative in out-maneuvring the enemy fighter, and with the combined aid of the mid-upper gunner, succeeded in destroying it.

I consider that this officer, by his skilful handling of his guns and his unconquerable spirit of determination, in every respect fully merits the immediate award of the Distinguished Flying Cross.

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BUTLER, FS Cyril Thomas (R72557) - **Distinguished Flying Medal** - No.10 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 11 June 1943 and AFRO 1294/43 dated 9 July 1943. Born 15 January 1922. Home in Yorke Point, Prince Edward Island; enlisted Charlottetown, 29 August 1940. To No.1 WS, 1 March 1941; promoted LAC, 4 April 1941; to No.6 BGS, 18 August 1941; graduated and promoted Sergeant, 15 September 1941; to Embarkation Depot, 16 September 1941; to RAF overseas, 6 October 1941. Commissioned 19 September 1943. Award presented by King George VI 16 November 1943. Promoted Flying Officer, 19 March 1944. Repatriated 5 August 1945. Released 17 September 1945. In RCAF again, 20 December 1950 as Teletype Operator; commissioned 16 November 1952. Died in North Rustico, Prince Edward Island, March 2000 as per **Legion Magazine** of March 2001 which gave no more specific date. RCAF photo PL-22354 (ex UK-6189 dated 18 November 1943) shows two recipients of the Distinguished Flying Medal after investiture at Buckingham Palace - WO2 W.L.H. Hill (air gunner, Ottawa) and P/O C.T. Butler (bomb aimer, North River, Prince Edward Island). RCAF photo PL-22357 (ex UK-6193 dated 18 November 1943) is captioned as follows: "When Pilot Officer C.T. 'Tom' Butler of North River, P.E.I. and WO2 W.L.Hill of Ottawa,

attended a recent investiture at Buckingham Palace to receive Distinguished Flying Medals, they were accompanied by Pilot Officer Butler's two cousins from Leicester, who were amazed at his invitation to 'drop around to the Palace with me.' Left to right are WO2 Hill, Mrs. Lucy Gibson, P/O Butler, and Mrs. Phyllis Bloodworth." RCAF photo PL-25091 shows him. RCAF photo PL-25095 shows (left to right) F/L J.R. Price, DFC (Indian Head, Saskatchewan), F/O R.A. Henry, DFC (Toronto), P/O C.T. Butler, DFM (North River, Prince Edward Island), P/O D.W. Storms, DFM (Emerson, Manitoba), standing left to right are F/O H.P. Higgins, Croix de Guerre (Verdun, Quebec), W/C W.A. McKay, DFC (Vancouver), F/L J.E. McCormack, DFC, AFC (Estevan), F/O L.M. McKinnon, DFM (Revelstock).

Flight Sergeant Butler has completed a highly successful tour of operational duty during the course of which he has displayed courage, skill and devotion to duty of the highest order. He has also obtained some excellent photographs. On one occasion he had to leave his aircraft by parachute. On two other occasions his aircraft was attacked by enemy night fighters, one attacker being destroyed each time. Despite these hazardous experiences this airman has steadfastly continued to fly on operations with unflagging zeal and enthusiasm.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 19 April 1943 when he had flown 25 sorties (149 hours). The Commanding Officer of No.10 Squadron wrote:

Flight Sergeant Butler was posted to No.10 Squadron in June 1942, and after completing 25 successful sorties totalling 149 operational hours has now been screened and recommended for posting as a Bombing Instructor.

In spite of the fact that this Canadian Air Bomber crashed on his fourth trip, had to bale out by parachute on his eighth trip, and was attacked by enemy night fighters on his twelfth and fourteenth sorties, one fighter being destroyed on each occasion, this Non-Commissioned Officer has nevertheless steadfastly operated with unflagging zeal and enthusiasm.

Flight Sergeant Butler is an excellent air bomber with some particularly fine photographs of Krupps to his credit, and it would give me great pleasure to have him commence his Operational Training Unit duties with a well-earned Distinguished Flying Medal.

On 20 April 1943 the Officer Commanding, Station Melbourne, wrote:

I do not know this Non-Commissioned Officer as I have only recently taken over command of this Station. However, I have studied his operational record and have no hesitation in recommending him for the award of the Distinguished

Flying Medal.

On 23 April 1943, Air Commodore G.A. Walker, Air Officer Commanding, RAF Base Pocklington, wrote:

This Non-Commissioned Officer has flown in the capacity of Air Bomber in the crew captained by Flight Lieutenant Munro, DFC, throughout his operational tour. This crew has a very fine operational record. Included in plotted photographs on two occasions have been photographs within two miles of the aiming point at Essen and on another occasion within one mile of the aiming point at Genoa. Throughout, Flight Sergeant Butlet has displayed courage, skill and devotion to duty of the highest order. Recommended for the award of the Distinguished Flying Medal.

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BUTLER, S/L Frank (J5045) - **Mention in Despatches** - Eastern Air Command Headquarters - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 13 June 1915. Home in Toronto. Enlisted in Windsor, Ontario, 17 August 1940. To Trenton, 31 August 1940. To No.1 ITS, 10 November 1940; graduated and promoted LAC, 10 December 1940 when posted to No.1 EFTS; graduated 28 January 1941 but not posted to No.1 SFTS until 7 February 1941; graduated and commissioned, 28 April 1941. To Halifax and No.119 (BR) Squadron, 30 April 1941. Promoted Flying Officer, 1 April 1942. Promoted Flight Lieutenant, 1 May 1943. Further dates uncertain.

During a long tour of duty with an anti-submarine squadron, this officer has displayed aggressiveness and devotion to duty worthy of the highest praise. His ability, keenness and leadership throughout his many sorties have won for him the respect and admiration of all members of his squadron.

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BUTLER, F/O Gordon Douglas (J24616) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 2 April 1919. Home in Winnipeg; enlisted there 7 January 1942. To No.3 Manning Depot, 2 May 1942. To No.12 SFTS (guard), 1 August 1942. To No.2 ITS, 12 September 1942; graduated and promoted LAC, 2 November 1942 but not posted to No.5 AOS until 21 November 1942; graduated and commissioned, 19 March 1943. To "Y" Depot, 3 April 1943. To RAF overseas, 13 April 1943. Promoted Flying Officer, 19 September 1943. Repatriated 28 October 1944. Retired 9 February 1945. RCAF photo PL-32008 (ex UK-14248

dated 24 August 1944) is captioned as follows: "Members of the Goose Squadron of RCAF Bomber Group, Flying Officer G.D. Butler, navigator from Winnipeg, left, and Pilot Officer C.A. Reid, Windsor, pilot, both have completed one tour of operational flying." Award sent by registered mail 24 February 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 file 181.009 D.3260 (RG.24 Vol.20637) has recommendation of W/C J.F. Easton dated 4 November 1944 when he had flown 30 sorties (133 hours 30 minutes), 9 April to 15 August 1944. Medals with logbook and other documents offered for sale by Gateway Militaria, Catalogue No.14 (1999 ?) for \$ 725.00.

Flying Officer Butler has completed a tour of operations as navigator on four engined bombers in an exemplary manner. He has operated against such heavily defended targets in Germany as Dortmund, Wesseling, Kiel and Stuttgart. At all times he has shown complete disregard for any defences encountered and on more than one occasion when his aircraft was damaged by enemy action, he carried on his extremely skilful navigation undeterred by the fact that his compartment was riddled with flak and cannon fire, directly his aircraft accurately back to base. More recently, on precision targets, Flying Officer Butler has taken his aircraft to the target obtaining aiming point photographs whenever cloud conditions permitted.

Flying Officer Butler, by virtue of his sterling leadership and operational ability, has proven himself a great asset to the squadron. Therefore I recommend that he be awarded a Non-Immediate Distinguished Flying Cross.

The sortie list was as follows:

9 April 1944 - Villeneuve St. George (5.00)
18 April 1944 - Noisy-le-Sec (5.05)
1 May 1944 - St. Ghislain (5.50)
9 May 1944 - Calais (2.50)
11 May 1944 - Boulogne (3.10)
22 May 1944 - Dortmund (4.25)
27 May 1944 - Bourg Leopold (5.35)
31 May 1944 - sea sweep (3.00)
2 June 1944 - Neufchatel (3.55)
5 June 1944 - Longues (4.35)
6 June 1944 - Coutances (5.30)
21 June 1944 - St, Martin (3.40)
23 June 1944 - Bientques (3.15)

24 June 1944 - Bamieres (3.55)
26 June 1944 - Foret d'Eawy (3.55)
4 July 1944 - Villeneuve St. George (6.25)
5 July 1944 - Siracourt (3.55)
6 July 1944 - Caquereaux (5.55)
7 July 1944 - Caen (4.10)
12 July 1944 - Creil area (4.25)
15 July 1944 - Bois de Jardins (3.40)
18 July 1944 - Wesseling (5.00)
23 July 1944 - Kiel (5.35)
24 July 1944 - Stuttgart (8.10)
5 August 1944 - St. Leu d'Esserent (5.10)
7 August 1944 - Caen (3.25)
8 August 1944 - Foret de Chantilly (4.50)
9 August 1944 - Foret de Nieppe (3.55)
9 August 1944 - La Pallice (6.30)
12 August 1944 - Montrichard (5.00)
15 August 1944 - Brussels (5.20)

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BUTLER, FS James Walter (R206496) - **British Empire Medal** - No.8 Construction and Maintenance Unit - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 15 December 1907. Home in Westhill, Ontario; enlisted in Toronto, 24 November 1942 as Draughtsman and posted to No.1 Manning Depot. Granted rank of LAC on enlistment. To Halifax, 13 January 1943. To No.8 Construction and Maintenance Unit, 20 January 1943. Promoted Corporal, 1 April 1943. Promoted Sergeant, 1 August 1943. Promoted Flight Sergeant, 1 November 1943. To Eastern Air Command Headquarters, 4 September 1945. To No.8 Construction and Maintenance Unit again, 1 November 1945. To Release Centre, 20 June 1946; retired 24 June 1946. Award presented 9 April 1948.

Flight Sergeant Butler has been in charge of the Drafting Room and Estimating Department since this unit was formed at the beginning of 1943. In this position he has supervised the preparation of plans, estimates and requisitions for materials used in the various construction projects undertaken by this unit, many of which were for the complete building of radio detachments in Labrador and Newfoundland when urgency was the keynote. Many times this non-commissioned officer has served beyond his call of duty, an instance being during the evacuation of civilians from the Dartmouth and Tufts Cove area at the time of the explosion in the Naval Arsenal at Halifax in 1945. He has served the

Air Force well, efficiently and faithfully, fulfilled all duties assigned to him and has been at all times willing to co-operate with others. His leadership has been an inspiration to all with whom he has worked.

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BUTLER, P/O Michael Clement (J15392) - **Mention in Despatches** - Overseas - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born 17 January 1917. Enlisted in Quebec, 22 June 1940. To No.2 ITS, date uncertain; graduated and promoted LAC, 1 September 1940; to Kitchener Flying Club, 14 September 1940; to No.12 EFTS, 13 October 1940; to No.5 SFTS, 10 November 1940; to No.10 EFTS, 12 November 1940; to No.5 SFTS, 9 December 1940. To No.1 Manning Depot, 12 March 1941; to No.8 FTS, 8 April 1941. Qualified as pilot and promoted Sergeant, 3 July 1941. To Embarkation Depot, 4 July 1941. To RAF overseas, 1 August 1941. Commissioned 1 May 1942. Promoted Flying Officer, 1 November 1942. Promoted Flight Lieutenant, 1 May 1944. Repatriated 17 June 1946. Retired 18 July 1946. Reported deceased, 1 August 1968 as per DVA letter of 9 August 1968. No citation.

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BUTLER, Corporal Pierce W. (R112066) - **Mention in Despatches** - No.433 Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 10 April 1906 at Peters Road, Prince Edward Island; home there. Fisherman and farmer (three years), mechanic (11 years) and motor boat repairman (four years). Enlisted in Charlottetown, 15 July 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot. To Technical Training School, St. Thomas, 25 July 1941. To "Y" Depot, 2 January 1942. To RAF overseas, 7 January 1942. Taken on strength of No.3 PRC, 21 January 1942. To No.407 Squadron, 31 January 1942. To No.433 Squadron, 25 September 1943. Attached to No.1666 Conversion Unit, 9 October to 4 November 1943. Left No.433 Squadron for Repatriation Depot, 17 March 1944. Repatriated 2 April 1944. To Eastern Air Command, 19 May 1944. Retired 16 June 1944. Died in Montague, Prince Edward Island, 16 March 1965 as per **Legionary** of February 1966. No citation in AFRO and unit identified only as "Overseas". The incident involved Halifax HX245 crashing on top of Halifax HW277. DHist File 181.009 D.1552 (PAC RG.24 Box 20601) identifies unit and provides the following recommendation, dated 27 January 1944, signed by Wing Commander C.B. Sinton (unit CO) and seconded by Group Captain L.E. Wray (station CO):

Corporal Butler, on the morning of December 19th, 1943, was running the engines of aircraft "Q" Queenie in conjunction with Leading Aircraftman O'Connor and Leading Aircraftman McEvoy when aircraft "C" Charlie crashed

while taking off and landed on top of the aircraft in which Corporal Butler was working. Both aircraft immediately burst into flame. Leading Aircraftman O'Connor was rendered unconscious by the crash and Corporal Butler, despite the intense flames, attempted to remove him through the pilot's escape hatch, but was unable to do so. In his attempt to remove his comrade, he stayed in the cockpit of the aircraft despite intense flames and smoke until almost overcome. It was only then that he thought of self-preservation and he crawled out of the pilot's escape hatch and jumped from the nose of the aircraft into a pile of flaming debris, thereby breaking both his heels. He proceeded to crawl on his hands and knees through the flaming mass. Corporal Butler showed outstanding courage and determination in his effort to save his fellow worker and I consider his gallant effort to rescue Leading Aircraftman O'Connor fully merits that he should be mentioned in despatches.

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/hx277.html> dedicated to crashes in Yorkshire describes the incident and identifies participants as being:

Fitter - Corporal Wilfred Martin Joseph O'Connor RCAF (R.89111), aged 23, of Mattawa, Ontario, Canada. Buried Harrogate Stonefall Cemetery, Yorkshire (C/G/11).

Fitter - LAC Stephen Thomas McEvoy RCAF (R.158988). Later Mentioned in Despatches.

Fitter - Corporal Pierce Whitman Butler RCAF (R.112066). Seriously injured.

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BUTLER, Sergeant Robert Haward (R79746) - **Mention in Despatches** - No.75 Signals Wing - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 12 June 1918 in Regina; home there. Radio repairman for five months (1938); Remington-Rand typewrite repairman (1939-1940); machinist for two months (1940) and film editor (1940). Gave his occupation on enlistment as Photographer. Enlisted in Regina, 18 November 1940 as Wireless Electrical Mechanic with rank of LAC and posted to No.1 Manning Depot. To RAF overseas, 3 January 1941. Arrived in Britain, 15 January 1941. To No.4 Wireless School, Yatesbury, 17 January 1941. To No.76 Wing, 6 April 1941. Promoted Corporal, 20 November 1941. To Castel Maur, 16 February 1942. To No.76 Wing, 31 March 1942. To No.75 Wing, 3 September 1942. Promoted Sergeant, 1 October 1942. To No.80 Wing, 22 February 1943. To No.75 Wing, 22 May 1944. Repatriated 7 August 1945. Retired 25 September 1945. Living in Vancouver as of March 1950. Died in Port Coquitlam, British Columbia, 1 March 1996 as per British Columbia Vital Statistics.

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BUTT, F/O Leslie (J28904) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 802/45 dated 11 May 1945. Born 16 February 1918. Home in Niagara Falls, Ontario; enlisted in Hamilton 30 June 1942. To No.1 Manning Depot, 30 September 1942. To No.5 ITS, 23 January 1943; graduated and promoted LAC, 3 April 1943 when posted to No.1 BGS; graduated 26 June 1943 when posted to No.4 AOS; graduated and commissioned 6 August 1943. To "Y" Depot, 20 August 1943. To United Kingdom, 25 August 1943. Promoted Flying Officer, 6 February 1944. Repatriated 27 November 1944. To Release Centre, 18 January 1945. Retired 16 February 1945. Award presented at Stamford Centre, 7 August 1949.

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 2/9051 has recommendation dated 20 December 1944 when he had flown 35 sorties (155 hours 18 minutes), 24 May to 25 September 1944. Similarity of sortie list indicates he and F/O T.J. Beeby were in same crew:

24 May 1944 - Colline Beaumont (3.38)
27 May 1944 - Bourg Leopold (4.45)
7 June 1944 - Juvisy (4.25)
9 June 1944 - Laval (5.00)
12 June 1944 - Amiens (3.50)
14 June 1944 - Douai (5.40)
15 June 1944 - Fouilliard (5.10)
16 June 1944 - Domleger (3.30)
22 June 1944 - Laon (4.36)
24 June 1944 - Foyelle en Chasseur (3.20)
25 June 1944 - Montergueil (3.25)
27 June 1944 - GARDENING (4.55)
1 July 1944 - St.Martin l'Hortier (3.45)
4 July 1944 - St.Martin l'Hortier (3.40)
5 July 1944 - St.Martin l'Hortier (3.40)
6 July 1944 - Croixdale (3.40)
23 July 1944 - Kiel (4.55)
24 July 1944 - Stuttgart (8.05)
25 July 1944 - Berfay (3.55)
5 August 1944 - Foret de Dieppe (1.30)

8 August 1944 - St.Philbert Forme (3.25)
10 August 1944 - Dijon (7.00)
11 August 1944 - Le Nieppe (3.20)
15 August 1944 - GARDENING (5.30)
17 August 1944 - Brest (4.40)
25 August 1944 - Brest (5.40)
29 August 1944 - GARDENING (6.15)
3 September 1944 - Soesterburg (3.45)
11 September 1944 - GARDENING (4.30)
15 September 1944 - Kiel (5.30)
17 September 1944 - Boulogne (5.15)
23 September 1944 - Neuss (5.00)
25 September 1944 - Calais (4.00)
26 September 1944 - Calais (3.40)
9 October 1944 - Bochum (5.00)

Flying Officer Butt was posted to No.10 Squadron in April 1944, and after completing 35 sorties comprising 155 operational hours has been screened and posted. These sorties included attacks on heavily defended German targets including Kiel (twice), Bochum and Stuttgart.

This Canadian officer has proved himself to be a first class Air Bomber whose skill and coolness in the face of heavy opposition have played a good part in the success of this squadron. His ability as Air Bomber has enabled his captain to bring back some good photographs of the target area. On the ground he has rendered valuable assistance in the training of new crews.

He was the Air Bomber of a Halifax aircraft detailed to attack Croixdale on the night of 6th July 1944. On approaching the target area moderately heavy and accurate flak was encountered and damaged was sustained to the aircraft. Undaunted he coolly and skilfully directed the Halifax and enabled his pilot successfully to complete the mission. On this as on other occasions he displayed commendable courage and proved himself to be a gallant and dependable member of aircraft crew.

I consider Flying Officer Butt an Air Bomber of high merit and strongly recommend that his skill, courage and strong devotion to duty be recognized by the award of the Distinguished Flying Cross.

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BUTTAR, F/L Philip (J18848) - **Distinguished Flying Cross** - No.619 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 15 August 1944 and AFRO 2101/44 dated 29 September 1944. Born in Zealandia, Saskatchewan, 1 April 1921. Home in Rosetown, Saskatchewan (family farming); enlisted in Saskatoon, 15 September 1941. To No.7 SFTS (guard duty), 5 December 1941. To No.4 ITS, 28 February 1942. Promoted LAC, 8 May 1942 and posted 23 May 1942 to No.16 EFTS; to No.5 EFTS, 17 July 1942; to No.7 SFTS, date uncertain; graduated and promoted Sergeant, 20 November 1942. To "Y" Depot, 4 December 1942. Embarked from Canada, 11 December 1942; disembarked in Britain, 18 December 1942. To No.15 (Pilots) AFU, 19 April 1943. To No.28 OTU, 8 June 1943. To No.1656 Conversion Unit, 25 August 1943. To Base Swinderly, 13 September 1943. Commissioned 25 September 1943. To No.619 Squadron, 13 October 1943. To No.22 OTU, 25 June 1944. Repatriated 2 August 1945. To Northwest Air Command, 13 August 1945. Released 1 October 1946. Award presented 26 February 1949. Died in Edmonton, 14 April 1997 as per **Legion Magazine** of September 1997.

This officer has completed many successful operations against targets in Germany and occupied Europe. Flight Lieutenant Buttar has set a fine example to the rest of his squadron by his efficiency and enthusiasm.

NOTE: Public Record Office has recommendation dated 15 May 1944 which has more detail. He had flown 26 sorties and accumulated 166 hours 34 minutes on operations.

* counted as 1/3 sortie
unsuccessful operation

22 October 1943 - Kassel (6.03)
3 November 1943 - Dusseldorf (4.58)
26 November 1943 - Berlin (8.47)
14 January 1944 - Brunswick (5.56)
21 January 1944 - Magdeburg (6.44)
28 January 1944 - Berlin (8.01)
15 February 1944 - Berlin (7.13)
19 February 1944 - Leipzig (6.57)
20 February 1944 - Stuttgart (7.24)
24 February 1944 - Schweinfurt (7.15)
1 March 1944 - Stuttgart (8.26)
15 March 1944 - Stuttgart (8.08)
18 March 1944 - Frankfurt (2.54)#
22 March 1944 - Frankfurt (5.50)
24 March 1944 - Berlin (7.08)
26 March 1944 - Essen (5.04)

30 March 1944 - Nuremburg (7.42)
5 April 1944 - Toulouse (7.35)
11 April 1944 - Aachen (4.26)
18 April 1944 - Juvisy (5.09)*
20 April 1944 - La Chapelle (5.13)*
22 April 1944 - Brunswick (6.34)
24 April 1944 - Munich (9.31)
7 May 1944 - Salbris (5.26)*
9 May 1944 - Gennevillier (4.34)*
11 May 1944 - Louvain (3.36)*

This officer has now made 25 successful operational sorties against targets in Germany and Occupied Europe, including attacks on such heavily defended places as Berlin, Schweinfurt, Munich and Brunswick. The photos taken on his bombing runs have shown that he has consistently done his utmost to drop his bombs on the target, and from plots it is proved that he has achieved a large measure of success.

In spite of sickness during the early part of his tour he has maintained the utmost determination and efficiency on operations and his keenness and example have had a very good effect on the morale of the squadron. I strongly recommend Flight Lieutenant Buttar for the Non-Immediate award of the Distinguished Flying Cross.

This document was favourably endorsed by the Officer Commanding, RAF Station Dunholme Lodge, on 19 May 1944, and by the Air Officer Commanding, No.5 Group, on 4 June 1944.

RCAF Press Release 10811 of 19 July 1945 deals with several Saskatchewan aircrew at Torquay, waiting for repatriation. Of Buttar it says:

On one of his "special duty" trips to Paris, Buttar, pilot, had to fly his aircraft between two sections of thickly populated countryside so his bomb aimer could drop bombs on marshalling yards. It called for accurate pin-point bombing. He crashed once in fog but he and his crew escaped injury. On another trip his plane was shot up and the fuel line affected so that when he landed, the tanks were so nearly empty the engines stopped the moment the wheels touched the ground. They could not have flown another mile. Several times his plane was shot up by flak and once he was followed nearly all the way home by enemy fighters.

Notes: Application for Operational Wing dated 7 July 1944 stated he had flown 32 sorties (225

hours), 15 October 1943 to 25 June 1944.

Repatriation Form dated 9 July 1945 stated he had flown 33 sorties (226 hours), the last on 7 June 1944. Also 499 non-operational hours. Overseas types were Tiger Moth (30.20), Oxford (111.30), Wellington (236.10), Halifax (8.20) and Lancaster (338.20).

Assessments: "This officer has the makings of a good, reliable leader when he has had more experience. A good operational pilot and captain." (W/C J.R. Maling, No.619 Squadron, 13 July 1944, when he had flown 753 hours (225.20 in past six months). To this is added, "This officer has just completed a successful and efficient operational tour, notwithstanding that it was rather protracted by a serious crash and subsequent illness. His loyalty, innate sense of discipline and responsibility will with more experience ensure his developing into an above average officer." (G/C E.J. Butler).

"An average type of officer - quite keen in his job of which he has a fairly sound knowledge." (W/C J.K.M. Cooke, No.22 OTU, 9 January 1945). He had by then flown 854 hours, 160 in past six months.

Training: Interviewed 1 September 1941 by P/O S.A Turner in Saskatoon. "Above average type of farm lad. Polite, keen, mannerly. Good character. Good family background. Very anxious to enlist as Pilot. Recommended for consideration for commissioned rank after training."

Course at No.4 ITS was 16 March to 8 May 1942. Scored 56 percent in Visual Link. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas Armament (written), Aircraft Recognition, Drill, and Signals (written). Scored 688 points of a possible 1,000. Placed 87th in a class of 89. "Keen type. Will need to concentrate on ground studies."

Course at No.16 EFTS was 25 May to 1 August 1942. Flew 29.35 day dual. 29.30 day solo, 3.00 night dual. Was 7.10 on instruments. Courses in Navigation, Airmanship, Armament (written), Aircraft Recognition and Signals (practical). Scored 508 points of a possible 700. Placed 25th in a class of 32. "Above average student. Hard worker, keen and alert, conduct very good."

Attended No.7 SFTS, 3 August to 20 November 1942. Anson aircraft - 66.05 day dual. 75.30 day solo (3.50 dual to first solo), 9.05 night dual, 7.25 night solo; 9.30 in formation, 28.50 on instruments; 20 hours in Link. Ground examinations in Navigation, Airmanship, Armament (written and practical), Signals (written and practical), and Meteorology. Scored 476 of a possible 750 points. Placed 41st in class of 50. "Average as a pilot but below average in ground school. Energetic but inclined to be sloppy in appearance. Not recommended for a commission."

Attended No.28 OTU, 8 June to 25 August 1943. Wellington aircraft - 6.05 day dual to first day solo. 11.45 total day dual, 33.35 day solo, 1.30 in formation; 3.20 night dual to first night solo, 7.35 total night dual, 31.00 night solo. Was 25 hours on instruments, ten hours in Link. Flying tests in General Flying (340/400), Applied Flying (150/200), Instrument Flying (190/250), Night Flying (80/100) and Link (40/50). Ground examinations in Airmanship (210/300), Armament (205/300), Navigation (134/200) and Signals (69/100). "Above average. A keen and capable pilot, will make an excellent operational captain." (S/L F.A. Drury).

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BUTTE, P/O Steve (J85829) - **Distinguished Flying Cross** - No.403 Squadron - Award effective 6 March 1945 as per **London Gazette** of that date and AFRO 625/45 dated 13 April 1945. Biographical information published when he was appointed Honorary Colonel of No.403 (Helicopter) Squadron. Born in Waugh, Alberta, 7 November 1921. Educated at Michel-Natal High School, Natal, British Columbia. Enlisted in Calgary, 9 January 1942. Trained at No.5 ITS (graduated 20 June 1942), No.13 EFTS (graduated 10 October 1942) and No.1 SFTS (graduated 5 March 1943; wings that day). Arrived in UK, 4 April 1943 and underwent further training at No.17 (P) AFU (posted there 27 May 1943) and No.53 OTU (posted there 13 July to 31 December 1943). Station Grangemouth, 31 December 1943 to 12 May 1944; Station Redhill, 12 May 1944. With No.403 Squadron, 10 June 1944 to 18 March 1945. Repatriated to Canada 3 December 1945; released 17 January 1946. Attended University of British Columbia and graduated in engineering. In 1952 he joined Alcan as a Field Engineer on the Kemano Power House Project which achieved an output of 2,240,000 horsepower from the Nichako River, although the final stages were not completed owing to environmental concerns. In 1954 he transferred to Kitimat to finish construction of key lines and the community of Kitimat itself. Retired in 1974 but returned to work in 1981 to act as the process plant construction engineer at Tumbler Ridge. In 1984 he took up hobby farming at Hixon, British Columbia, but moved to Nova Scotia in 2000 to be near his family. Appointed Honorary Colonel, No.403 Squadron, 1 April 2002 for three year period. Moved to Western Australia in 2004; died in Fremantle, Western Australia, 11 November 2010. Award presented at Sea Island, 22 October 1949. Incident described was on 1 January 1945 when he was credited with two Bf.109s and one FW.190 destroyed. Negative PL-42673 shows him and LAC N. Trembath. PL-41351 (ex UK-18149 dated 11 January 1945 is captioned as follows: "P/O Steve Butte of Michel, British Columbia (left) shows two fellow Spitfire pilots the burned-out engine of a FW.190 he brought down near their airfield. His total was two destroyed and one probable. Centre is Flight Sergeant Keith Lindsay of Edmonton, who shot down one and one probable, and right is P/O M. 'Mac' Reeves of Madoc, Ontario, whose score was two destroyed."

One morning early in January 1945, Pilot Officer Butte was detailed to fly the leading aircraft of a section on a sortie over the battle zone. Just as the formation became airborne a large force of enemy fighters attacked the airfield.

Pilot Officer Butte immediately engaged one of the enemy aircraft, shooting it down. A second and yet a third attacker fell to his guns before his ammunition was expended. He was himself then attacked by two fighters but outmanoeuvred them. In this engagement against a vastly superior number of enemy aircraft Pilot Officer Butte displayed great skill, bravery and tenacity.

NOTE: Public Record Office Air 2/9044 has recommendation drafted on uncertain date, January 1945 when he had flown 111 sorties (147 hours five minutes).

On the morning of January 1st, 1945 at B.56 aerodrome, Pilot Officer Butte was leader of two aircraft taking off on a front line patrol. Just as Pilot Officer Butte's section was airborne, 30-plus enemy fighters attacked the aerodrome, strafing the dispersal areas, hangars, etc. Without regard to the immense superiority in numbers of the enemy this pilot immediately engaged and within one minute of being airborne had destroyed one enemy aircraft. Pilot Officer Butte then pressed home a second determined attack and destroyed another enemy aircraft. Attacking again he destroyed a third enemy aircraft at which time his ammunition was exhausted. He was in turn attacked by two enemy aircraft but successfully evaded them and skilfully getting on the tail of one, took cine pictures of it. This officer showed great courage, determination and skill whilst engaging such a superior force of enemy aircraft.

On 19 January 1945, S/L J.E. Collier wrote:

I strongly recommend this pilot for an immediate award of the Distinguished Flying Cross. This recommendation has been held up pending confirmation of the third enemy aircraft destroyed.

The file contains another communication from S/L Collier which read as follows:

Total Operational Hours	147:05
Total Operational Sorties	111
Total Flying Hours	529:45
Enemy Aircraft Destroyed	two Me.109s One FW.190
Enemy MET destroyed	20
Enemy MET damaged	20

This officer has almost completed his first operational tour of flying, during which time he has shown great courage, determination and skill in engaging the

enemy at all times under all conditions.

In addition to destroying three enemy aircraft in one sortie on January 1st, 1945 whilst vastly outnumbered by the enemy he has destroyed a total of 20 MET and damaged a further 20. He has always pressed home determined attacks on numerous ground targets and defences.

The recommendation, having been held up pending confirmation of a victory, was clearly rushed through channels; it was approved by the Air Officer Commanding, No.83 Group on 23 January 1945 and by Air Chief Marshal A. Coningham on 27 January 1945.

Notes provided for his appointment to No.403 (Helicopter) Squadron as Honorary Colonel included the following:

On one particular day in July of '44, Stephen, renowned for his sharp eyesight, detected a small glint of sunlight far below in the trees. He had stumbled upon a large fuel cache - tanker trucks poised to quench hordes of Rommel's Panzers which, at that time, were restricted to travelling at night. Steve and Andy [McKenzie] called for reinforcements and led an attack from all angles. To their credit it is believed their efforts thwarted what could have become one of Rommel's more significant counter-attacks.

Application for Operational Wing: Drafted 16 March 1945, claiming 128 sorties (182 hours, 35 minutes), 16 June 1943 to 9 March 1945.

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BUTTERWICK, F/O Gordon Francis (J36276) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 10 July 1913. Taught school in southern Alberta for a few years before studying law and being called to the Alberta bar in 1941. Home in Calgary; enlisted there 6 August 1942. To No.3 Manning Depot, 27 August 1942. To No.11 Equipment Depot, 9 October 1942 (guard). To No.4 ITS, 20 January 1943; graduated and promoted LAC, 14 May 1943; posted next day to No.2 BGS; graduated 21 August 1943 and posted to No.7 AOS; graduated and commissioned, 1 October 1943. To "Y" Depot, 15 October 1943; taken on strength of No.3 PRC, 31 October 1943. Promoted Flying Officer, 1 April 1944. Repatriated 15 April 1945. Retired 23 June 1945. Practised law in Pincher Creek, Alberta for ten years and then held public service positions in Edmonton and Calgary, most notably as clerk of the Supreme Court, Registrar and Sheriff in Calgary from 1959 to 1973. After retiring in 1975, he moved to Chilliwack and then to Burnaby. Died in Burnaby, 8 July 2008. Award presented 9 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". Public Records Office Air 2/9069 has recommendation dated 8 February 1945 when he had flown 30 sorties (185 hours), 12 September 1944 to 7 February 1945.

12 September 1944 - Frankfurt
16 September 1944 - Seeuwarden
20 September 1944 - Neuss
26 September 1944 - Cap Gris Nez
27 September 1944 - Calais
5 October 1944 - Saarbrucken
7 October 1944 - Emmerich
19 October 1944 - Stuttgart
23 October 1944 - Essen
31 October 1944 - Cologne
2 November 1944 - Dusseldorf
6 November 1944 - Gelsenkirchen
18 November 1944 - Wanne Eickel
21 November 1944 - GARDENING
27 November 1944 - Freiburg
2 December 1944 - Essen
15 December 1944 - Ludwigshaven
21 December 1944 - GARDENING
24 December 1944 - Cologne
28 December 1944 - Munchen Gladbach
29 December 1944 - Scholven Buer
2 January 1945 - Nurnburg
5 January 1945 - Hanover
7 January 1945 - Munich
14 January 1945 - Merseburg
16 January 1945 - Zeitz Troglitz
28 January 1945 - Stuttgart Zuffenhausen
1 February 1945 - Mannheim
2 February 1945 - Wiesbaden
7 February 1945 - Kleve

This Canadian air bomber has completed thirty operations against some of the most heavily defended targets in Germany and enemy occupied territory. Throughout these sorties he has shown exceptional fighting qualities and resourcefulness. Without consideration of his personal safety, he invariably sets

his mind on the task in hand, fearlessly and with a fine offensive spirit, setting a magnificent example to his crew.

His coolness and presence of mind under fire have contributed to the successful completion of the sorties in which he has been engaged and he was allowed no difficulty to impair the accuracy of his bombing.

For his devotion to duty, courage and skill he is recommended for the award of the Distinguished Flying Cross.

* * * * *

BUTTLE, F/L Thomas William (J9178) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September and AFRO 1704/45 dated 9 November 1945. Born 14 September 1921. Home in Winnipeg; enlisted there 7 April 1941. To No.2 Manning Depot, 19 April 1941. To No.10 SFTS for guard duty, 2 May 1941. To No.2 ITS, 9 June 1941; graduated and promoted LAC, 27 July 1941 when posted to No.14 EFTS; graduated 13 September 1941 when posted to No.11 SFTS; graduated and commissioned, 5 December 1941. To "Y" Depot, 23 December 1941. To RAF overseas, 7 January 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 5 December 1943. Repatriated 7 July 1945. Retired 13 September 1945. Living in Britain after the war.

Flight Lieutenant Buttle has participated in a large number of sorties, including many against strongly defended targets. On one occasion during a sortie his aircraft was severely damaged after sustaining attacks by enemy fighters and became difficult to control. Nevertheless, this officer flew his aircraft back to base and, by his skill and resolution, was undoubtedly responsible for the safe return of the aircraft and crew.

DHH file 181.009 D.1941 (Library and Archives Canada RG.24 Volume 612) has recommendation dated 3 April 1945 when he had flown 24 sorties (159 hours 30 minutes), 4 October 1944 to 31 March 1945.

4 October 1944 - Bergen(6.25)
6 October 1944 - Dortmund (6.40)
23 October 1944 - Essen (5.15)
2 November 1944 - Dusseldorf (6.00)
4 November 1944 - Bochum (6.00)
6 November 1944 - Gelsenkirchen (5.05)
16 November 1944 - Julich (5.55)

18 November 1944 - Munster (5.55)
30 November 1944 - Duisburg (7.00)
24 December 1944 - Dusseldorf (5.00)
1 January 1945 - Nuremberg (9.00)
5 January 1945 - Hanover (5.30)
6 January 1945 - Hanau (7.20)
7 February 1945 - Goch (6.40)
21 February 1945 - Duisburg (7.15)
23 February 1945 - Pforzheim (9.00, fighter attacks, damaged)
27 February 1945 - Mainz (7.55)
28 February 1945 - Neuss (3.20, recalled)
12 March 1945 - Dortmund (6.45)
14 March 1945 - Zweibrucken (7.00)
20 March 1945 - Hemmingstadt (5.30)
22 March 1945 - Hilgesheim (6.35)
24 March 1945 - Bottrop (6.10)
25 March 1945 - Hanover (6.10)
31 March 1945 - Hamburg (6.05)

This officer has displayed high qualities of courage and leadership. He has participated in a large number of sorties, many of them against strongly defended targets. He has at all times displayed commendable skill and determination. On one occasion during an attack on Pforzheim his aircraft was severely damaged after sustained fighter attacks, and the aircraft became very difficult to control. Nevertheless Flight Lieutenant Buttle flew his aircraft back to base. By his skill and resolution this officer was undoubtedly responsible for the same return of the aircraft and its crew.

* * * * *

BUTTS, Sergeant Nolan (R88361) - **Distinguished Flying Medal** - No.196 Squadron - Award effective 2 October 1943 as per **London Gazette** dated 5 October 1943 and AFRO 2258/43 dated 5 November 1943. Born in Barrachos Brook, Newfoundland, 4 March 1919. Educated in Glass Bay, Newfoundland. Salesman for five months, truck driver for four years. Home in Mira Gut, Cape Breton Island, Nova Scotia; enlisted for General Duties in Halifax, 30 April 1941 and posted to No.4 Manning Depot, Quebec. To No.1 Coastal Artillery Cooperation Detachment, Saint John, New Brunswick, 1 June 1941. Promoted AC1, 1 August 1941. Promoted LAC, 30 October 1941. To Saint John Detachment, 15 June on remuster to aircrew. To No.9 BGS, Mont Joli, 5 July 1941. Graduated and promoted Sergeant, 25 September 1942. To "Y" Depot, 27 September 1942. To RAF overseas, 27 October 1942. Disembarked in Britain, 5

November 1942. To No.15 OTU, 8 December 1942. To Station Drifffield, 13 March 1943. To No.196 Squadron, 15 March 1943. Promoted Flight Sergeant, 25 March 1943. To Station Drifffield, 4 May 1943. To No.196 Squadron, 11 May 1943. To Station Drifffield again, 5 June 1943 (appendectomy). Attached to No.1 ACD, 1-13 July 1943. To No.196 Squadron, 12 July 1943. To No.1651 Conversion Unit, 15 July 1943. Attached to No.1483 (Bomber) Gunnery Flight, 24-31 July 1943. To No.196 Squadron, 12 August 1943. Promoted WO2, 25 September 1943. Killed in flying accident 17 October 1943 (Stirling EF960); name on Runnymede Memorial. Cited with F/O James Lyall Deans (RAF pilot, awarded DFC). Award sent by registered mail to next-of-kin, 29 December 1944.

One night in September 1943, Flying Officer Deans and Sergeant Butts were pilot and rear gunner of an aircraft which attacked Mannheim. Shortly after the bombs were released the aircraft was attacked by enemy fighters. In the first attack the bomber was hit and Sergeant Butts' guns suddenly failed to operate. Nevertheless this airman cooly gave his pilot directions in offensive action and at the same time cleared his guns of their stoppages. Further attacks were made by the enemy fighters but owing to Sergeant Butts' skilful commentary Flying Officer Deans so manoeuvred his aircraft that one of the attackers was shot down. This officer and airman displayed great skill and courage.

There appears to be no combat report for this event other than a digest in **Monthly Supplementary Narrative of Operations - September 1943:**

Night 5/6th September 1943 - No.3 Group - Aircraft Stirling "Z" of 196 Squadron near Mannheim at 2317 hours, height 16,500 feet, was attacked by a Ju.88. The enemy aircraft made four attacks, the gunners replying on each occasion. On the last attack the enemy aircraft exposed its belly, and the two gunners saw their tracer entering the enemy aircraft which fell away out of control and crashed. The Ju.88 is claimed as destroyed.

The Squadron ORB, Form 540, describes the night's activities thus:

Tonight nine aircraft were detailed to attack a target at Mannheim. All took off successfully but one captained by P/O F. Norris did not return. Most pilots report having had a rough trip as there were many night fighters about, one of which is claimed as shot down by F/O J. Deans' aircraft. This aircraft landed at Newmarket on its return. Squadron Leader Edmondson crash landed at base, his undercarriage having been shot up. One of the crew was slightly wounded and was taken to Ely hospital. P/O Dyson had one of his engines shot up .

The relevant Form 541 portion for 5 September 1943 identifies the aircraft as Stirling HE950. The crew (which differed greatly from that lost 17 October 1943) was as follows: 127936 F/O J.L. Deans (captain), 134098 F/O F. Gribble (second pilot), 133470 P/O A.E. Bothwell (navigator), 131980 F/O J.R. Vickers (bomb aimer), 1447916 Sergeant C.E. Johnson (WOP/AG), 1609264 Sergeant K.L. Wallace (mid-upper gunner) and R88361 Sergeant N. Butts (rear gunner). Airborne 2004 hours, soqn 0258 hours. "Bombing of Mannheim - 540 x 4-lb incendiaries and 48 x 30-lb incendiaries carried and dropped. Target attacked. Identified by green markers and built-up area. Aircraft badly shot up by a fighter which the Rear Gunner and Mid-Upper Gunner claim to have destroyed after seeing their tracer enter the belly of enemy aircraft (JU.88) which fell out of control. No defects in operation.

Public Record Office AIR 50/230 has a Combat Report for an earlier engagement which reads as follows:

No.196 Squadron, Stirling III, HE950, raid on Munchen Gladbach, 30/31st August 1943. Place: Target Area. Time: 0228 hours. Height: 16,000 feet. Speed: 190 I.A.S. Course: 289 M. Weather: visibility very good, 3/10 cloud about 7,000 feet, no moon, northern lights starboard beam. Searchlight activity in target area but not cooperating with fighters. Not held in searchlights but probably silhouetted against brightly burning target. No star shells or flares. No unusual phenomena. Type of enemy aircraft: single engine fighter believed to be FW.190. Carried no lights. Armament of enemy aircraft: six lines of red tracer, no cannon. Range and position of enemy aircraft when first seen: 200 yards, dead astern. Enemy aircraft carried out two attacks. First attack, enemy aircraft opened fire at 200 yards and broke away to port quarter level. First indication of enemy aircraft was when it opened fire and rear gunner immediately instructed pilot to corkscrew to starboard. Tracer passed beneath own aircraft and to the port side as fighter manoeuvre was carried out to starboard. Rear Gunner lost sight of enemy aircraft and Mid Upper Gunner who took over the fighting control saw tracer coming from port side on dark side of sky, towards tail of own aircraft. Rear Gunner did not open fire on first attack because of surprise and breakaway to dark side of sky, Mid-Upper did not fire because only three second burst of tracer was seen. No damage to own aircraft.

The Rear Gunner was identified as Sergeant Butts; Mid Upper Gunner was Sergeant Lane (trained at No.1 AGS, Pembray and No.1651 Conversion Unit, Waterbeach).

Training: Course at No.9 BGS was 16 August to 25 September 1942. Flew 22 hours. Stage I courses were Armament, Oral (70/100), Armament, Written (188/300), Anti-Gas (77/100),

Aircraft Recognition (61/100), Navigation (65/100), Mathematics, Hygiene, Administration (65/100), Signals (50/100), Drill (80/100). Stage II training involved flying, one and one-half films exposed, two hours in turret manipulation, Skeet shooting, machine gun on 25 yard and 200 yard range, air-to-ground firing (400 rounds) and air-to-air firing (2,568 rounds, scoring 9.8 percent hits). Placed 23rd in a class of 45. "Neat, good leader. Dependable for all ordinary duties." (S/L E.A. Nanton).

Course at No.15 OTU was 9 December 1942 to 2 March 1943. Flew 50 hours 35 minutes by day and 33 hours 35 minutes by night on "crew training." Fired 3,000 rounds air-to-air, 3,400 air to ground. "Slightly above average."

Course at No.1483 (Bomber) Gunney Flight was 25-31 July 1943. At that time he had 50 operational hours. Scored 35/50 on shooting, 42/50 on Guns and Turrets, 23/25 on Aircraft Recognition. On shooting noted as "Range quite good. Deflection good. Line allowance quite good. Steady aim. Breakaway good."

Course at No.1651 Conversion Unit was 16 July to 12 August 1943. Assessed on Aircraft Recognition ("Very Good"), and described as good all-round gunner. Training involved 30 hours of flying.

Note: On 1 June 1943 he was in the crew of Wellington X, HE163, No.196 Squadron which crashed at Leconfield.. Captain was F/O J.L Deans, navigator P/O A.E. Bothwell, bomb aimer P//O J.R. Vickers, WOP/AG Flight Sergeant S.A. Hurrell (all RAF) and rear gunner Sergeant N. Butts. Aircraft was on a mine laying mission with reduced petrol load. At 2,000 feet the starboard engine lost power and boost. F/O Deans made a circuit, overshot field, dropped mines in an adjacent field and crash landed. No injuries but aircraft burnt out.

Circumstances of Death: Stirling EF960 had been test flown two days earlier and a pronounced shuddering in flight reported. F/O J.L. Deans made a few adjustments and the Station Engineer Officer ordered another test. The airplane was airborne at 1050 hours for an air test and not seen again. Crashed twelve miles off Kings Lyn, Norfolk. Crew were 17926 F/O J.L. Deans, DFC (pilot), 132777 F/O F.J. Chapman (navigator), 1609264 Sergeant K.L. Wallace (flight engineer), 1287949 Sergeant T. McDonnell (mid-upper gunner), R88361 Flight Sergeant N. Butts, DFM (rear gunner) and 111157 F/L J.G. Griffiths (Squadron Engineer Officer). At the time of the crash, F/O Deans had 102 hours 30 minutes on Stirlings.

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BUTTS, FS Nona Frances (W304702) - **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 10 April 1917. Attended Tolmie School and MountainView High School. She was an instructor with the B.C. Pro-Rec program. Enlisted in Vancouver, 5 May 1942 as Hospital Assistant and posted to No.7 Manning Depot. To Technical Training School, 19 June 1942. To No.6 Manning Depot, 4 July 1942. Promoted AW1, 5 August 1942. Promoted LAW, 5 November 1942. To No.3 Repair Depot, 4 February 1943; reclassified in Administration Branch and promoted Corporal that day. To Western Air Command, 7 March 1943. To Patricia Bay, 25 November 1943 and reclassified Physical Training and Drill Instructor that day. Promoted Sergeant, 1 January 1944. Promoted Flight Sergeant, 1 September 1944. To Western Air Command Headquarters, 13 December 1946. Retired 17 December 1946. Continued her education at Victoria College to become a Lab Technician and was employed at the Royal Jubilee Hospital for 25 years. She also instructed chemistry at Camosun College. Died in Victoria, 29 May 2009. DHist file 181.009 D.2531 (RG.24 Volume 20631) has recommendation dated 30 December 1944; WD Squadron Disciplinarian. Certificate sent to Patricia Bay 29 June 1945.

This NCO during her period of 19 months' service at this unit, has shown at all times a devotion to duty far in excess of that required of a person of her rank. Her cheerfulness, resourcefulness and co-operative attitude have set a high standard for all ranks who have been associated with her and her unflinching enthusiasm and capacity for hard work have proved an inspiration for all the airwomen.

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BUTTS, F/L Robert Anthony (C854) - **Distinguished Flying Cross** - No.582 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December and AFRO 212/46 dated 1 March 1946. Home in Culverton, New Brunswick; enlisted at Trenton as a Provisional Pilot Officer, 4 July 1938; wings at Trenton, 17 June 1939. Promoted Flying Officer as of 1 October 1940. To No.10 (BR) Squadron, 4 June 1941. On 3 October 1941 he was uninjured while piloting Digby 748 of No.10 (BR) Squadron; aircraft settled into trees just after takeoff from Newfoundland airport, 0854 hours. To No.1 ANS, 5 March 1942. To No.11 CNS, 5 July 1942; to No.16 SFTS, 31 August 1942, presumably to instruct. Posted to "Y" Depot, 24 September 1943; taken on strength of No.3 PRC, 13 October 1943. Repatriated to Canada by VLR aircraft, 18 June 1945; to No.8 OTU, 19 June 1945; to Greenwood for Tiger Force training, 31 July 1945. Retired 14 October 1945. Award presented by Governor General at Government House, 12 June 1953. 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.3061 (RG.24 Vol.20635) has letters indicating that in August 1942 he was recommended for an AFC for services with No.10 (BR) Squadron (115 sorties, 851 operational hours); EAC Headquarters queried it because Butts had also been posted following court

martial for low flying offence. Public Records Office Air 2/8772 has recommendation dated 14 May 1945 when he had flown 34 sorties (212 hours 50 minutes), 14 October 1944 to 25 April 1945.

14 October 1944 - Duisburg
15 October 1944 - Wilhelmshaven
19 October 1944 - Stuttgart
30 October 1944 - Cologne
31 October 1944 - Cologne
2 November 1944 - Dusseldorf
11 November 1944 - Dortmund
16 November 1944 - Duren
29 November 1944 - Dortmund
4 December 1944 - Karlsruhe
6 December 1944 - Merseberg
12 December 1944 - Essen
15 December 1944 - Ludwigshaven
17 December 1944 - Ulm
24 December 1944 - Cologne
1 February 1945 - Ludwigshaven
2 February 1945 - Weisbaden
3 February 1945 - Bottrop
9 February 1945 - Goch
13 February 1945 - Dresden
14 February 1945 - Chemnitz
3 March 1945 - Kamen
5 March 1945 - Chemnitz
8 March 1945 - Hamburg
21 March 1945 - Bremen
22 March 1945 - Dulmen
24 March 1945 - Sterkrade
3 April 1945 - Lutzkendorf
8 April 1945 - Hamburg
9 April 1945 - Kiel
10 April 1945 - Plauen
13 April 1945 - Kiel
14 April 1945 - Potsdam
25 April 1945 - Wangerooge

Flight Lieutenant Butts is a very keen and able captain of a Blind Marker crew.

His skill and determination throughout his tour have been worthy of the highest praise. He is strongly recommended for the non-immediate award of the Distinguished Flying Cross.

NOTE: RCAF Routine Order 882 of 1942 states as follows:

Flight Lieutenant Robert Anthony Butts (C.854), and officer of the Royal Canadian Air Force serving at RCAF Station Gander, Newfoundland, was tried by a general court-martial on the 8th day of January, 1942, and was found guilty on a charge of negligently damaging an aircraft belonging to His Majesty.

He was sentenced to take precedence in rank as if his name had appeared 58 places lower in the current Royal Canadian Air Force List, immediately following the name of Flight Lieutenant W.I.P. Innes-Taylor (C.1522).

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BYARS, S/L Peter Ferguson Copland (C10030) - **Mention in Despatches** - Civil Affairs, Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. Born in Hamilton, Scotland, 2 October 1910. Emigrated to Canada at age 18, working at jobs from boiler-maker to bank clerk (Bank of Nova Scotia, 1928-1936) and then Secretary Treasurer of Rural Municipality of Cory, No.344, 1936 to enlistment. Specialist in Municipal Accounting. Home in Reazanze, Saskatchewan; also served in Second Battalion, Saskatoon Light Infantry, August 1940 to RCAF enlistment. Enlisted in RCAF, Saskatoon, 30 January 1942 in Administration Branch and posted to School of Administration. Commission effective date of enlistment. To No.12 EFTS, 21 February 1942. To No.4 Training Command, 31 May 1942. To No.2 BGS, 3 June 1942. Promoted Flying Officer, 1 September 1942. To AFHQ, AMP Division, 7 February 1943 (or possibly in Works and Buildings Division). Promoted Flight Lieutenant, 1 May 1943. From 6 December 1943 to 11 February 1944 attended Canadian Civil Affairs Staff course). It appears that on the basis of his course results, and his previous civil experience, he was requested by name by the Army for overseas duty. To "Y" Depot, Lachine, 4 May 1944. Taken on strength of No.3 PRC, 16 June 1944 which was actually date of embarkation from Halifax. Disembarked in Britain, 24 June 1944. To RCAF Overseas Headquarters, 25 June 1944. Attached to War Office, 30 June 1944. Promoted Squadron Leader, 1 July 1944. Embarked from Britain, 12 September 1944, arriving in France 13 September 1944. Commanded No.530 Military Government Detachment of British Army. Promoted Wing Commander, 15 July 1945. In postwar Germany he was involved in military government in two counties. Returned to United Kingdom, 23 January 1946. Repatriated 12 March 1946. Retired 24 April 1946. Became Secretary-Treasurer of East Kildonan and thereafter in municipal administration; see website **Notable Manitobans**. Recruited in 1961 by

the city of Halifax, spent six years there and then became City Manager of Edmonton. Died 3 June 1967. Certificate sent 11 August 1948.

The key to his posting overseas may lie in the Civil Affairs Staff Course of December 1943 to February 1944. His French was considered good, and his experience in Cory Municipality had entailed relief work for a large area. He was recommended for a Field posting, especially if it touched on "Relief". The report of his performance concluded, "This officer is a tough minded, aggressive and rather uncompromising type with real ability, considerable acumen and administrative experience. He thinks quickly and well. He has a pleasant personality. He is physically fit and capable of sustained physical effort. Considered capable of filling a Grade 2 appointment at any formation level." The report is signed by various CCASC and RMC officers, some of whose signatures are illegible, but including Colonel J.J. Hurley (Chief Instructor, RMC), and Major-General H.F.H. Hertzberg (Commandant, RMC).

Although no specific recommendation for an award is on file, the following report dated 27 May 1945 (Hamburg) bears notice. It notes that he had been serving with No.530 Military Government Detachment since 3 January 1945, that he was in command of the Detachment, and that he was suitable for an SO 1 (Admin) position.

This officer is an excellent commander. He has a very forceful personality, is outspoken, energetic and is well liked by all ranks. His civil experience in local government and his service with the Air Staff during the war have given him exceptional qualifications for Military Government which he puts to the best possible use. To see Military Government from S/L Byar's detachment is to see how Military Government should be carried out. He should be promoted at the earliest possible date and given command of a detachment responsible for an important area. (Colonel W.H. Bordass, MC, DDMG. Military Government, 12 Corps.)

Note: Attended School of Administration, Trenton, 4 May to 30 May 1942. The course encompassed the following subjects: Air Force Law (114/125), Office Organization including Orderly Room, Central Registry, Letter Writing and Protected Documents (107/125), RCAF Organization including RCAF, JATP, Responsibilities of CO, Station Duties (99/100), Miscellaneous including Public Funds, Reclassification, Inspections, Mechanical Transport (86/100), and Equipment including publications (40/50). He thus scored 446/500 on academic subjects. Personal Assessment was 260/400 and Drill was 79/100. "An intelligent, unassuming officer. Should make a capable administrative officer."

Selected Assessments: "A hard-working, conscientious officer." (F/L L.W. Thres, No.12 EFTS, 1 May 1942).

“Outstanding administrative type, keen and reliable.” (F/L B.M. Laubach, No.2 BGS, 1 August 1942).

“Excellent type of administrative officer. Quite outstanding in his ability to tackle any problem or work and handle it in a practical and efficient manner. Industrious with a pleasant personality. Imbued at all times with his responsibility to the service.” (G/C D.S. Blaine, No.2 BGS, 11 February 1943).

“This officer has a good knowledge of station administration. Since reporting has received a good grounding in establishment and organization work, together with experience in Works and Buildings, thus in connection with Works and Buildings committee handling of all Works and Buildings recommendations for this division.” (W/C G.A.D. Will, AFHQ, AMP Division, 10 September 1943).

“This officer employed on civil affairs duties and carried on special duties list at Overseas Headquarters and seconded to the War Office - date of secondment 27th June 1944.” (Message dated 27 March 1945).

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BYERS, WO2 Angus Napean Charles (R264874) - **Distinguished Flying Cross** - No.426 Squadron - Effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/45 dated 8 February 1946. Born 9 April 1925 in Lunenburg, Nova Scotia; home there; enlisted Bridgewater, 11 August 1943 and posted to No.5 Manning Depot. To No.23 Pre-Aircrew Education Detachment, 3 October 1943. To No.13 SFTS (guard), 14 November 1943. To No.10 BGS, 26 November 1943. Promoted LAC, 17 January 1944; graduated and promoted Sergeant, 25 February 1944. To No.3 Aircrew Graduate Training School, 10 March 1944. To “Y” Depot, 11 April 1944. Taken on strength of No.3 PRC, 10 April 1944. Repatriated with No.405 Squadron, 17 June 1945. To No.408 Squadron, 20 June 1945. Released 18 August 1945. Award presented in Halifax, 27 July 1949. Postwar he worked for his father’s firm, Fred Byers Plumbing and Heating, to 1980s. Then worked as a plumber with Acadia Gas Can Do. Died in Lunenburg, 15 May 2013.

In November 1944, this Warrant Officer as air gunner participated in an attack on Bochum in the Ruhr Valley. Whilst on the bombing run, Warrant Officer Byers sighted a hostile aircraft about to attack another aircraft. With coolness and determination he fired on the enemy aircraft which was severely damaged. The fighter was seen to break off the engagement smoking extensively. By his courage this airman possibly saved the lives of the other crew. Warrant Officer Byers has always displayed a high standard of devotion to duty.

DHH file 181.009 D.2618 (Library and Archives RG.24 Volume 20627) has recommendation drafted 25 April 1945 by W/C H.C. Ledoux. He was then a Flight Sergeant with 19 sorties (103 hours 35 minutes) behind him as Mid-Upper Gunner and the original submission was for a DFM. Sortie and submission as follows:

25 September 1944 - Calais (4.25)
26 September 1944 - Calais (4.20)
27 September 1944 - Bottrop (5.30)
28 September 1944 - Cap Gris Nez (4.00)
30 September 1944 - Sterkrade (5.05)
14 October 1944 - Duisburg (5.25)
14/15 October 1944 - Duisburg (4.40)
23 October 1944 - Essen (6.25)
25 October 1944 - Hamburg (5.20)
28 October 1944 - Cologne (6.15)
30 October 1944 - Cologne (5.30)
1 November 1944 - Oberhausen (5.45)
2 November 1944 - Dusseldorf (6.10)
4 November 1944 - Bochum (6.00)
6 November 1944 - Gelsenkirchen (5.20)
16 November 1944 - Julich (5.35)
27 November 1944 - Neuss (5.35)
29 November 1944 - Duisburg (6.35)
18 December 1944 - Duisburg (6.00)

On the night of 4th November 1944, the crew of which Flight Sergeant Byers was the mid-upper gunner, were detailed to bomb Bochum, in the Ruhr Valley. Just as they had started their run-in to the target, an enemy aircraft was seen by the mid-upper gunner at 50 yards range in the port beam, flying a parallel course and attacking a Lancaster. Flight Sergeant Byers immediately opened fire on it. The enemy then fired on a Halifax which was flying near the Lancaster.

With outstanding coolness and determination, Flight Sergeant Byers fired 750 rounds at the fighter which was recognized as a FW.190 by the mid-upper, the pilot and the flight engineer. Many hits were registered. The fighter was last seen breaking away to port smoking extensively. The enemy aircraft was claimed as being probably destroyed. This Non-Commissioned Officer, by his quick action possibly saved the lives of the other crews and their aircraft.

His keen determination and outstanding devotion to duty, coupled with his quality as a leader, warrants my recommendation for the award of the non-immediate Distinguished Flying Medal.

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BYERS, S/L Robert David (C1298) - **Air Force Cross** - No.4 Training Command Headquarters, Calgary - Award effective 11 June 1942 as per **London Gazette** and **Canada Gazette** (both dated 11 June 1942) and AFRO 1000-1001/42 dated 3 July 1942. Had received wings at Camp Borden, 11 December 1939. At No.4 Training Command as of 27 May 1940. Promoted Squadron Leader, 1 August 1941. To No.3 SFTS, 9 July 1942. Promoted Wing Commander, 1 February 1943. To No.4 Training Command Headquarters, 16 May 1943. To No.7 SFTS, 11 October 1943. To a Reserve Equipment and Maintenance Unit, 17 November 1944. To AFHQ, 1 December 1944. To No.10 EFTS, 4 May 1945. To Trenton, 19 August 1945. Retired 23 March 1946. RCAF photos PL-1560 and PL-1561 show S/L I.A. Critchley and F/O R.D. Byers, 1940. Award presented 3 December 1942.

The above-noted officer has been in charge of the Ferry and Communications Flight at these Headquarters for more than a year, and during this time it has been necessary to ferry a very large number of aircraft long distances, in some cases from the Atlantic seaboard. Due to the persistent energy, resourcefulness, and devotion to duty of this officer these aircraft have been ferried very successfully in nearly every case. This officer has also been called upon to test Flying Instructors and potential Flying Instructors and to fly communication aircraft under adverse conditions. This officer has shown marked ability and devotion to duty and it is strongly recommended that his services be recognized by the award of the Air Force Cross.

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BYERS, F/O William Burnard (J19507) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 19 March 1920. With his twin brother, George, studied aeronautics under Provincial Youth Training Plan. Home in Vancouver; enlisted there 20 March 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 5 April 1940. To No.4 SFTS, 18 September 1940. Promoted LAC, 1 December 1940. To No.10 SFTS, 9 May 1941. To No.130 Squadron, 1 December 1941. Reverted to AC2, 14 March 1942 on remuster to aircrew and posting to No.4 ITS; promoted LAC again, 1 April 1942; to No.15 EFTS, 5 May 1942; to No.5 EFTS, 20 June 1942; graduated 15 August 1942 and posted to No.3 SFTS; graduated and promoted Sergeant, 4 December 1942. To "Y" Depot, 27 December 1942; to RAF overseas, 4

January 1943. Commissioned 11 December 1943. Promoted Flying Officer, 11 June 1944. Repatriated 2 August 1945. Retired 3 October 1945. Re-engaged with Auxiliary (Fighter Control), Vancouver, 1 December 1950 to 15 September 1959 (131187). Award presented 5 March 1949. His brother George (R57631) had followed him through various postings, including remuster and training. They joined No.429 Squadron together and flew their first sorties as second pilots on the same night. George was killed in action, 3 November 1943. 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.20632) has recommendation dated circa 20 July 1944 when he had flown 35 sorties (209 hours 20 minutes), 27 September 1943 to 14 July 1944.

This officer has taken part in thirty-five attacks on enemy territory, many of these attacks against the most heavily defended targets, including five attacks on Berlin. Throughout his tour of operations this officer has shown a great devotion to duty, keenness for operations and determination to come to grips with the enemy. By his good leadership he has inspired his crew and by his skilful airmanship has always managed to evade action by hostile enemy aircraft, attack his target and return safely to base.

It is considered that this officer's notable tour of operations fully merits the award of the D.F.C.

The sortie list was as follows:

27 September 1943 - Hanover (4.15, abortive sortie)
3 October 1943 - Kassel (7.25)
4 October 1943 - Frankfurt (7.45)
22 October 1943 - Kassel (7.00)
3 November 1943 - Dusseldorf (4.05)
18 November 1943 - Mannheim (7.15)
19 November 1943 - Leverkusen (6.30)
22 November 1943 - Berlin (8.00)
20 January 1944 - Berlin (3.45, abortive sortie)
21 January 1944 - Magdeburg (8.00)
28 January 1944 - Berlin (3.40, abortive sortie)
15 February 1944 - Berlin (7.30)
2 March 1944 - Meauon le Mureau (5.15)
22 March 1944 - Frankfurt (7.05)
24 March 1944 - Berlin (7.25)
30 March 1944 - Nuremberg (3.25, abortive sortie)

9 April 1944 - Villeneuve St. George (5.35)
10 April 1944 - Ghent (4.45)
18 April 1944 - Le Bourget (5.50)
20 April 1944 - Lens (4.35)
22 April 1944 - Dusseldorf (5.40)
24 April 1944 - Karlsruhe (7.00)
10 May 1944 - Ghent (4.05)
12 May 1944 - Louvain (4.35)
19 May 1944 - Le Clipon (3.05)
24 May 1944 - Aachen (4.55)
27 May 1944 - Bourg Leopold (5.00)
31 May 1944 - Au Fevre (4.55)
5 June 1944 - Merville (4.40)
6 June 1944 - Conde sur Noireau (5.10)
14 June 1944 - Cambrai (4.00)
17 June 1944 - Oisemont (4.45)
25 June 1944 - Gorenflos (4.10)
27 June 1944 - Wizernes (3.45)
28 June 1944 - Metz (7.00)
4 July 1944 - Ardouval (5.50)
9 July 1944 - Villeneuve St. George (3.45)
12 July 1944 - Acquet (4.15)
14 July 1944 - Anderbelcke (3.40)

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BYFORD, F/O Arthur John Percival (J22142) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 19 May 1944 as per **London Gazette** of that date and AFRO 1296/44 dated 16 June 1944. Born in Ottawa; 24 October 1919; home there (member, RCMP); enlisted there 10 December 1941. Trained at No.1 ITS (graduated 5 June 1942), No.9 EFTS (graduated 11 September 1942) and No.6 SFTS (graduated 29 December 1942). Arrived in UK in February 1943; to No.419 Squadron on 10 October 1943. On a trip to Berlin (one of five he flew to that target) predicted flak knocked his aircraft out of control and he lost 5,000 feet altitude. DFC incident occurred during raid on Leipzig when some 79 bombers lost; enemy fighter believed to be a Me.210 or Me.410 attacking from astern. About 27 April 1944 he was again attacked by two fighters which attacked five minutes apart but were evaded. Presented with both DFC and Bar, 28 February 1946. Remained in postwar RCAF. Promoted to Squadron Leader, 1 January 1951. With No.426 Squadron, 1948-1951 (pilot and Chief Operations Officer; participated in Korean Air Lift); later commanded Instrument Flying School in Centralia; early 1956 assigned duties at Preliminary Flying Training School, Centralia; Wing Commander as of December 1956

when he was posted to Middle East and staff of Major General E.L.M. Burns as Air Staff Officer in Gaza. Also served three years at SHAPE Headquarters in France and three years as Military Attache to Prague. Retired 6 June 1969. Died in Ottawa, 2 November 2004. Copy of logbook held by National Aviation Museum.

This officer has completed very many sorties as captain and has displayed commendable skill, courage and resolution. On one occasion on the outward flight to Leipzig his aircraft was hit by cannon fire from a fighter. A large hole was torn in one of the wings, the hydraulic system was damaged, whilst part of the port rudder was shot away. Nevertheless, Flying Officer Byford continued to the target and bombed it, afterwards flying safely to base. His determination was characteristic of what he has shown throughout his tour.

BYFORD, F/L Arthur John Percival, DFC (J22142) - **Bar to Distinguished Flying Cross** - No.419 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945.

This officer is an outstanding pilot and captain of aircraft. He has attacked among other targets Berlin, Leipzig, Frankfurt and objectives in the Ruhr, and has always pressed home his attacks with fine skill and determination. His example of fearlessness and imperturbability has made a noteworthy contribution to the high morale of the squadron.

DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation from W/C W.P. Pleasance, drafted 28 July 1944, noting he had flown 15 sorties since previous award and a total of 35 sorties (210 Hours 20 minutes), 5 November 1943 to 27 June 1944. Sortie list and submission as follows:

- 5 November 1943 - Dusseldorf (6.10, second pilot, (Halifax aircraft to 23 April 1944)
- 12 November 1943 - Cannes (9.30, second pilot)
- 26 November 1943 - Stuttgart (8.55)
- 3 December 1943 - Leipzig (2.35, early return)
- 20 December 1943 - Frankfurt (7.35)
- 29 December 1943 - Berlin (7.45)
- 22 January 1944 - Magdeburg (7.50)
- 28 January 1944 - Berlin (8.35)
- 11 February 1944 - Gardening, Frisians (4.05)
- 15 February 1944 - Berlin (8.25)
- 19 February 1944 - Leipzig (8.15)
- 3 March 1944 - Gardening, Bordeaux harbour (7.25)
- 7 March 1944 - Le Mans (5.45)

13 March 1944 - Le Mans (6.20)
18 March 1944 - Gardening, Heligoland (5.45)
22 March 1944 - Gardening, Kiel Bay (7.00)
23 March 1944 - Laon (6.05)
25 March 1944 - Aulnoye (5.55)
29 March 1944 - Paris (6.15)
30 March 1944 - Gardening, Heligoland (5.10)
1 April 1944 - Gardening, West Frisians (3.35)
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18 April 1944 - Gardening, Mecklenburg (7.40)
23 April 1944 - Gardening, Rugen (7.00)
27 April 1944 - Montzen (4.15, Lancaster aircraft from here onwards)
1 May 1944 - St. Ghislain (4.25)
11 May 1944 - Boulogne (4.00)
12 May 1944 - Louvain (4.40)
24 May 1944 - Aachen (3.55)
7 June 1944 - Acheres (4.45)
9 June 1944 - Le Mans (5.35)
14 June 1944 - St. Pol (3.45)
16 June 1944 - Sterkrade (4.55)
21 June 1944 - St. Martin l'Hortier (4.15)
23 June 1944 - Bientiques (3.50)
24 June 1944 - Bamiers (3.45)
27 June 1944 - Foret d'Eawy (4.40)

This officer has captained his aircraft to 35 of the enemy's most heavily defended targets. He has attacked, among other targets, Berlin, Leipzig, Frankfurt and objectives in the Ruhr, always pressing home his attacks with skill and determination, often against the heaviest opposition the enemy was able to maintain. Since his award of the Distinguished Flying Cross, this officer has attacked 15 more targets. His cool courage and fighting spirit has been an inspiration to his squadron, and I consider that his exemplary conduct fully merits the non-immediate award of a Bar to the Distinguished Flying Cross.

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BYRNES, F/O John MacEachren (J28308) - **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 30 August 1922 in Barrie, Ontario. Pre-enlistment officer and sales clerk and truck driver. Militia service with Oxford Rifles, September 1941 onwards. Home in Tillsonburg,

Ontario; enlisted Hamilton, 11 June 1942. To No.31 OTU (guard duty), 1 August 1942. To No.3 ITS, 21 September 1942. Graduated 5 December 1942 on promotion to LAC. To No.4 EFTS, 27 December 1942. Course completed 5 March 1943 but not posted to No.9 SFTS until 19 March 1943. Promoted Sergeant, 8 July 1943; commissioned 9 July 1943. To No.45 Group, Ferry Command, 26 July 1943. Employed at Training Unit, North Bay. Promoted Flying Officer, 9 January 1944. To RAF in Britain, 12 February 1944 via attachment to No.512 Squadron. Various attachments until 30 May 1944 when posted to No.107 OTU. To No.233 Squadron, 15 July 1944. To No.437 Squadron, 14 September 1944. Attended No.1513 Beam Approach Training Flight, 28 March to 2 April 1945 before return to squadron (Oxford aircraft). Repatriated 3 December 1945. Released 10 January 1946, retiring to Tilsonburg. Died in Tilsonburg, 30 April 1989 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of July/August 1989. Award presented 14 June 1949. Photo PL-45013 shows him. DHist file 181.009 D.4855 (RG.24 Vol.20657) has recommendation dated 1 April 1945 when he had flown 1,010 hours (295 in previous six months), 360 operational hours (96 sorties). It stated he had "participated in all airborne operations since and including D-Day."

This officer's gallant work in all the airborne operations to which the squadron has been committed has won much praise. He has invariably displayed a high degree of courage showing the greatest resolution to make every sortie a success.

Notes: As of 28 January 1944 he reported a course at Dorval in No.45 Group, Transport Command as consisting of 20 hours in Link, 4.30 on Oxford (second pilot), plus the following Hudson time - 28.55 dual, 29.10 as first pilot, 20.25 as second pilot (all by day) plus the following by night - 4.25 dual, 13.05 as first pilot, 2.00 as second pilot.

On 19 September 1944 on operational supply mission in Dakota KG589, 1300 hours, port engine failed. "Corrected for single engine. Then starboard engine started failing. Changed fuel tanks, selected cross feed and wobble pumped. Engines sputtered then died a few times, all the time losing height. Picked a field and crash landed." Others in crew were J39002 P/O W.E. Simpson (co-pilot), J38747 P/O K.E. Hunt (navigator) and Flight Sergeant J.R. Chambers (WAG). Byrnes had 310 hours on type, 715 hours on all types. The report further stated:

The aircraft was fitted with overload tanks and air locks are very prevalent if the fuel cocks to the overload system are not checked periodically to ensure that they are completely closed. Instructions have been issued to this effect by Transport Command and all pilots informed.

It is considered that engine failure was due to the fuel cocks of the overload tanks vibrating open and permitting air to be drawn into the aircraft fuel system

by the fuel pump.

Assessed 17 July 1945 by S/L John T. Reed, noting he had flown 1,100 hours (375 in previous six months): "This officer has a pleasant personality, clean and neat in his appearance and is keen about his work. He shows a great deal of initiative in his work and his reliability and judgement are above average." Concurred in by W/C J.A. Sproule who noted that he was "not considered suitable for a staff appointment."

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BYTHELL, S/L John Eric Wilson (J6284) - **Commended for Valuable Services** - No.9 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 28 February 1918 in Granton, Ontario. Educated in Port Stanley, St.. Catharines and University of Western Ontario. Home in Campbellford, Ontario; experienced in journalism and CBC radio; enlisted in London, Ontario, 22 October 1940. To No.1 Training Command, 9 November 1940. To No.1 ITS, 4 January 1941; graduated and promoted LAC, 8 February 1941 when posted to No.3 EFTS; graduated 10 April 1941 when posted to No.1 Manning Depot; to No.9 SFTS, 2 May 1941; graduated and promoted Sergeant, 15 July 1941 when posted to Trenton for instructor course. Commissioned 15 August 1941; to No.4 SFTS, 21 October 1941. To No.2 Flying Instructor School, 31 August 1942; promoted Flight Lieutenant, 1 September 1943; to No.9 SFTS, 22 September 1943. Promoted Squadron Leader, 1 October 1944. To War Staff College, Toronto, 4 March 1945. To Central Flying School, 7 June 1945. To AFHQ, 18 September 1945. Remained in postwar RCAF (service number 19993). Took a one week course at Clinton, Radio and Communications School, March 1946. Attended LORAN course, Morrison Field, West Palm Beach, 29 July to 15 August 1946, returning to AFHQ as Personnel Staff Officer to the Chief of the Air Staff. To Headquarters, USAF Training Command, Barksdale, Florida, 1 April 1947 as Exchange Officer. Reassigned to Headquarters, Flying Division, AFTRC, Randolph Field, Texas, 7 April 1947 (Assistant A-3, in charge of Liaison and Helicopter Pilot Training Section, being familiar with L-4, Harvard, C-47, B-25 aircraft, familiarization visits to various USAF installations). To Canadian Joint Staff, Washington, 2 October 1947 but apparently only for pay purposes as he continued to work in Texas. To Experimental and Proving Establishment, Rockcliffe, 17 June 1949. Killed 12 January 1950 with 24328 S/L D.A. Doherty, one-quarter mile southeast of Edmonton Air Station - Auster aircraft 16674, being test flown on delivery to Northwest Industries. No citation published but see recommendation below. Certificate and emblem sent to No.1 Air Command, 5 July 1945.

Recommended for AFC, 28 December 1944 by W/C D.G. Malley when he was Officer Commanding, Examining Flight and had flown 2,313 hours 25 minutes to date (137.25 in past six months) of which 2,079.25 had been instructional (127.25 in past six months).

This officer has been on continuous instructional duties since 1st November 1941. During this time he has completed approximately 2,100 flying hours. He has carried out his duties as chief examining officer at this unit in a competent and efficient manner and is worthy of utmost praise.

This was downgraded to a Commendation for A/V/M Adelard Raymond, 9 January 1945,

Selected Assessments: "A competent flying instructor. Member of the staff of No.1 Flying Instructor School for five months and is qualified to fill an examining officers position at an SFTS. Recommend promotion to Acting Flight Lieutenant." (W/C M. Lipton, No.1 FIS, 10 September 1943).

"F/L Blythell is performing his duties as Chief Examining Officer in a most efficient manner. He is an outstanding organizer and keenly interested in the Service. It is therefore recommended that he be promoted to the Acting rank of Squadron Leader." (S/L D. Brooker, No.9 SFTS, 19 October 1944)

S/L Blythell has performed his assigned duties with the USAF in an exemplary manner. His ability to associate with officers of our military establishment both on duty and socially is of the highest order. He is a definite asset to this organization. I would without qualification recommend him for further service in a liaison capacity in the Exchange program." (Colonel Richard C. Neely, Randolph Air Force Base, 18 October 1948).

Notes: As of 1 September 1949 he was recorded as having flown the following types of aircraft - Fleet (91.00), Fleet Floatplane (2.15), Moth (19.35), Cornell (351.05), Crane (1,169.25), Anson (585.20), Lockheed (3.25), Harvard (201.25), Stinson 105 (30 minutes), Hudson (3.05), Expeditor (77.10), Mitchell (95.05), Dakota (78.40), Invader (6.15), Cub (2.00), Helicopter (30 minutes), Aeronca (2.00), Canso (1.00) and North Star (1.35).

Training: Interviewed in London, Ontario, 11 June 1940 by F/O J.M. Roberts (Commanding London Recruiting Centre). "Clean cut. Well dressed. Answers questions with precision. Lots of initiative. Would be good officer material. If he has any censurable habits, it would be an inclination towards cocksureness. Has good family background."

Course at No.1 ITS was 5 January to 7 February 1941. Courses in Mathematics (77/100), Armament, written and practical (91/100), Signals (99/100), Drill (95/100), Law and Discipline (57/60), Hygiene and Sanitation (38/40). Placed eleventh in a class of 139. "Excellent pilot type. Recommended for commission. Very keen, energetic, resourceful and dependable type of airman. Is a good team worker and likes responsibility. Will definitely be a credit to the service."

Course at No.3 EFTS was 9 February to 10 April 1941. Finch II aircraft - 22.50 dual, 34.25 solo. Instrument flying was added 7.15. Logged twelve hours in Link. "Will develop into above average pilot with further experience. Conscientious, neat, willing student." (H. Wright, Chief Flying Instructor). Ground school marks were in Airmanship (122/200), Airframes (74/100), Aero Engines (69/100), Signals, practical (95/100), Theory of Flight (58/100), Air Navigation (170/200), Armament, oral (150/200). Graded 150/200 in Qualities as an officer. Placed 15th in a class of 29. "Conduct and deportment average. Slightly above average of class in studies and flying."

Course at No.9 SFTS was 4 May to 15 July 1941. Harvard II aircraft - 39.45 day dual, 39.20 day solo, 2.50 night dual, 7.20 night solo. Logged 15.30 in Link. "Average progress. Is smooth on controls and a good pilot. Navigation above average." Ground courses in Airmanship and Maintenance (153/200), Armament, written (70/100), Armament, practical (71/100), Navigation and Meteorology (119/200), Signals, practical (50/50) and Signals, written (90/100). "Average student, very interested in his work. Conduct and deportment good." Placed ninth in a class of 53. Final assessment was "Has been an alert pupil from the beginning. Has above average ability and uses very good judgement. Above average in Navigation."

Flying Instructor Course was 19 August to 2 October 1941. On course flew 9.20 dual on single engine elementary aircraft, 9.55 solo on single engine elementary aircraft, 9.45 day dual and 2.00 night dual on single engine advanced aircraft, 9.45 day solo and 1.00 night solo on single engine advanced aircraft, 12.00 day dual and 2.00 night dual on twin engine advanced aircraft, 10.10 solo on twin engine advanced aircraft. "Very good instructor type. Above average in diction and demonstrations. Should be a good instructor with experience." Ground school tests in Airframes (73/100), Airmanship (88/100), Engines (48/100) and Air Navigation (93/100). Tested 2 October 1941 on a Cessna Crane.

Described under following headings: Sequence (very good), Voice (clear), Manner (convincing), Ability to Impart Knowledge (very good), Ability as Pilot (high average). Awarded Category "C" Instructor. "Will make a capable instructor on single or twins. Needs practice on single engine procedure." (W/C C. Carling Kelly).

BUCHAN, F/L William John (J87399) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 15 May 1945 as per **London Gazette** of that date and AFRO 1085/45 dated 29 June 1945. Born 14 December 1919. Home in Southey, Saskatchewan; enlisted Regina, 13 June 1938 as Airframe Mechanic. Promoted LAC, 13 October 1939. At Trenton as of 20 January 1940. Promoted Corporal, 1 February 1940. Promoted Sergeant, 15 August 1940. To No.1 ANS, 21 November 1940. Promoted Flight Sergeant, 1 October 1941. To No.10 Repair Depot, 10 February 1942. To No.6 Repair Depot, 13 June 1942. Remustered to aircrew and posted to No.5 ITS, 23 January 1943; graduated 3 April 1943 when posted to No.13 EFTS; graduated 28 May 1943 when

posted to No.17 SFTS; graduated 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, 8 October 1943. Commissioned 22 June 1944. Promoted Flying Officer, 22 December 1944. Repatriated 13 August 1945. Remained in postwar RCAF. Award presented 27 May 1950. Served in postwar RCAF with No.435 Squadron, Edmonton.

One night in March 1945 this officer piloted an aircraft detailed to attack Chemnitz. When over the target the aircraft was attacked by a fighter. Coolly and skillfully, Flight Lieutenant Buchan manoeuvred to a good position from which his gunners were able to bring their fire to bear on the attacker with great effect. The enemy aircraft was afterwards seen to be falling towards the ground with one engine on fire. On three other occasions, when over Pforzheim, Duisburg and Bottrop Welheim respectively, Flight Lieutenant Buchan's aircraft was attacked by fighters. In the ensuing fights, two of the attackers were undoubtedly destroyed and the third was driven off with both engines on fire. By his good combat manoeuvres and excellent co-operation with his gunners, Flight Lieutenant Buchan played a worthy part in the success achieved. This officer has invariably displayed a high degree of skill and his example of courage and coolness in the face of the enemy has inspired all.

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BUCHANAN, W/C Arnold Amherst (C2624) - **Member, Order of the British Empire** - No.1 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Enlisted in Montreal, 7 September 1940 in Aero Engineer Branch. Flying Officer as of 28 February 1941. At No.1 SFTS as of 15 June 1941. Promoted Flight Lieutenant, 1 May 1942. Promoted Squadron Leader, 1 March 1943. Promoted Wing Commander, 1 February 1944. To No.1 Air Command Headquarters, 30 September 1945. To Staff College, 20 August 1946. Reverted to Squadron Leader in postwar RCAF, 1 October 1946. To AFHQ, 16 March 1946. Promoted Wing Commander, 1 June 1947. To Canadian Joint Staff, London, 26 August 1948. To No.1 Air Material Base, 15 April 1952. Promoted Group Captain, 1 January 1955. Award presented by Governor General, 9 February 1947. Died in Kempville, Ontario, 13 December 2009.

Wing Commander Buchanan has held the position of Chief Engineering Officer at this unit for two and a half years and has operated a most efficient Maintenance Wing. His shining example of devotion to duty and untiring efforts to improve his technical knowledge have led to many suggestions for improvements in Maintenance procedure and equipment. His fine leadership qualities have earned the devotion and respect of his men. He has always met the changing demands of training with determination and success.

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BUCHANAN, F/O Charles Stewart (J14023) - **Mention in Despatches** - No.10 Squadron (Canada) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born in Montreal, 31 May 1921 (RCAF press release 2659 announcing award). Educated there and London South Collegiate where he was captain of the football and hockey teams. Home given as Ottawa where his father was living (S/L, later W/C F.M. Montgomery, later MBE); enlisted in London, Ontario, 20 August 1940. To No.1 BGS, 31 August 1940 (guard). To No.1 ITS, 8 November 1940; graduated and promoted LAC, 8 December 1940 when posted to No.9 EFTS; to No.10 EFTS, 23 January 1941; to No.2 SFTS, 28 January 1941; graduated and promoted Sergeant, 4 May 1941. Posted that date to No.13 (Operational Training) Squadron. To Eastern Air Command, 28 July 1941. To No.119 (BR) Squadron, 13 August 1941. Promoted Flight Sergeant, 1 December 1941. As pilot of Bolingbroke 9066 of No.119 Squadron, he attacked U-754 east of Sydney, Nova Scotia on 23 March 1942. Promoted WO2, 1 June 1942. Commissioned 11 July 1942. Promoted Flying Officer, 1 January 1943. To No.10 (BR) Squadron, 30 April 1943. To "Y" Depot, 2 February 1944. To No.45 (Ferry) Group, 7 February 1944. Promoted Flight Lieutenant, 11 July 1944. To United Kingdom, 1 March 1945. Repatriated 31 August 1945. Retired 1 October 1945. Rejoined via No.401 (Auxiliary) Squadron, Montreal, 6 September 1949 (105124). Promoted Flight Lieutenant, 1 January 1952. Killed 22 July 1952 in crash of a Vampire at Bagotville, Quebec.

This officer has taken part in a large number of operational sorties on anti-submarine patrols over the North Atlantic. The enthusiasm, coolness and courage with which he has completed his tasks under adverse conditions has set an high standard which is proving to be an example and inspiration to others.

A description of the action of 23 March 1942 is in a letter from Terrence H. Denny (son-in-law) to Directorate of History, 22 September 1982; navigator identified as William Howes:

The U-boat was seen to rise in the air to an angle greater than 45 degrees after the first depth charge exploded twenty feet from the bow of the vessel and then was seen to fall over on its starboard side and eventually sink below the surface. A second attack was made and a depth charge again exploded close to the surface vessel. A second aircraft was despatched to confirm the "kill" and to report on debris and on a reported oil-slick but this aircraft was unable to find the marker dropped over the site by Flight Lieutenant Buchanan and found no evidence in its search of the action..

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BUCHANAN, S/L Donald Laughlin (C13128) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1507/45 dated 28 September 1945. Born 14 May, 1912 at Ames, Iowa; educated at University of

Toronto. Home in Guelph, Ontario where he was a journalist; enlisted Hamilton 30 August 1940 as Pilot Instructor and posted to Central Flying School, Trenton. Granted rank of Sergeant, 16 October 1940 when posted to No.10 EFTS to instruct. To No.20 EFTS, 8 May 1942. To No.6 SFTS, 6 June 1942. Commissioned 31 July 1942. To No.1 Flying Instructor School, 29 August 1942. Promoted Flying Officer, 15 January 1943. Reverted to WO2, 8 May 1943. To "Y" Depot, 24 August 1943. To United Kingdom, 12 September 1943. Restored to commission and promoted Flight Lieutenant, 31 July 1944. Promoted Squadron Leader, date uncertain. Served in both Nos. 419 and 420 Squadrons. Repatriated 8 June 1945. Retired 23 July 1945. Award sent by registered mail 28 June 1949. Postwar executive with Royal Canadian Flying Clubs Association and De Havilland of Canada. Died in Kingston 27 August 1992.

This officer has proved himself to be an outstanding pilot whose leadership and fine fighting spirit have proved an inspiring example to the aircraft crews under his command. During an attack on Wanne Eickel in October 1944, the aircraft in which he was flying, while approaching the target area, was seriously damaged by intense anti-aircraft fire making control difficult. This caused the aircraft to be exposed to further attacks but this officer finally manoeuvred it out of range and back to base. Throughout, Squadron Leader Buchanan, by his superb captaincy and skill in handling a damaged aircraft, set a fine example of skill and devotion to duty.

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BUCHANAN, P/O Douglas John Alexander (J17456) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO 2322/43 dated 12 November 1943. Born 11 April 1920 in Edmonton. Educated at Glenora and Oliver Public School, Westmount and Victoria High School, and one year at University of Alberta (applied science). Home in Edmonton where he was a labourer, timekeeper and electrician's helper. COTC Cadet, October 1939 to May 1940. Enlisted in Edmonton, 28 April 1941 and posted to No.2A Manning Depot, Penhold. To No.10 Repair Depot, Calgary, 8 June 1942. To No.2 ITS, Regina, 3 July 1941; graduated and promoted LAC, 3 August 1941; taken on strength of No.2 AOS, Edmonton, 4 August 1941; graduated 19 December 1941 and posted to No.8 BGS, Lethbridge with effect from 21 December 1941; graduated 31 January 1942 when promoted Sergeant; taken on strength of No.1 ANS, Rivers, 1 February 1942; graduated 5 March 1942. To "Y" Depot, Halifax, 6 March 1942. Embarked for overseas, 31 March 1942; arrived in Britain, 14 April 1942. Taken on strength of No.3 PRC, 15 April 1942. To No.3 (Observer) AFU, 1 June 1942 (Ansons). To No.22 OTU, 9 June 1942 Wellington). To No.101 Squadron, 21 August 1942 (Wellingtons followed by Lancasters). Took a conversion course at Wigsley, September 1942 (Manchester and Lancaster). Promoted Flight Sergeant, 1 December 1942. Commissioned 9 January 1943 (letter dated 19 May 1943 and Appointments, Promotions, Retirements dated 19 July 1943). To No.81 OTU, Whitechurch, 1 March 1943. To No.28 OTU, 12 March 1943 (Wellingtons) and while there took an Instructor Refresher Course. Promoted Flying Officer, 9 July 1943. To No.3 ITW, 12 December 1943. To No.3 PRC, 1 January 1944.

He appeared to expect or hope for retraining as a pilot but this did not transpire.. Embarked for Canada on special leave, 24 March 1944. Arrived in Canada, 2 April 1944. Embarked for United Kingdom, 25 May 1944; arrived in Britain, 2 June 1944. To No.61 Base, 24 June 1944. Attended Dalton Battle School, 24 June to 1 July 1944. Attached to No.1664 Conversoon Unit, 1 July to 30 August 1944. To No.419 Squadron, 30 August 1944. Promoted Flight Lieutenant, 9 January 1945. Killed in action 4 February 1945 (No.419 Squadron, Lancaster KB787, VR-M in collision with Lancaster PA219 of No.433 Squadron), target Bonn. KB787 was delivered to the squadron in September 1944. It took part in the following operations: Bochum, 9/10 October 1944; Essen, 23/24 October 1944; Essen, 25 October 1944 (daylight); Osnabruck, 6/7 December 1944; Buer, 29/30 December 1944; Merseburg, 14/15 January 1945; Bonn (lost). Airborne at 1723 hours 4 February 1945 from Middleton St.George. outbound and while flying in cloud, collided with Lancaster PA219, No.433 Squadron. Both machines crashed south of Vielsalm (Luxembourg) in the Belgian Ardennes. Airmen from the RAF Regiment assisted in the recovery of the fourteen men killed and later marked their temporary graves with crosses. Crew of KB787 (all killed) was F/L J.P.Barlow, RCAF; F/O L.F.Edmonds; F/O D.W. Spence, RCAF; F/L D.J.A.Buchanan, DFC, RCAF; P/O C.T.Sutter, RCAF; F/O J.A.Gibbs, RCAF; F/L W.R.Kearns, RCAF. Buried in Belgium. Photo PL-24498 (L) taken when he was a Flight Lieutenant, recently sent on leave to Canada on completion of a 28-sortie tour. RCAF photo PL-32540 (ex UK-13869 dated 26 August 1944) shows him. RCAF photo PL-32540 (ex UK-13869 dated 26 August 1944) shows him. RCAF photo PL-40371 (UK-17135 dated 5 December 1944) is captioned as follows: "A veteran bomb aimer of RCAF Bomber Group's Moose Squadron, F/O D.J.A. Buchanan, DFC of Edmonton (left) is interrogated immediately on his return from attacking a synthetic oil refinery in the Ruhr. Questioner is Squadron Bombing Leader F/L D.W. Haseldine, DFC, of Eastbourne (Sussex), England. Both fliers are well into their second tour of operations."

Throughout his operational tour Pilot Officer Buchanan's ability and determination have been of a very high order. His efficiency as an air bomber has contributed, in a large measure, to the excellent results obtained by his crew. By his tenacity and complete coolness, even in the face of the heaviest opposition, many fine photographs of target areas have been obtained. Pilot Officer Buchanan has displayed consistent courage, skill and resource throughout all his missions.

Training: Interviewed for RCAF, 24 April 1941 when he was described thus: "Good education, appearance quite satisfactory, well spoken and mannered. Keen for flying. Recommended for pilot."

At No.2 ITS, the course was 3 July to 3 August 1941. Courses as marks as follows: Mathematics (96/100), Armament, P and O (72/100), Signals (97/100), Drill (74/100), Law and Discipline (48/50), Hygiene and Sanitation (30/40). Position in class not noted but there were 164 in Observers Class. Described as "Very good airman with good leadership qualities. Interested in sports. Has had COTC training, is keen to come on as observer and has the ability

to make good as such.”

Course at No.2 AOS was 18 September to 19 December 1941. All flying on Ansons (51.15 as first navigator by day, 34.20 as second navigator by day, 5.10 as first navigator by night, 2.55 as second navigator by night. Proficiency as bomb aimer not good (50/100), better as navigator (363/500). Described as “Very slow, not neat.” In Ground School, courses and marks as follows: DR Plotting (73/100), DR and DF, W/T, Written (132/200), Compasses and Instruments (107/150), Signals (100/100), Maps and Charts (74/100), Meteorology (70/100), Photography (85/100), Reconnaissance (64/100). Placed 14th in a class of 20. Described as “Average man - needs pushing.”

Course at No.8 BGS was 22 December 1941 to 31 January 1942. All flying in Battles (19.30 day bombing, 1.30 night bombing, 11.50 day gunnery. Average high level bombing error was 196 yards (best was 128 yards) and average low level bombing error was 157 yards. He dropped a total of 51 bombs high level and 12 low level. Fired 1,835 rounds, air to air scoring 6.25 percent hits in Beam Test, 5.88 percent hits in Beam Relative Speed Test and 4.8 percent hits in Under Tail test. In bombing rated as below average in low level and average in high level. Deemed consistent in air gunnery, even if a bit erratic in air work. Placed 17th in a class of 19. “Has a good grasp of theoretical knowledge, cool, confident in air work. Moderate sense of responsibility. Average wireless.”

Advanced navigation course at No.1 ANS was 2 February to 4 March 1942. Flew 29 hours 25 minutes (6.20 as first navigator by day, 6.00 as second navigator by day, 8.30 as first navigator by night, 8.35 as second navigator by night. Graded 92/100 in Astronomical Navigation (Plotting) and 57/100 in Astronomical navigation (Written). Placed 17th in a class of 20. “Has good knowledge of the subject but has a tendency to make careless errors in his calculations.”

Assessments: “This officer is a very good type and has worked most keenly as a Flight Bombing Instructor after a short period in the Ground School. He is a good disciplinarian and has set a good example to his junior instructors and pupils.” (8 January 1944, W/C P.L.B. Morsan, No.28 OTU).

“A capable young man, cheerful and popular. He was rather unfitted here as an air instructor due to Canadian leave being in the offing. He is not keen instructional duty”. (1 April 1944, Group Captain J.A. Hutchison).

“This young officer was more interested in Administrative duties than in Instructional. This I consider is the main reason of his not being very suitable as an Instructor. He is a sound administrator however. A cheerful and likeable type. I consider that he would be more usefully employed on more practical duties, or if returned to operations, as he is very capable.” (W/C T. Quintus Horner, No.3 PRC, 12 April 1944).

Notes: In application for RCAF Operational Badge dated 7 December 1943 he stated that he had

flown 28 sorties (165 operational hours) from August 1942 to 12 March 1943 with No.101 Squadron,

Another form, dated 15 March 1944, filed on repatriation for leave, stated he had flown 28 sorties (175 operational hours) and 575 hours in all.

A further form, 3 April 1944, stated he had flown 120 hours on Ansons, 30 hours on Battles, 120 hours on Wellington I and 100 hours on Wellington III plus 12 hours on Manchesters and 220 on Lancasters. He stated that he "would like to remain in Canada as an instructor" but was nevertheless returned overseas.

John Harvey Gillmore (RCAF, DFM and later DFC), Hector B. Rubin (RCAF, later DFC), Douglas J.A. Buchanan (RCAF, later DFC), and Gordon Leonard Glover (RCAF, later DFC) probably arrived at No.101 Squadron about the same time in late August or early September 1942 and crewed together. See Gillmore entry for operational details including notes provided by Dave Wallace.

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BUCHANAN, W/C Frank Montgomery (C2614) - **Member, Order of the British Empire** - AFHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Enlisted in London, Ontario, 4 September 1940 in Administration Branch and posted to AFHQ. Promoted Flight Lieutenant, 15 May 1941. Promoted Squadron Leader, 10 August 1942. Promoted Wing Commander, 1 August 1943. To Rockcliffe, 30 November 1944. To No.3 Release Centre, 8 August 1945. Retired 13 August 1945. Award presented by Governor General, 10 December 1947.

This officer has been associated with the Works and Buildings Division from the time of its formation as a directorate. He has been especially outstanding in the execution of administrative details both at Headquarters and throughout the entire Works and Buildings organization across Canada and in Newfoundland. A civilian engineer prior to joining the Royal Canadian Air Force, he rendered exceptional service during the period of great construction activity and expansion of the British Commonwealth Air Training Plan and the Western Hemisphere operations. By his complete loyalty and tireless energy to the advancement of the construction programme he has set a fine example to all ranks through his tactfulness, cheerful manner and reliability.

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BUCHANAN, F/O Mervin Arthur (J23886) - **Distinguished Flying Cross** - No.550 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 29 June 1923. Home in Leamington, Ontario; enlisted

Windsor, 5 August 1941 as Clerk/Stenographer and posted to No.1 Manning Depot. To No.6 Repair Depot, 25 October 1941. Remustered to aircrew and posted to No.5 ITS, 25 April 1942; graduated and promoted LAC, 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.2 SFTS until 24 October 1942; graduated and commissioned 19 February 1943. To No.31 GRS, 3 March 1943. To "Y" Depot, 22 May 1943. To RAF overseas, 22 June 1943. Promoted Flying Officer, 19 August 1943. Repatriated 22 January 1945. Promoted Flight Lieutenant, 14 February 1945. To No.9 SFTS, 6 March 1945. To No.1 Central Flying School, 5 July 1945. To No.5 OTU, 11 August 1945. To No.1 Air Command, 17 September 1945. To No.4 Release Centre, 21 September 1945. To No.6 OTU, 6 December 1945. Retired 20 February 1946. Rejoined as Flying Officer (pilot), 25 March 1949. Retired again, 19 September 1950. 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." Public Records Office Air 2/9038 has recommendation dated 3 October 1944 when he had flown 31 sorties (147 hours five minutes, 24 May to 26 August 1944. See also F/O H.B. Snelgrove.

27 May 1944 - Aachen (4.20)
2 June 1944 - Calais guns (3.01)
3 June 1944 - Wimereux (3.02)
5 June 1944 - Crisberg (4.09)
6 June 1944 - Acheres (4.53)
9 June 1944 - Flers (4.29)
12 June 1944 - Gelsenkirchen (4.06)
14 June 1944 - Le Havre (3.15)
16 June 1944 - Sterkrade/Holten (4.03)
22 June 1944 - Nimoyecques Construction Site (3.08, daylight)
23 June 1944 - Saintes (7.09)
24 June 1944 - Flers (3.50)
27 June 1944 - Chateau Bernapre (3.43)
30 June 1944 - Oisemont/Neuville (4.11)
24 May 1944 - Aachen (4.25)
1 July 1944 - Domleger (3.39)
12 July 1944 - Revigny (9.10)
16 July 1944 - Sannerville (4.00)
18 July 1944 - Scholoen (4.08)
20 July 1944 - Wizernes (3.17)
23 July 1944 - Kiel (4.49)
24 July 1944 - Stuttgart (8.26)
28 July 1944 - Stuttgart (8.36)
30 July 1944 - Cahagnes (4.00)
31 July 1944 - Le Havre (3.35)
1 August 1944 - Belle Croix les Bruyers (2.49)
2 August 1944 - Le Havre (3.18)

3 August 1944 - Trossy/St.Maximim (4.22)
16 August 1944 - Stettin (8.26)
18 August 1944 - Ghent/Terneuzen (3.41)
26 August 1944 - Russelheim (9.05)

This Canadian pilot has completed a tour of operations as pilot and captain of aircraft. He has attacked heavily defended targets in the heart of Germany and many precision targets in occupied territory, both by day and by night. Amongst other targets attacked during the tour are Stettin, Stuttgart, targets in the Ruhr, and Le Havre.

He has at all times displayed the greatest determination, leadership and enthusiasm. His cheerful confidence at all times has been an inspiration to his crew to enable them, despite all enemy action, to work as a most efficient team, and to deliver excellent accurate bombing attacks against the enemy.

It is considered that his fortitude, skill and cheerfulness well merits the award of the Distinguished Flying Cross.

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BUCK, Sergeant Irwin Wyman (R53635) - **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 14 August 1916. Home in Ottawa; enlisted there 12 January 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 8 March 1940. Promoted AC1, 12 April 1940. To Trenton, 17 July 1940. To No.2 SFTS, 31 July 1940. Promoted LAC, 1 October 1940. To No.6 Repair Depot, 26 February 1941. To Embarkation Depot, 10 March 1941. To overseas, 5 April 1941. To No.401 Squadron, 10 April 1941. Promoted Corporal, 1 July 1942. Promoted Sergeant, 25 September 1943. Repatriated 15 February 1945. To No.4 Reserve Equipment and Maintenance Unit, 28 March 1945. To Release Centre, 30 July 1945. Retired 7 August 1945. Certificate sent 22 September 1948. Died in Ottawa, 23 April 2003 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2003.

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BUCK, WO1 Percy Lloyd (J23022) - **Air Force Cross** - No.2 SFTS - Award effective 28 May 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943. Born in Montreal, 17 July 1915. Educated at Strathcona Academy and Montreal technical School, completing Senior Matriculation at Sir George Williams School. Took one year accounting course from Montreal Board of Trade; employed as an accountant by Crane Limited, 1930-1940, first on summer holidays and then full time. Also served in Militia (Artillery) in Montreal, 1934-1935. Enlisted in Montreal, 5 September 1940 and posted to No.1 Manning Depot, Toronto. To No.1 Training Command, 4 October 1940; attached to No.6 SFTS, Dunnville for accounting purposes, 16 October 1940. To No.1 ITS, Toronto, 15 November 1940; graduated and promoted LAC, 22 December 1940; posted next day to No.4 EFTS, Windsor Mills;

graduated 21 February 1941 and posted next day to No.4 Manning Depot, Quebec; to No.9 SFTS, Summerside, 6 March 1941; graduated and promoted Sergeant, 28 May 1941. To Station Trenton for instructor course, 8 June 1941. To No.2 SFTS, Uplands, 31 August 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 1 June 1942. Promoted WO1, 1 December 1942. Commissioned with effect from 2 October 1942 (Appointments, Promotions, Retirements dated 29 March 1943). Promoted Flying Officer, 2 April 1943. Struck off strength of No.2 SFTS, 30 June 1943 on posting to "Y" Depot, Halifax. Embarked from Halifax, 21 July 1943. Disembarked in Britain, 29 July 1943. Taken on strength of No.3 PRC, Bournemouth, 30 July 1943. To No.20 (Pilots) AFU, 24 August 1943. Attached to No.1519 Beam Approach Training Flight, 3-12 October 1943. To No.10 OTU, 1 February 1944. To No.41 Base, 10 May 1944. Attached to No.1658 Conversion Unit, 10-22 May 1944. To No.426 Squadron, 16 June 1944. Promoted Flight Lieutenant, 30 July 1944. Attended Air-Sea Rescue course, 24 August to 6 September 1944. Killed in action with No.426 Squadron, 12 September 1944 (Halifax NP741); buried in Holland. RCAF photo PL-32370 shows him.

Warrant Officer Buck has 1,490 hours total flying time, 1,285 of which were instructional on single engine types. This Warrant Officer has consistently displayed a keenness for flying and carried out every task in a highly industrious manner. He has always kept himself well informed of all innovations of flying technique, with the result that he has turned out an exceptionally keen and above average type of student.

Training:

At No.1 ITS, course was 18 November to 21 December 1940. Courses as marks as follows: Mathematics (73/100), Armament, P and O (67/100), Visual Link Trainer (82/100), Drill (86/100) and Law and Discipline (85/100). Placed 136th in a class of 154. Described as "Should make good pilot material. Keen, eager and hard worker.". Needs more time on forced landings and precautionary landings." Ground training courses as marks as follows: Airmanship and Maintenance (135/200), Armament-W (59/100), Armament-P (71/100), Navigation and Meteorology (114/200), Signals-W (67/100), Signals-P (50/50). Described as "Average student, methodical but slow, reliable, deportment good." Placed 10th in a class of 21. Reported to have had two landing accidents, both ascribed to "inexperience", apparently about 4 April and 12 April 1941.

Course at No.4 EFTS was 23 December 1940 to 9 February 1941 but extended to 20 February 1941 (whether this was a class extension of just his is not clear). Flew Fleet Finch (30.45 dual, 26.00 solo, five hours in Link). Described as a pilot as "high average" and overall as "Good progress. Keen and alert. Aerobatics need checking." Ground training courses and marks as follows: Airmanship (143/200), Airframes (148/200), Aero Engines (108/200), Signals, Practical (45/50), Theory of Flight (59/100), Air Navigation (132/200), Armament, Oral (112/200), and Qualities as Officer or NCO (140/200). F/L Hugh Ledoux described him as "unsuitable for commissioned rank at present." He placed 17th in a class of 26. General remarks were "Appearance neat and clean cut. Pleasant, confident manner. Ability less than average and does not work enough. Conduct good."

Course at No.9 SFTS was 5 March to 28 May 1941. All flying on Harvard II (46.40 day dual, 34.50 day solo, 5.25 night dual, 4.40 night solo. This included 20 hours on instruments. Also logged 15 hours in Link. Described as "A potential above average pilot

Tested on 29 August 1941 for Instructor Category. The course itself had been 7 July to 29 August 1941, entailing nine hours 40 minutes day solo on single engine elementary aircraft plus eight hours ten minutes day dual. Under "Single-engine Advanced Trainer" he had flown 8.35 day solo, 35 minutes night solo, 11 hours day dual and 2.45 night dual. Under "Twin-engine Advanced Trainer" he had flown 5.05 day solo, one hour night solo, 5.25 day dual and one hour night dual. Assessed in flying by F/O H. Jessop as "Rather slow in learning but works very hard. Has shown slow but steady progress throughout the course. Should make very good instructor". Ground courses and marks were Airframes (84/100), Airmanship (63/100), Engines (80/100) and Air Navigation (67/100). F/L J.C. Wickett described his sequences as "good", voice "fair", manner "confident", and ability to impart knowledge "average". Over all described as "A little rough on aerobatics, otherwise should do very well as instructor." Awarded Category "C".

Course at No.20 (P) AFU was 28 August 1943 to 1 February 1944. All flying on Oxford aircraft (3.25 day dual to first day solo, 17 hours day dual total, 20.15 day solo; 3.45 hours night dual to first night solo, 10.25 night dual total, 19 hours night solo; eight hours 35 minutes flown on instruments, 20.25 in Link). Flying tests and marks as follows: General Flying (305/400), Applied Flying (165/200), Instrument Flying (195/250), Night Flying (75/100), Link (37/50). Character and leadership assessed as 70/100. S/L J.R. Havers wrote, "An officer with considerable experience. He has tackled the course in the right spirit. Has marked ability both as an officer and a pilot. He is confident and popular and has all the qualities which are necessary for good leadership."

Course at No.1519 Beam Approach Training Flight was 13-18 October 1943. All flying on Oxford aircraft (13 hours dual, all by day, all of it beam flying and instrument flying). Also spent five hours five minutes in Link and flew two hours ten minutes as passenger. Flying tests and marks as follows: Beam Approach Procedure and "Q" Code (Link Trainer), 134/200, Receiver Operation (65/100), Instrument Flying (175/250), Cloud and Night Flying (175/250), General Application and Beam Approach Procedure while flying (150/200). Described as "Very satisfactory course. This pilot is very steady and should find no difficulty in using the beam in an emergency."

Course at No.10 OTU was 1 February to 12 April 1944. All flying on Whitley V aircraft (2.34 day dual to first day solo, six hours day dual, four hours as captain with a passenger and 28 hours 30 minutes day solo without passenger; 2.30 night dual to first night solo, five hours night dual, four hours night solo with passenger, 31.35 night solo without a passenger. Also did ten hours on instruments by day and 13.30 on instruments by night. Various exercises as follows: cross-country (five by day and five by night), cross-country flights at oxygen height (five day, five night), Nickel exercises (nil), Bullseye exercises (nil), Fighter Affiliation (four by day and one

by night), "Conversion Landings" (27 by day, 33 by night), "Operational Landings" (14 by day, six by night), Dry Dinghy Drills (seven by day, two by night), Parachute Drills (seven by day, one by night), and Wet Dinghy Drills (two by day). Ground tests and marks as follows: Airmanship (180/300), Armament (228/300), Meteorology (no marks), Navigation (114/200), Signals (75/100). Flying tests and marks as follows: General Flying (220/400), Applied Flying (100/200), Instrument Flying (120/250), Night Flying (50/100), Link (35/50). Character and Leadership assessed as 75/100. Described by CO named C.W. Fisher, OBE, DFC as follows "An ex-SFTS instructor with vast experience, who quickly converted to Whitley aircraft. He is keen but appears to be 'slap-dash' with his flying, possibly due to being over-confident. Should develop into quite a good captain with more heavy bomber experience. His standard of discipline is good with excellent self-control. He has mastered his crew and works together with them in good harmony.

On 2 June 1944 (1400 hours) at No.1658 Conversion Unit engaged in a Fighter Affiliation exercise (aircraft "TTX") with Deluca as tail gunner and Dugdale as mid-upper. Accompanied by a F/O Jenkins as Flying Instructor and P/O Milne as Air Gunnery Instructor. Fighter pilot assessed this as ranges being "erratic", tactics "OK", evasive action "fair" and track "OK". The Air Gunner Instructor noted that rear gunner's commentary was described as "needs lot more practice", was poor at estimating range and in tactics was "all OK but for first attack." Mid-upper gunner was okay in commentary, tended to overestimate range, and tactics were "good."

On 6 June 1944 (0930 hours) at No.1658 Conversion Unit engaged in a Fighter Affiliation exercise (aircraft "TTS") with Deluca as tail gunner and Dugdale as mid-upper. No instructors aboard. Fighter pilot assessed this as ranges "good but sometimes close 600 feet", tactics "No turn for beam attack", evasive action "good" and track "poor". The Air Gunner Instructor noted that rear gunner's commentary was described as "needs lot more practice", was poor at estimating range and in tactics was "all OK but for first attack." Mid-upper gunner was okay in commentary, tended to overestimate range, and tactics were "good."

On 9 June 1944 (1130 hours) at No.1658 Conversion Unit engaged in a Fighter Affiliation exercise (aircraft "TTS") with Deluca as tail gunner and Dugdale as mid-upper gunner. The fighter pilot was mixed in his assessment; tactics were "Okay except once turned off track too far."

Assessments:

Logbook endorsed for incident on 9 October 1941. While giving low flying instruction to pupil in Low Flying Area, he allowed the pupil to fly too low and the aircraft struck a tree top, causing slight damage to aircraft. Assessed as "Gross Carelessness" and admonished by W/C W.R. MacBrien, Commanding Officer, No.2 SFTS..

Tested on 30 April 1942 by F/L W.J. Harper, No.2 Visiting Flight, Central Flying School. At that time he had flown 639 hours 15 minutes on single engine solo work, 141 hours 15 minutes

on single-engine dual, ten hours 35 minutes on twin-engine solo and seven hours 40 minutes on twin-engine dual. Category raised from "C" to "B". Tested on Harvard II aircraft. Voice described as "piercing", Manner as "abrupt", Sequence "fair" and Ability to Impart Knowledge as "average". Ability as pilot described as "Average - Instruments high average." On general remarks, described as follows: "An average instructor, tends to be slightly rough on controls. Sequence knowledge is satisfactory."

"A senior instructor who works hard and does his job well. Is respectful, courteous and well mannered. Takes a personal and conscientious interest in his students. Does not complain but maintains a cheerful attitude at all times." (G.C W.R. MacBrien, Commanding Officer, No.2 SFTS, 2 October 1942).

"A senior instructor who works hard and does his job well. Is respectful, courteous and well mannered. Takes a personal and conscientious interest in his students. Does not complain but maintains a cheerful attitude at all times. This Non-Commissioned Officer has been recommended for a commission previously. Also recommended for promotion to Warrant Officer Class I on 23 November 1942. He will have completed 18 months service as an NCO pilot on 1 December 1942." (G/C F.A. Sampson, Commanding Officer, No.2 SFTS, 25 November 1942.)

Recommended for AFC, 5 March 1943, the text the same as that given above. Supported by G/C F.A. Sampson (Commanding Officer, No.2 SFTS) on 6 March 1943; supported by Air Officer Commanding, No.3 Training Command on 22 March 1943, and concurred in by Air Marshal L.S. Breadner, Chief of the Air Staff, 6 April 1943.

"A senior instructor who works hard and does his work well. Capable, conscientious and well mannered. Able to take more responsibility. Highly recommended for promotion to the rank of Acting Flying Officer." F/L A.D. Haylett, Officer Commanding, No.1 Squadron, No.2 SFTS, 20 April 1943).

"This officer has been employed as an instructor at this unit for the past 21 months as an NCO and as an officer. He has at all times carried out his duties intelligently and conscientiously and has been a hard and willing worker. Recommended to be Temporary Flying Officer. Recommended for retention in the service." (F/L R.E. Naylor, Officer Commanding, No.1 Squadron, No.2 SFTS, 6 June 1943).

"Flying Officer Buck is keen and competent in all respects. He is qualified for promotion to Temporary Flight Lieutenant on his length of service and personal ability and record." (W/C Burgess, No.426 Squadron, No.62 Base, 2 September 1944, noting that he had flown 15 sorties and 52 operational hours, all in the previous six months.)

Particulars of death: Shot down by flak. Crew consisted of the following: J23022 F/O P.L. Buck (pilot, 17 trips, 89 hours 55 minutes), J29995 F/O R.W. Walter (navigator, 16 trips, 81 hours 50 minutes), 1800367 Flight Sergeant P.S. Twynam (WOP, 15 trips, 74 hours 20 minutes),

J29716 F/O W. Sloan (air bomber, 16 trips, 81 hours 50 minutes), 1654274 Sergeant H.P. Ross (flight engineer, 16 trips, 81 hours 50 minutes), R204416 Flight Sergeant K.J. Dugdale (mid-upper gunner, 16 trips, 81 hours 50 minutes), and R186540 Flight Sergeant J.M. Deluca (16 trips, 81 hours 50 minutes). All crew baled out but Buck was the only fatality (died in hospital). Flying Officer Sloan wrote, on repatriation, "When I baled out counted seven chutes. The tail gunner agrees as he counted them over and over. I watched five of them land. The aircraft circled and crashed and a large column of black smoke rose at once. Mid-Upper evaded in Holland but caught in December. Pilot buried Dordrecht, Holland, civilian cemetery, 14th or 15th of September 1944." Buck's father heard a rumour that his son had been shot while descending but there is no other evidence or report on file of this.

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BUCK, F/L Wilfred Marshall (J21334) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born in Winnipeg, 5 July 1916. Educated in Ontario (Duke of Connaught School in Toronto, Eastern High School of Commerce including four years accounting). Home in Toronto (grocery store clerk); enlisted there 21 January 1942. Granted Leave Without Pay until 15 February 1942 when posted to No.1 Manning Depot. To No.1 ITS, 6 June 1942; graduated and promoted LAC, 31 July 1942 but not posted to No.4 AOS until 15 August 1942; graduated and commissioned, 4 December 1942. To "Y" Depot, 27 December 1942. To No.1 Central Navigation School, Rivers, 27 December 1942 for navigation instructors course. To No.1 AOS, 11 January 1943. Promoted Flying Officer, 4 June 1943. To "Y" Depot, 6 April 1944. Embarked from Halifax, 29 April 1944; disembarked in Britain, 7 May 1944. To No.8 (Observer) AFU, 20 June 1944. To Navigational Training Flight, 25 July 1944. To No.35 Squadron, 24 August 1944. Promoted Flight Lieutenant, 4 December 1944. To Graveley, 27 May 1945. Repatriated 5 August 1945. Retired 13 September 1945. Applied to rejoin RCAF in 1948 but was either unsuccessful or changed his mind. Award presented 22 June 1949. Died in Cumberland Centre, Portland, Maine, 10 September 1990. 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 2/9082 has recommendation when he had flown 42 sorties (191 hours), 27 August 1944 to 12 March 1945.

27 August 1944 - Homberg
31 August 1944 - Pourchinte
10 September 1944 - Le Havre
12 September 1944 - Dortmund
20 September 1944 - Calais
25 September 1944 - Calais
26 September 1944 - Calais
27 September 1944 - Calais
28 September 1944 - Calais
5 October 1944 - Saarbrucken

11 October 1944 - Fort Frederick Hendrik
12 October 1944 - Fort Frederick Hendrik
14 October 1944 - Duisburg
15 October 1944 - Wilhelmshaven
19 October 1944 - Stuttgart
25 October 1944 - Essen
28 October 1944 - Cologne
18 November 1944 - Munster
21 November 1944 - Aschaffenburg
27 November 1944 - Frieberg
29 November 1944 - Dortmund
6 December 1944 - Merseburg Leuna
12 December 1944 - Essen
18 December 1944 - Duisburg
2 January 1944 - Ludwigshaven
5 January 1945 - Hanover
7 January 1945 - Munich
14 January 1945 - Merseburg Leuna
16 January 1945 - Zeitz
22 January 1945 - Gelsenkirchen
2 February 1945 - Wanne Eickel
13 February 1945 - Dresden
14 February 1945 - Chemnitz
20 February 1945 - Dortmund
21 February 1945 - Duisburg
23 February 1945 - Pforzheim
27 February 1945 - Mainz
2 March 1945 - Cologne
5 March 1945 - Chemnitz
7 March 1945 - Hemmingstedt
8 March 1945 - Hamburg
12 March 1945 - Dortmund

Flight Lieutenant Buck is an operator of special equipment who has taken part in 42 operations against the enemy. Ten of these sorties have been carried out as a member of a Master Bomber crew. The enthusiasm and coolness with which he has carried out his duties have contributed largely to the success of his crew.

Flight Lieutenant Buck still shows most praiseworthy keenness to proceed on operations whenever possible and, in recognition of this officer's fine regard of devotion to duty, he is recommended for the non-immediate award of the Distinguished Flying Cross.

Notes: Application for Operational Wing dated 15 May 1945 claimed 49 sorties (approximately 300 hours), 27 August 1944 to 24 April 1945.

Repatriation form dated 4 July 1945 claimed 49 sorties (234 hours), the last on 24 April 1945. Also 109 non-operational hours. Types experienced were Anson (28 hours), Halifax II (40) and Lancasters I and III (275).

Assessed at Graveley, 10 July 1945 when he had flown 570 hours (117 in past six months). "An officer who has had a good influence over other aircrew. Fond of taking part in sport. A good officer, very sound and reliable,. Popular with other members of the squadron. Extremely keen to partake in operations." (G/C H.J.F. Le Good).

Training: Attended No.1 ITS, 8 June to 31 July 1942. Courses in General Studies (85/100), Mathematics (128/150), Armament, practical and oral (79/100), Signals (150/150), Meteorology (36/50), Navigation (121/150), Drill (78/100), Law and Discipline (92/100), Meteorology (35/50), Aircraft Recognition (100/100) and Signals (44/50). Placed seventh in a class of twelve Navigators. "A dependable, aggressive, conscientious airman. Has good leadership qualities, fine service spirit and deportment."

Attended No.4 AOS, 16 August to 4 December 1942. Anson aircraft - 34.50 as first navigator by day, 31.50 as second navigator by day, 16.00 as first navigator by night, 17.20 as second navigator by night. Graded in Navigation air work (542/700), Photography, air (67/100), Elements of Navigation (420/500), Magnetism and Compasses (85/100), Instruments (40/50), Signals, practical (100/100), Signals, written (25/50), Maps and Charts (35/50), Meteorology (63/100), Photography (41/50), Reconnaissance (56/100) and Aircraft Recognition (100/100). Placed fourth in a class of 20. "Logs and charts complete. Uses good judgement. Responsible and reliable." Rated above average.

Attended No.8 (Observer) AFU, 20 June to 17 July 1944. Anson aircraft - 10.15 as first navigator by day, 14.35 as first navigator by night, 3.15 as second navigator by night. Air Work assessed as follows - Air Navigation, day (246/350), Air Navigation, night (263/350), Air Navigation, Map Reading (145/200). Examined in Air Navigation Exercises (245/350), Air Navigation Test (264/300), Armament (150/200) and Signals (132/250). "All exercises in the air were carried out satisfactorily, no bad reports from pilots. Ground work of a superb standard, maintained throughout the course. Reliable navigator."

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BUCKHAM, F/L Robert Andrew (J15246) - **Distinguished Flying Cross** - No.416 Squadron - Award effective 25 May 1943 as per **London Gazette** dated 4 June 1943 and AFRO 1187/43 dated 25 June 1943. Born in Golden, British Columbia, 5 October 1914. Educated at King Edward High School, Vancouver, 1928-1930, Prince of

Wales School, Vancouver, 1930-1931, and Vancouver Technical School, 1931-1932 (mechanical engineering, drafting, engine drawing). Employed in "carriage work", 1932-1935 and as driver and salesman, 1935 to 1939. Took flying lessons in Vancouver and logged 60 hours total, November 1939 to June 1940 (Luscombe and Fleet aircraft). Enlisted in Vancouver, 23 October 1940 and posted to No.1 Manning Depot, Toronto. To No.1 WS, Montreal (non-flying duty), 15 November 1940 To No.1 ITS, Toronto, 8 February 1941; graduated and promoted LAC, 16 March 1941 but not struck off strength until 29 March 1941; reported next day to No.10 EFTS, Mount Hope; may have graduated 16 May 1941 but not taken on strength of No.2 SFTS, Uplands until 28 May 1941; graduated and promoted Sergeant, 8 August 1941). To "Y" Depot, 10 August 1941. To RAF Trainee Pool, 27 August 1941. To No.59 OTU, 29 September 1941; posted to No.416 Squadron (22 November 1941-1 July 1943). Promoted Flight Sergeant, 1 March 1942. Commissioned 8 March 1942 (Appointments, Promotions, Retirements dated 1 April 1942). Promoted Flying Officer and Acting Flight Lieutenant, 18 December 1942. Attached to Central Gunnery School, Sutton Bridge as instructor, 2 June to 30 June 1943 or 1 July to 1 August 1943, when posted to Station Digby to instruct in gunnery. Confirmed as Flight Lieutenant, 3 June 1943. To No.421 Squadron, 13 September 1943; promoted Acting Squadron Leader and posted to No.403 Squadron as Commanding Officer, 5 October 1943; attended Fighter Leader School, Milfield, 23 February to 1 March 1944. to No.127 Wing HQ, 13 June 1944. Promoted Acting Wing Commander, 14 June 1944. Repatriated to Canada, 7 August 1944. To War Staff College, 10 September 1944. To Station Patricia Bay, 19 November 1944. To Canadian Joint Staff, Washington, 8 May 1945 for American staff course. To No.6 Release Centre, Regina, 7 August 1945 to command. Retained in service and posted on 1 November 1945 to No.2 Air Command, Winnipeg. To Northwest Air Command, Edmonton, 16 December 1945 (staff duties). To Station Grande Prairie, 21 December 1945. To Northwest Air Command Headquarters, Edmonton, again as of 29 December 1945. To Station Watson Lake, 27 January 1946. To Station Whitehorse, 25 February 1946. Confirmed as a Permanent Force member of the RCAF, 1 October 1946 with rank of Squadron Leader. Killed in flying accident, Whitehorse, 15 January 1947 (passenger aboard Expedito 1394, pilot F/L R.L. Curtin; en route Whitehorse to Teslin; accident report on National Archives of Canada microfilm T-12342; aircraft had run into a snowstorm and made an error in selecting fuel switches; Pilot appears to have attempted to land with wheels up but aircraft exploded on striking ground; five servicemen and one civilian killed). Credited with the following victories: **19 August 1942**, one FW.190 destroyed and one Ju.88 damaged; **3 February 1943**, one FW.190 destroyed; **3 April 1943**, one FW.190 destroyed (shared with another pilot); **3 May 1943**, one FW.190 destroyed; **14 May 1943**, one FW.190 destroyed; **16 May 1943**, one FW.190 damaged; **19 September 1943**, one Bf.109 destroyed; **24 September 1943**, one FW.190 destroyed and one FW.190 damaged. See Chris Shores, **Aces High**. DFC presented a Buckingham Palace, 9 November 1943; invested with Bar by Governor General, 10 December 1947. The subject of a portrait by artist Edwin Holgate (Canadian War Museum collection). See RCAF photo PL-19870 (ex UK-5440 dated 7 October 1943, outside tent in

England); PL-19877 shows F/L R.A. Buckham and F/L Dean Dover, 24 September 1943 (Dover shining shoes after losing a coin toss); PL-22164 shows him with Buck McNair; PL-22285 shows Buck McNair, R.A. Buckham and Hugh Godefroy, 12 November 1943. RCAF photo PL-28554 (ex UK-8460 dated 8 March 1944) shows him in his Spitfire.

This officer has taken part in a large number of sorties and has proved himself to be a fine fighter and a first class leader. He has destroyed four enemy aircraft and damaged five locomotives.

BUCKHAM, F/L Robert Andrew, DFC (J15246) - **Distinguished Flying Cross (United States)** - No.416 Squadron - Award effective 17 July 1943 as per **London Gazette** dated 20 July 1943 and AFRO 644/44 dated 24 March 1944. Public Records Office Air 2/ 9599 has USAAF 8th Air Force General Order No.104 dated 16 July 1943 which gives citation.

For extraordinary achievement while escorting bombers of the United States Army Air Force on seven bombing raids over enemy occupied Europe. Flight Lieutenant Buckham has fervently sought out the enemy on each occasion and has destroyed three enemy airplanes in aerial combat. The courage and skilful airmanship displayed by Flight Lieutenant Buckham on all these occasions reflect great credit upon himself and the Armed Forces of His Majesty's government.

BUCKHAM, S/L Robert Andrew, DFC (J15246) - **Bar to Distinguished Flying Cross** - No.403 Squadron - Award effective 8 August 1944 as per **London Gazette** dated 11 August 1944 and AFRO 2101/44 dated 29 September 1944.

During May 1943, this officer was awarded the Distinguished Flying Cross. Since then he has flown on a great number of sorties and on many occasions has successfully led his wing, sometimes under very adverse weather conditions. He is a fearless leader and set an inspiring example to those serving under him.

NOTE: Public Record Office Air 2/9633 has recommendation drafted about 28 March 1944 when he had flown 167 sorties (327 operational hours), of which 83 sorties (141 hours) had been since his previous award. The text is more detailed than that published.

Since the citation for the award of the Distinguished Flying Cross to this officer on May 24th, 1943, he has flown a further 142 hours on operations involving 83 offensive sorties. The types of operations comprise Ramrods, Rodeos, Circus' and Rangers. He has destroyed a further two aircraft and damaged one bringing his total personal score to 6 ½ destroyed, two probable and two damaged.

He is an outstanding fighter leader who is an inspiration to those serving under him. Absolutely fearless personally, he combines this quality with innate good

judgement in the air. He has led the Wing on many occasions, always successfully and sometimes under very adverse weather conditions.

This was favourably endorsed by his Wing Commander (Flying) on 30 March 1944, by an Air Vice-Marshal (appointment not stated) on 11 April 1944, by the Air Officer Commanding, 2nd Tactical Air Force (Air Marshal Coningham) on 24 April 1944, and by the Air Commander-in-Chief, Allied Expeditionary Air Force (Air Chief Marshal Trafford Leigh-Mallory) on 28 May 1944.

Assessments: "A very fine flight commander who should go a long way." (S/L F.A. Boulton, 15 January 1943)

"A very satisfactory officer and squadron commander." (W/C M. Brown, 25 October 1943).

"It is felt this officer could fill a staff appointment at the level of his present rank. He would probably make a successful commanding officer." (G/C R.M. McKay, 17 November 1944, on completion of War Staff course).

"Has commanded No.6 Release Centre. Somewhat lacking in administrative experience. Better employed at a flying unit. A very good type of young officer. Retention in service recommended. With more administrative knowledge and experience this officer should have no difficulty in making a career in the RCAF." (A/V/M K.M. Guthrie, No.2 Air Command, 30 November 1945).

Other Notes: Damaged Spitfire P7673, Peterhead, 18 December 1941. Non-operational flight. He wrote, "On landing machine commenced to swerve to starboard. Left rudder was applied fully and brake was tried. The brakes did not hold and the aircraft slipped off the runway into the mud and turned on its nose." Squadron Leader P.P. Webb concluded, "Pilot was inexperienced on Spitfires and did not counteract the swing of the aircraft on its initial stage."

Damaged Spitfire R7224 at Dyce on 3 June 1942, non-operational flight (ferrying aircraft from Peterhead). At the time he had 325 hours on all types, 126 hours on Spitfires. He reported, "At 1545 hours on June 3rd I was landing Spitfire aircraft R7224 at Dyce aerodrome. On touching down, the port oleo sheared off, due to the drift of the aircraft. I took off again, retracted the other leg and made a belly landing on the grass." Although there was a crosswind affecting the landing (and S/L P.L.I. Archer seemed forgiving), the Wing Commander concluded, "Accident due to error of judgement. P/O Buckham is being given some dual in the Master on cross wind landings."

Spitfire EP114 damaged on 26 January 1943 during operational sortie (Escort, Circus 256), category AC (repair by contractor's working party). No details.

On 12 July 1944 he filled a form in anticipation of repatriation stating he had flown two tours,

250 sorties and 500 operational hours (last sortie on 1 July 1944). He gave his total overseas flying as 810 hours, comprised of 30 hours on Hurricanes (at OTU), 20 hours on Masters, ten hours on Magister and 750 hours on Spitfires..

His file includes an application for Operational Wings dated 15 November 1945. It includes a sortie list which is obviously incomplete as it does not begin until 7 September 1943.

Transcribed for the historical record. Some dates clipped off, hence (?):

7 September 1943 - No.421 Squadron - Ramrod (1.30)
8 September 1943 - No.421 Squadron - Ramrod (1.30)
8 September 1943 - No.421 Squadron - Ramrod (1.30)
9 September 1943 - No.421 Squadron - Starky (1.30)
9 September 1943 - No.421 Squadron - Starkey (1.15)
9 September 1943 - No.421 Squadron - Starky (.30)
11 September 1943 - No.421 Squadron - Ramrod 216 (1.50, Beamont-le-Roger)
13 September 1943 - No.421 Squadron - Rodeo 251 (1.10, Ambleteuse)
18 September 1943 - No.421 Squadron - Ramrod 228 (1.40, Beauvais)
18 September 1943 - No.421 Squadron - Ramrod 230 (1.40, Beamont-le-Roger)
19 September 1943 - No.421 Squadron - Ramrod 233 (1.50, Lans)
21 September 1943 - No.421 Squadron - Ramrod 235 (1.30)
22 September 1943 - No.421 Squadron - Ramrod 237 (1.45, Evreux)
23 September 1943 - No.421 Squadron - Ramrod 239 (1.40, Conches)
23 September 1943 - No.421 Squadron - Ramrod 240 (1.40, Beauvais)
24 September 1943 - No.421 Squadron - Ramrod 242 (1.45, Evreux)
24 September 1943 - No.421 Squadron - Ramrod 243 (1.30, Beauvais-Tille)
25 September 1943 - No.421 Squadron - Ramrod 246 (1.10, St.Omer)
26 September 1943 - No.421 Squadron - Ramrod 248 (1.40, Beauvais)
27 September 1943 - No.421 Squadron - Ramrod 252 (1.40, Rouen)
2 October 1943 - No.421 Squadron - Ramrod 255 (1.45, Woensbrecht)
3 October 1943 - No.421 Squadron - Ramrod 257 (2.00, Woensbrecht)
4 October 1943 - No.421 Squadron - Ramrod 258 (1.40)
5 October 1943 - No.403 Squadron - Ramrod 261 (1.35)
15 October 1943 - No.403 Squadron - Rodeo 260 (1.45, Flushing area)
18 October 1943 - No.403 Squadron - Ramrod 272 (1.45)
18 October 1943 - No.403 Squadron - Ramrod 273 (1.40)
18 October 1943 - No.403 Squadron - Ramrod 274 (1.35, St. Omer)
20 October 1943 - No.403 Squadron - Rodeo 263 (1.25)
20 October 1943 - No.403 Squadron - Ramrod 277 (1.25, Douai)
22 October 1943 - No.403 Squadron - Rodeo 280 (1.40)
24 October 1943 - No.403 Squadron - Ramrod 283 (1.20, Amiens)
24 October 1943 - No.403 Squadron - Fighter Sweep (1.30, Holland area)
4 November 1943 - No.403 Squadron - Rodeo (1.25, Lille)
5 November 1943 - No.403 Squadron - Ramrod 291A (1.35)

7 November 1943 - No.403 Squadron - Ramrod 197 (1.30, Berck-Rouen area)
7 November 1943 - No.403 Squadron - Circus 315 II (1.40, Doullens-St. Omer)
8 November 1943 - No.403 Squadron - Ramrod 300 (1.35)
10 November 1943 - No.403 Squadron - Ramrod 307 (1.50, Lille-Vendrevillers)
10 November 1943 - No.403 Squadron - Ramrod 308 (1.40)
11 November 1943 - No.403 Squadron - Ramrod 311 (1.45, Cherbourg area)
11 November 1943 - No.403 Squadron - Fighter Sweep (1.35, Martinvash-Cherbourg)
18 November 1943 - No.403 Squadron - Fighter Sweep (1.30, St.Omer-Hrdelot)
19 November 1943 - No.403 Squadron - Ramrod 325 (1.35, St.Omer-Bethune)
25 November 1943 - No.403 Squadron - Ramrod 330 (1.45, Cambrai)
25 November 1943 - No.403 Squadron - Ramrod 333 (1.40, Cambrai)
26 November 1943 - No.403 Squadron - Ramrod 335 (2.00, Fortress escort)
26 November 1943 - No.403 Squadron - Ramrod 336 (1.40, Amiens)
30 November 1943 - No.403 Squadron - Ramrod 341 (1.55, Fortress escort)
1 December 1943 - No.403 Squadron - Ramrod 343 (1.50, Cambrai)
1 December 1943 - No.403 Squadron - Ramrod 344 (2.00, Knocke-Rotterdam)
4 December 1943 - No.403 Squadron - Ramrod 349 (1.40, bomber high cover)
5 December 1943 - No.403 Squadron - Ramrod 351 (1.40, fighter umbrella)
20 December 1943 - No.403 Squadron - Ramrod 376 (1.50, rocket target)
20 December 1943 - No.403 Squadron - Ramrod 377 (1.40, rocket target)
21 December 1943 - No.403 Squadron - Ramrod 382 (2.00, Paris area)
22 December 1943 - No.403 Squadron - Ramrod 385 (1.45, Amiens)
23 December 1943 - No.403 Squadron - Fighter Sweep (1.55, Nieuport area)
24 December 1943 - No.403 Squadron - Ramrod 392 (1.50)
30 December 1943 - No.403 Squadron - Ramrod (2.00, Fortress escort)
31 December 1943 - No.403 Squadron - Ramrod 403 (1.45, Cambrai area)
4 January 1944 - No.403 Squadron - Ramrod 425 (1.45, rocket target)
5 January 1944 - No.403 Squadron - Ramrod 426 (1.50, rocket target)
8 January 1944 - No.403 Squadron - Ramrod 427 (2.00, Cherbourg)
23 January 1944 - No.403 Squadron - Ramrod 472 (1.50, Lille area)
24 January 1944 - No.403 Squadron - Ramrod 475 (1.45, Dieppe)
? January 1944 - No.403 Squadron - Ramrod 476 (1.50, Brussels)
? January 1944 - No.403 Squadron - Ramrod 479 (1.35, St.Omer)
30 January 1944 - No.403 Squadron - Ramrod 499 (2.00, Cambrai)
21 February 1944 - No.403 Squadron - Ramrod (2.00)
22 February 1944 - No.403 Squadron - Ramrod (2.00)
2 March 1944 - No.403 Squadron - Ramrod (2.00)
3 March 1944 - No.403 Squadron - Ramrod 616 (2.25, Laon area)
3 March 1944 - No.403 Squadron - Fighter Sweep (1.20, Lille area)
4 March 1944 - No.403 Squadron - Fort escort (1.40, from Brussels)
6 March 1944 - No.403 Squadron - Ramrod 640 (1.55)
7 March 1944 - No.403 Squadron - Ramrod (2.15)
8 March 1944 - No.403 Squadron - Ramrod 637 (2.00)

8 March 1944 - No.403 Squadron - Ranger (1.45, Evreux and Paris)
16 March 1944 - No.403 Squadron - Rodeo (1.50)
20 March 1944 - No.403 Squadron - Rodeo (2.10)
23 March 1944 - No.403 Squadron - Ramrod (2.10)
10 April 1944 - No.403 Squadron - Ramrod 713 (1.50)
19 April 1944 - No.403 Squadron - Ramrod 750 (1.30, bombing Noball target)
20 April 1944 - No.403 Squadron - Ramrod 757 (1.20, Noball target)
22 April 1944 - No.403 Squadron - Ramrod (1.05, dive bombing)
22 April 1944 - No.403 Squadron - Ramrod 769 (1.20, dive bombing)
23 April 1944 - No.403 Squadron - Ramrod 777 (1.25, Noball target)
23 April 1944 - No.403 Squadron - Ramrod 779 (1.15, Noball target)
26 April 1944 - No.403 Squadron - Ramrod 795 (2.10)
26 April 1944 - No.403 Squadron - Ramrod 798 (1.55)
27 April 1944 - No.403 Squadron - Ramrod 800 (1.45)
27 April 1944 - No.403 Squadron - Ramrod 801 (1.20)
27 April 1944 - No.403 Squadron - Ramrod 803 (1.20)
28 April 1944 - No.403 Squadron - Ramrod (1.05, dive bombing)
29 April 1944 - No.403 Squadron - Ramrod 806 (1.10, Noball target)
30 April 1944 - No.403 Squadron - Ramrod 811 (1.20, Noball target)
7 May 1944 - No.403 Squadron - Ramrod 839 (2.25)
7 May 1944 - No.403 Squadron - Ramrod 843 (1.20, Noball target)
8 May 1944 - No.403 Squadron - Ramrod 844 (2.30)
8 May 1944 - No.403 Squadron - Ramrod 848 (2.00)
10 May 1944 - No.403 Squadron - Ramrod 859 (1.55)
10 May 1944 - No.403 Squadron - Ramrod 863 (1.10)
11 May 1944 - No.403 Squadron - Ramrod 867 (1.25)
13 May 1944 - No.403 Squadron - Ramrod 881 (1.30, RR junction, Bourgoeville)
13 May 1944 - No.403 Squadron - Ramrod 883 (1.25, rocket target, Fruges)
30 May 1944 - No.403 Squadron - Ramrod 946 (1.25, strafing Noball target)
31 May 1944 - No.403 Squadron - Ramrod 953 (1.00, Dieppe)
3 June 1944 - No.403 Squadron - Ramrod 962 (1.20, strafing transport)
6 June 1944 - No.403 Squadron - Invasion Beach Patrol (2.00)
6 June 1944 - No.403 Squadron - Invasion Beach Patrol (2.00)
6 June 1944 - No.403 Squadron - Invasion Beach Patrol (2.00)
6 June 1944 - No.403 Squadron - Invasion Beach Patrol (2.00)
7 June 1944 - No.403 Squadron - Invasion Beach Patrol (2.10)
7 June 1944 - No.403 Squadron - Invasion Beach Patrol (1.55)
8 June 1944 - No.403 Squadron - Invasion Beach Patrol (1.55)
8 June 1944 - No.403 Squadron - Invasion Beach Patrol (1.55)
10 June 1944 - No.403 Squadron - Invasion Beach Patrol (2.00)
10 June 1944 - No.403 Squadron - Invasion Beach Patrol (2.00)
10 June 1944 - No.403 Squadron - Invasion Beach Patrol (1.55)
10 June 1944 - No.403 Squadron - Invasion Beach Patrol (1.55)

?June 1944 - No.403 Squadron - Invasion Beach Patrol (2.00)
 12 June 1944 - No.403 Squadron - Invasion Beach Patrol (1.55)
 14 June 1944 - No.403 Squadron - Fighter Sweep (1.45, Paris area)
 14 June 1944 - No.403 Squadron - Wing Fighter Sweep (1.55, Evreux and Lehavre)
 15 June 1944 - No.403 Squadron - Invasion Beach Patrol (2.00)
 16 June 1944 - No.403 Squadron - Covering British cruiser (1.50)
 16 June 1944 - No.403 Squadron - Fighter Sweep (.45, near Caen)
 17 June 1944 - No.403 Squadron - Fighter Sweep (1.00, Caen and Falaise)
 18 June 1944 - No.403 Squadron - Bomb line patrol (1.30, Caen area)
 19 June 1944 - No.403 Squadron - Bomb line patrol (1.35, Caen and Falaise)
 22 June 1944 - No.403 Squadron - Invasion Beach Patrol (1.05)
 22 June 1944 - No.403 Squadron - Dive bombing (1.00, Bretteville ammo dump)
 23 June 1944 - No.403 Squadron - Armed reconnaissance (1.25, Lisieux area)
 23 June 1944 - No.403 Squadron - Dive bombing (1.30, Cheux)
 25 June 1944 - No.403 Squadron - Armed reconnaissance (2.30, Chartres)
 26 June 1944 - No.403 Squadron - Beachhead patrol (1.20)
 26 June 1944 - No.403 Squadron - Beachhead patrol (1.05)
 28 June 1944 - No.403 Squadron - Bomb line patrol (1.45, Caen, Falaise)
 29 June 1944 - No.403 Squadron - Bomb line patrol (1.25, eastern flank)
 30 June 1944 - No.403 Squadron - Bomb line patrol (1.30, Bernay to Caen)
 1 July 1944 - No.403 Squadron - Bomb line patrol (1.25, Caen-Bermay- to Argentan).

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BUCKINGHAM, F/O Dalton Robert (J39879) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 16 November 1945 as per **London Gazette** of that date and AFRO/431 dated 8 August 1947 (which has name as Robert Dalton Buckingham). 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." Born 28 December 1923 in Russell, Ontario; home there or in Ottawa (draughtsman). Enlisted in Ottawa, 12 November 1942. To No.5 Manning Depot, 4 January 1943. To No.9 Pre-Aircrew Education Detachment, 7 February 1943. To No.9 SFTS (non-flying duty), 3 April 1943. To No.1 Manning Depot, 30 April 1943. To No.6 ITS, 29 May 1943. Graduated and promoted LAC, 6 August 1943; posted next day to No.4 AOS. Graduated as navigator and commissioned, 23 December 1943. To "Y" Depot, Lachine, 14 January 1944. To No.2 Aircrew Graduate Training School, 16 January 1944. To "Y" Depot, Lachine, 11 February 1944. Taken on strength of No.3 PRC, 4 April 1944. Promoted Flying Officer, 23 June 1944. Repatriated 5 August 1945. Retired 11 September 1945. Attended University of Toronto, graduating in 1949 in Aeronautical Engineering. Worked for Canadair and then Avro. To Renton in 1957 to work for Boeing including post as Chief Warranty Officer for 747. Died in Russell, Ontario, 24 October 2004. Award presented at Government House, 7 November 1949. Photo PL-48184 shows him after investiture with his mother (Mrs. Robert Buckingham) and sister

(Eva Buckingham). Sequence of initials in caption is D.R. Buckingham. DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 18 May 1945 when he had flown 30 sorties (194 hours 20 minutes), 1 November 1944 to 16 April 1945. Why did this take so long to be gazetted ?

Flying Officer Buckingham has completed his first operational tour which consisted of thirty trips. Throughout his tour he displayed the highest degree of courage and devotion to duty which have brought high praise from his captain and the members of the crew. He has participated in raids over enemy targets that were heavily defended and, despite enemy action, showed clear-cut coolness and efficiency as a navigator. His Navigation Leader has relied upon him and has received from him the utmost co-operation, both in the air and on the ground.

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BUCKLE, W/C Arthur (C2159) - **Member, Order of the British Empire** - No.3 Training Command Headquarters - Award effective 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 4 April 1900 at Kirstall, Leeds, England. Educated in Montreal, 1908-1917. In Highland Cadet Battalion, 1913-1917. Cadet in Royal Flying Corps, Canada. Appointed Temporary Second Lieutenant (on probation), Royal Flying Corps General List, 10 February 1918. On strength of Home Establishment, 27 February 1918. Confirmed in rank and graded as Flying Officer, 14 March 1918. To Headquarters, Training Division, 21 March 1918. Lieutenant (Aeroplanes), Royal Air Force, 1 April 1918. To Artillery and Infantry Cooperation School, 27 May 1918. To Central Despatch Pool, 10 August 1918. Hospitalized, 26 October 1918. To Central Despatch Pool, 4 January 1919. To No.12 Group, 7 January 1919; on same day taken on strength of No.40 Training Depot Squadron. To South-East Area, 1 April 1919. To No.45 Training Depot Squadron, 1 July 1919. To No.39 Training Depot Squadron, 23 July 1919. Transferred to Unemployed List, date uncertain. Relinquished commission and permitted to retain rank of Lieutenant, 1 September 1921. Claimed to have flown 300 hours with RFC in training, instructing, and ferrying (JN-4, DH.4, DH.9, Armstrong Whitworth, RE-8, BE.2E, Avro, SE.5, FE.2E, Bristol Fighter). Operated his own investment business between the wars. . Enlisted in RCAF in Vancouver 4 June 1940 in Administration Branch. Attended School of Administration, Trenton, 1 July to 27 July 1940 where assessed as follows: "This officer has a sound knowledge of the principles of Administrative procedure. Should make a good Adjutant." . To Western Air Command, Victoria, 27 July 1940. Promoted Flight Lieutenant, 15 June 1941. To AFHQ, Ottawa, 29 January 1941. Promoted Squadron Leader, 1 June 1942. To Canadian Joint Staff, Washington, 17 September 1942. To No.3 Training Command, 3 September 1943. Promoted Wing Commander, 1 January 1944. Killed in a flying accident, 23 November 1944. (Expediter 1410 of No.4 Training Command Communications Flight, six killed).

Award presented to next of kin.

This officer, with considerable administrative and executive experience, has shown himself highly qualified for the appointment which he now holds as Senior Personnel Staff Officer at this command. His wide experience, knowledge and friendly, co-operative spirit are strongly emphasized in the energetic and capable manner in which he performs all duties assigned to him. He is an excellent leader whose enthusiasm has been an inspiration to all serving under him. Throughout his service career this officer has displayed outstanding devotion to duty.

Recommended for an OBE, 26 August 1944 by Air Vice-Marshal Adelar Raymond. Text as above. Not mentioned is his outstanding services in connection with the Fifth Victory Load campaign, commended in a letter of 20 November 1943 from E.A. Macnutt and F. Philippe Brais (Joint Provincial Chairmen for Quebec National War Finance Committee) to A/V/M A. deNiverville - "Your choice of Squadron Leader Buckle as Liaison Officer was a very happy one as far we were concerned because his personality is such as to engender confidence and he is the type of man who one likes to have around in these campaigns where everything is going ahead at high speed."

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BUDD, Sergeant Russell Edward (R200588) - **Distinguished Flying Medal** - No.433 Squadron - Award effective 13 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born 5 September 1923. Home in Hamilton; enlisted there 3 November 1942. To No.6 ITS, 27 June 1943; to No.13 SFTS (non-flying duty), 12 September 1943; to No.1 Advanced Ground Gunnery Training School, 17 September 1943; promoted LAC, 12 November 1943 and posted that date to No.9 BGS; graduated and promoted Sergeant, 23 December 1943. To "Y" Depot, Lachine, 14 January 1944; to No.4 Aircrew Graduate Training School, 16 January 1944; to No.1 Depot again, 11 February 1944. Taken on strength of No.3 PRC, Bournemouth, 5 March 1944. Repatriated to Canada, 14 May 1945. To No.1 Air Command, 27 May 1945. To No.9 Release Centre, 16 August 1945; discharged 21 August 1945. Award presented 18 October 1947. Cited with F/O Raymond H. Simpson (RCAF pilot, awarded DFC) and Sergeant Ormond M. Brown (RCAF, awarded DFM; see above for citation). RCAF photo PL-40085 (ex UK-16581 dated 16 November 1944) is captioned as follows: "Both these gunners from the Porcupine squadron were awarded the Distinguished Flying Medal for the part they played in helping to get their Halifax bomber to England after the elevator and rudder control rods were shot away by flak during an attack on enemy territory. FS O.M. Brown, the rear gunner, Ottawa, on the left is talking over the effect of these 500-lb bombs with the mid-upper gunner, FS R.E. Budd, Hamilton. Once safely back over England the entire crew was forced to bale out due to the damage inflicted on the Halifax." RCAF photo PL-40086 (ex UK-16582 dated 16 November 1944) is captioned as follows: "Flight Sergeant R.E. Budd, a mid-upper gunner with the Porcupine Squadron, looks over the top of a turret of a Halifax bomber. He hails from Hamilton, Ontario and was recently awarded the Distinguished Flying Medal for

helping to get his aircraft back to England after the elevator and rudder controls had been shot away by flak. With the rest of the crew he was forced to 'hit the silk' once the big bomber was over England."

DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Volume 20627) has original recommendation drafted by S/L H.T. Patterson, 19 August 1944, when he had flown ten sorties (50 hours 50 minutes).

On August 4th, 1944, this NCO was Mid Upper Gunner in the aircraft "S" HX-275 captained by Flying Officer Simpson. The aircraft was heavily hit by flak when leaving the target of Bois de Casson, and the elevator and rudder controls were rendered useless when the control rods were severed in three places. Showing great ingenuity, Sergeant Budd in company with the Rear Gunner found that it was possible to maintain the position of the aircraft in the main bomber stream by pushing and pulling on the remaining portion of the controls. Despite the intensive physical strain this NCO and the Rear Gunner were able to steer the aircraft back to England.

After reaching England, Sergeant Budd and the Rear Gunner were nearly exhausted by the continual strain of keeping the controls functioning, so the Captain decided to abandon the aircraft and this was done safely by all members of the crew.

I consider that this NCO by his actions displayed a high degree of courage, skill and initiative, and fully merits the immediate award of the Distinguished Flying Medal.

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BUDREAU, F/O Donald Hackett (J88233) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 5 January 1916 at Lake of the Woods. American citizen although he gave his home as being Winnipeg; enlisted there 11 May 1942 and posted to No.2 Manning Depot, Brandon. To No.4 SFTS (guard duty), 9 July 1942. To No.7 ITS, 15 September 1942. Graduated 9 October 1942 when promoted LAC. To No.3 AOS, 29 October 1942; graduated 19 February 1943 when promoted Sergeant. To "Y" Depot, 5 March 1943. To RAF overseas, 8 March 1943. Commissioned 14 June 1944. Repatriated 5 August 1945. To Release Centre, 9 August 1945. Retired 15 October 1945. Settled in Rainey River, Ontario and was a customs agent for 24 years, Award sent by Registered Mail, 9 February 1950 to Rainey River, Ontario. Died in Rainey River, 3 October 2006 as per **Legion Magazine** of October 2006. Photo PL-40623 shows him. 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 2/9082 has recommendation dated 15 March 1945 when he had flown 37 sorties (199 hours 43 minutes), 6

March 1944 to 5 March 1945.

6 March 1944 - Trappes (5.01) - Successful
7 March 1944 - Le Mans (5.40) - Recalled by Master Bomber
13 March 1944 - Le Mans (4.51) - Bombed aiming point.
15 March 1944 - Stuttgart (7.43) - Bombed in 10/10 cloud.
5 June 1944 - Maisy (5.09) - Bombed target indicators.
6 June 1944 - Chateaudun (5.29) - ditto
7 June 1944 - Versailles (4.27) - Successful attack.
9 June 1944 - Laval (5.18) - ditto
14 June 1944 - Evreux (4.59) - Duty carried out.
29 July 1944 - Foret de Nieppe (4.07) - Bombed in daylight.
9 August 1944 - Les Landes V. et N. (3.43) - Bombed on aiming point.
10 August 1944 - Dijon (6.56) - ditto
11 August 1944 - Etaples (3.24) - ditto
14 August 1944 - TRACTABLE 21A (4.07) - ditto
15 August 1944 - Eindhoven (4.01) - Bombed airfield.
16 August 1944 - Kiel (4.54) - Good results.
18 August 1944 - Sterkrade (4.53) - Bombed target; cloud
23 September 1944 - Neuss (4.11) - Bombed through clouds
9 October 1944 - Bochum (5.16) - Successful sortie
14 October 1944 - Duisburg (5.09) - Five miles from A/P.
15 October 1944 - Duisburg (5.37) - Concentrated fires
31 October 1944 - Cologne (5.00) - Bombed through clouds
4 November 1944 - Bochum (4.49) - Bombed aiming point.
6 December 1944 - Osnabruck (6.18) - Bombed through clouds.
14 January 1945 - Saarbrucken (6.33) - 3,300 yards from A/P.
16 January 1945 - Magdeburg (6.01) - Bombed on A/P.
1 February 1945 - Mainz (6.29) - Concentrated fires.
7 February 1945 - Goch (5.43) - Turned back by Master Bomber.
9 February 1945 - Wanne Eickel (5.28) - Bombed on aiming point.
13 February 1945 - Bohlen (8.25) - Bombed through cloud.
21 February 1945 - Worms (7.19) - Good attack, fires
23 February 1945 - Essen (5.51) - Cloud; bombed as ordered.
27 February 1945 - Mainz (6.27) - ditto
2 March 1945 - Cologne (5.27) - 4,500 yards from A/P.
3 March 1945 - Kamen (6.16) - Bombed through clouds.
5 March 1945 - Chemnitz (8.42) - ditto

In a tour of operational duty lasting a year, Pilot Officer Budreau has completed 37 operational sorties as a navigator of Halifax III aircraft with No.158 Squadron. In this time he has flown with eleven different captains and has accepted the discomforts of being without a regular crew.

A navigator of outstanding ability, Pilot Officer Budreau has been a welcome member of every crew with which he has flown. His ability has been recognized in the squadron and his coolness and courage under fire have set an example which less experienced men have appreciated. In many dangerous situations his capable and accurate work has been a vital factor in ensuring the successful completion of the operation.

Apart from his fine work in the air, Pilot Officer Budreau has taken a willing part in the ground work of his section and has given generously of his time and experience in the training of new navigators on the squadron.

In recognition of his excellent operational record, his courage and coolness throughout many hazardous sorties and his unflinching devotion to duty at all times, it is recommended that Pilot Officer Budreau be awarded the Distinguished Flying Cross.

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BUE, F/L Roy Sylvester (J11866) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 5 July 1918. Home in Edmonton; enlisted Regina 20 August 1941. To No.11 Equipment Depot, 1 September 1941. To Calgary, 15 September 1941. To No.4 ITS, 10 October 1941. Promoted LAC, 6 December 1941 and posted that date to No.5 AOS; to No.7 BGS, 14 March 1942; graduated 25 April 1942 and promoted Sergeant. Posted 25 April 1942 to No.1 ANS. Commissioned 5 May 1942. Course completed 25 May 1942. Posted to No.13 (Operational Training) Squadron, 9 June 1942. To "Y" Depot, 21 June 1942; to RAF overseas, 19 July 1943. A document in the National Archives of Australia dated 2 March 1943 states that as of that date he had flown 11 sorties with No.466 Squadron as a WOP/AG. Repatriated to Canada, 21 December 1944. To Release Centre, 27 April 1945. Released 5 May 1945. Postwar he graduated in Mining Engineering (University of Alberta) and then had a career with International Nickle. Died in Waterloo, Ontario, 25 October 2014. Award sent by registered mail 18 October 1950. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.1729 (RG.24 Vol.20607) has recommendation dated 19 November 1944 when he had flown 52 sorties (283 hours 45 minutes), 14 January to 27 July 1943 (29 trips, 164 hours 45 minutes) and 25 August to 2 November 1944 (23 trips, 119 hours).

This Bomb Aimer has completed two operational bombing tours against the enemy. His work in general has been of a very high calibre and at all times his cheerful confidence has inspired a high standard of morale in his crew.

The sortie list was as follows:

First Tour

14 January 1943 - Gardening (3.05)
15 January 1943 - Lorient (5.15)
25 January 1943 - Lorient (6.10)
6 February 1943 - Brest (7.00)
13 February 1943 - Lorient (6.00)
14 February 1943 - Cologne (4.50)
16 February 1943 - Lorient (5.30)
3 March 1943 - Hamburg (5.20)
5 March 1943 - Essen (4.25)
26 March 1943 - Duisburg (1.30 - duty not carried out)
28 March 1943 - Dinghy Search (6.20)
29 March 1943 - Bochum (4.25)
10 April 1943 - Frankfurt (7.30)
26 April 1943 - Duisburg (4.50)
4 May 1943 - Dortmund (4.30)
12 May 1943 - Duisburg (4.45)
13 May 1943 - Bochum (3.10 - duty not carried out)
16 May 1943 - Gardening (4.35)
27 May 1943 - Essen (4.10)
29 May 1943 - Wuppertal (5.30)
3 June 1943 - St. Nazaire (5.20)
11 June 1943 - Dusseldorf (4.50)
14 June 1943 - Sea Search (6.45)
21 June 1943 - Krefeld (4.15)
22 June 1943 - Mulheim (4.20)
24 June 1943 - Elbefeld (5.50)
25 June 1943 - Gelsenkirchen (1.20 - duty not carried out)
26 June 1943 - Cologne (4.35)
14 July 1943 - Aachen (4.30)
24 July 1943 - Hamburg (5.10)
25 July 1943 - Gardening (3.15)
27 July 1943 - Hamburg (4.55)

Second Tour

12 August 1944 - diversion (6.30)
25 August 1944 - St. Nazaire (5.35)
27 August 1944 - Mimoyecques (3.35)
28 August 1944 - Forestel (4.05)
31 August 1944 - Cezemeras (4.30)

3 September 1944 - Volker (3.20)
6 September 1944 - Emden (4.45)
11 September 1944 - Le Havre (4.00)
12 September 1944 - Dortmund (3.00 - duty not carried out)
14 September 1944 - Wilhelmshaven (3.15 - duty not carried out)
20 September 1944 - Calais (3.00)
24 September 1944 - Calais (4.45)
25 September 1944 - Calais (4.00)
27 September 1944 - Sterkrade (6.05)
28 September 1944 - Cap Gris Nez (3.50)
9 October 1944 - Bochum (6.05)
14 October 1944 - Duisburg (5.15)
14 October 1944 - Duisburg (5.35)
16 October 1944 - Wilhelmshaven (4.45)
23 October 1944 - Essen (6.00)
25 October 1944 - Homburg (4.50)
28 October 1944 - Cologne (5.15)
30 October 1944 - Cologne (5.05)
1 November 1944 - Oberhausen (5.30)
2 November 1944 - Dusseldorf (5.45)

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BUGDEN, F/O Herbert Chesley (J16657) - **Distinguished Flying Cross** - No.571 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born in Boston, 31 January 1919. Educated in Newfoundland, 1916-1935; when decorated his home was given as St.John's, Newfoundland. Office clerk. Enlisted in Halifax, 17 July 1940. To No.2 ITS, 31 August 1940; promoted LAC, 22 October 1940. To No.1 Manning Depot, 21 November 1940. To No.5 AOS, 31 January 1941; to No.4 BGS, 26 April 1941. Graduated 9 June 1941 and promoted Sergeant. To No.1 ANS, 9 June 1941. Graduated 7 July 1941. To "Y" Depot, 8 July 1941. To RAF overseas, 14 August 1941. Arrived overseas, 30 August 1941. To No.16 OTU, 6 September 1941. To No.408 Squadron, 26 December 1941. Promoted Flight Sergeant, 6 March 1942. To No.14 OTU, 16 July 1942. To No.25 OTU, 15 August 1942. Promoted WO2, 1 December 1942. Commissioned 10 January 1943. To No.30 OTU (Wellingtons), 15 January 1943. Promoted Flying Officer, 10 July 1943. To No.1655 Mosquito Training Unit, 26 July 1943. Attached to No.8 Group Night Training Unit, 24-28 August 1943. To No.139 Squadron, 29 March 1944. To No.571 Squadron, 12 April 1944. Repatriated 31 July 1944. To No.1 ITS, 10 September 1944. To No.1 Composite School, 9 January 1945. Promoted Flight Lieutenant, 10 January 1945. Released 2 February 1945. Became a doctor. Died in Ottawa, 1984; buried in Pinecrest Cemetery. Award presented 18 October 1947. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Record Office Air 2/9632 has recommendation dated 23 May 1944 when he had flown 68 sorties (295

hours 20 minutes). The two unsuccessful operations of 4-5 January 1944 were counted as one sortie.

24 February 1942 - GARDENING (5.30)
8 March 1942 - GARDENING (4.10)
10 March 1942 - Channel Port (3.15)
13 March 1942 - GARDENING (4.30)
1 April 1942 - Le Havre (4.35)
13 April 1942 - GARDENING, Ameland (4.15)
19 April 1942 - ditto, Terschelling (5.05)
22 April 1942 - ditto, Heligoland (5.35)
25 April 1942 - Rostock (8.10)
27 April 1942 - Rostock (8.15)
29 April 1942 - Kiel (7.45)
3 May 1942 - Lorient (5.55)
5 May 1942 - Stuttgart (7.00)
7 May 1942 - Stuttgart (8.00)
9 May 1942 - Rostock (8.30)
20 May 1942 - Mannheim (7.25)
30 May 1942 - Cologne (5.10)
1 June 1942 - Essen (5.10)
6 June 1942 - Emden (4.35)
22 June 1942 - Emden (5.10)
2 July 1942 - Bremen (5.50)

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2 October 1943 - Cologne (3.20)
16 October 1943 - Dortmund (2.55)
18 October 1943 - Berlin (4.55)
20 October 1943 - Berlin (4.40)
24 October 1943 - Dusseldorf (2.35)
4 November 1943 - Leverkusen (2.40)
5 November 1943 - Hanover (3.30)
13 November 1943 - Berlin (4.25)
17 November 1943 - Berlin (4.10)
3 December 1943 - Dusseldorf (3.40)
13 December 1943 - Berlin (2.45)
16 December 1943 - Berlin (4.00)
24 December 1943 - Berlin (4.20)
29 December 1943 - Berlin (4.20)
30 December 1943 - Cologne (2.50)
2 January 1944 - Hamburg (3.55)

4 January 1944 - Equipment u/s (1.25)
5 January 1944 - Equipment u/s (3.25)
11 January 1944 - Emden (2.50)
20 January 1944 - Hanover (3.30)
21 January 1944 - Berlin (4.40)
23 January 1944 - Dusseldorf (2.35)
27 January 1944 - Berlin (3.55)
5 March 1944 - Berlin (4.00)
6 March 1944 - Hanover (3.15)
10 March 1944 - Duisburg (2.40)
14 March 1944 - Dusseldorf (2.25)
29 March 1944 - Kiel (3.30)
9 April 1944 - Ludwigshaven (3.45)
10 April 1944 - Hanover (3.20)
13 April 1944 - Berlin (3.05)
17 April 1944 - Cologne (2.40)
21 April 1944 - Cologne (2.55)
22 April 1944 - Mannheim (3.45)
23 April 1944 - Mannheim (3.35)
24 April 1944 - Hamburg (3.35)
26 April 1944 - Hamburg (3.25)
28 April 1944 - Hamburg (3.25)
30 April 1944 - Saarbrücken (3.20)
2 May 1944 - Leverkusen (3.05)
3 May 1944 - Mannheim (3.30)
7 May 1944 - Mannheim (3.20)
8 May 1944 - Osnabrück (3.00)
9 May 1944 - Berlin (4.20)
13 May 1944 - Brunsbüttel (3.35)
15 May 1944 - Mannheim (3.15)
19 May 1944 - Cologne (2.40)
21 May 1944 - Hanover (3.30)
22 May 1944 - Ludwigshaven (3.45)

This officer has now completed 47 sorties in this Group [No.8 Pathfinders] on his second tour of operations. He has shown himself to be at all times extremely capable and willing, both in the air and on the ground, and has set a first class example to the other navigators.

He has partaken in 12 attacks on Berlin, seven on Ludwigshaven, five on Hanover, five on Cologne and four on Dusseldorf, and has had his skill tested to a high degree on several occasions, his accuracy enabling a safe return of his aircraft under trying circumstances.

The Officer Commanding, RAF Station Oakington, agreed on 23 May 1944, writing, "I concur. A most

capable navigator. Strongly recommended". This was minuted as "Strongly recommended" by Air Vice-Marshal Bennett, Air Officer Commanding No.8 Group, on 30 May 1944.

Notes: Application for Operational Wing dated 7 December 1943 stated he had flown 24 sorties (140 hours) with No.408 Squadron, January to July 1942 and ten sorties (40 hours) with No.139 Squadron, October-November 1943.

An application for a Bar to his Operational Wing dated 24 January 1945 lists sorties similar to the above but not identical. It also lists the following additional sorties:

2 June 1944 - Leverkusen (3.15)

4 June 1944 - Cologne (2.45)

5 June 1944 - Osnabruck (3.15)

On repatriation form dated 21 July 1944 he stated he had flown 71 sorties (316 hours 50 minutes). Last sortie had been 5 June 1944. Types listed were Hudson (15.30), Anson (14.10), Hampden (215.55), Wellington (100.20), Oxford (26.00) and Mosquito IV, IX and XVI (211.15).

Training: Interviewed in Halifax, 5 June 1940. "This man is very keen to join. Has paid his own way from Newfoundland to here. A good type, strongly recommended."

Course at No.2 ITS was 1-30 September 1940. Courses in Mathematics (74/100), Armament, practical and oral (78/100), Drill (23/100), Law and Discipline (96/100). Passed in Link. Placed 24th in a class of 286. "Good background. Inclined to be nervous. Should make good as he gains confidence." (W/C H.J. Burden)

At No.1 EFTS, 24 October to 11 December 1940. Flew 15.35 dual in Fleet Finch but did not solo; also logged 1.30 in Link. "Reactions slow. Cannot relax nor synchronize movements." (Flying Instructor). "Hard worker, made a favorable showing on ground school work. Flying training discontinued due to lack of coordination. Recommended for Air Observer course."

Course at No.5 AOS was 3 February to 28 April 1941. Anson aircraft - 27.00 as first navigator by day, 20.55 as second navigator by day, 2.40 as first navigator by night, 5.50 as second navigator by night. "Good navigator but not very methodical. Somewhat nervous but not excitable in the air." Graded in DR Plotting (129/150), DR and DF WT, written (138/200), Compasses and Instruments (134/150), Signals (98/100), Maps and Charts (80/100), Meteorology (57/100), Photography (76/100), and Reconnaissance (78/100). "Attentive, easy going, cheerful." Placed tenth in a class of 42. "Slightly careless in appearance but a good student."

Course at No.4 BGS was 28 April to 6 June 1941. Battle aircraft - 13.40 bombing by day and 7.25 gunnery by day. Average error in Bombing 258 yards, in low level bombing 165 yards. Scored 2.5 percent hits in Beam Test, four percent hits in Beam Relative Speed Test, 4.4 percent hits in Under Tail

Test. Assessed in Bombing, written (132/150), Bombing, practical (112/150), Gunnery, written (88/100) and Gunnery, practical (73/100). Placed 38th in a class of 44.

Course at No.1 ANS was 9 June to 7 July 1941. Anson aircraft - 5.55 as first navigator by day, 10.30 as second navigator by day, 9.40 as first navigator by night, 10.25 as second navigator by night. Rated 174/250 as Navigator. "Work not neat but fairly accurate." In ground training rated in Astronomical Navigation Plotting (108/150) and Astronomical Navigation written (80/100). Placed 50th in a class of 111. "Fairly intelligent individual but very unimpressive. Probably quite reliable." To this was added, "Very unimpressive in appearance, careless in dress. Definitely not officer material."

Course at No.16 OTU was 6 September to 27 December 1941. Flew in Ansons (7.20 by day, 6.50 by night) and Hampdens (27.30 by day, 23.35 by night). Fired 800 rounds at drogue. Average as navigator and gunner. "Keen type. Will do well with more experience."

Course at Mosquito Training Unit included time in a Conversion Flight with Oxford aircraft (26 hours 55 minutes), 12 August to 26 September 1943. Paired with a F/L Perry - probably 101557 Roy Sidney Perry.

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BUIK, Sq/O Helen August (V30111) - **Mention in Despatches** - No.6 Group Headquarters (AFRO gives unit only as "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1672/45 dated 2 November 1945. Born 20 January 1906 in Toronto; graduated with a BA, Home Economics, University of Toronto, 1928. Home in Toronto where she was employed by T.Eaton Company (restaurant manager); enlisted there 18 April 1942, initially as an Equipment Officer; transferred to Messing Branch, 18 August 1944. On strength of No.6 Manning Depot, Toronto, 18 April to 16 May 1942; at Composite Training School, Trenton, 17 May to 4 July 1942; No.2 Training Command Headquarters, Winnipeg, 5 July 1942 to 31 March 1943 (promoted Flight Officer, 18 January 1943); to No.4 Wireless School, Guelph, 1 April 1943 (on strength of that unit while Officer Commanding School of Cookery, Guelph); to AFHQ, Ottawa, 4 August 1943; with No.1 Training Command Headquarters, Toronto, 31 January to 1 March 1944; posted overseas, 5 March 1944; with Headquarters, No.6 (Bomber) Group, 29 March 1944 to 16 July 1945 (promoted Squadron Officer on 18 July 1944); repatriated to Canada 23 July 1945; on strength of AFHQ, Ottawa, 31 August 1945 to 16 June 1946; released 19 June 1946. Died in Toronto, 10 January 1997. RCAF photo PL-31202 (ex UK-13028 dated 1 August 1944) is captioned as follows: "This WD officer has executive ability in abundance as well as brunette beauty. She is Flight Officer Helen Buik of Toronto, Senior Catering Officer of RCAF Bomber Group Overseas. Her job consists of seeing that thousands of Canadian air and ground crew men and women get enough out of British war rations for three square meals a day, not to mention all kinds of casual meals for persons working overtime and operational meals for aircrew before and after flights. With the Group hammering at invasion and flying bomb targets night and day, which means that both air and ground crews are on duty many more hours a week than ever before, appetites are sharper than ever and Flight Officer Buik has to keep going at all hours to satisfy them. Before she joined the Women's Division, she managed the Eaton Group of restaurants in College Street, a position

to which she will return after the war.” RCAF photo PL-40143 (ex UK-16884 dated 22 November 1944) is one of several featuring new mobile dairies with RCAF overseas. This one is captioned, “Squadron Officer Helen Buik of Toronto, in charge of all catering in Canadian Bomber Group in Britain, is shown standing beside the electrical agitator which mixes solutions of powdered milk and water into reconstituted powdered milk in the RCAF’s eleven new mobile dairies being sent overseas. The dairies, first of which has already arrived in Bomber Group, will augment the supply of milk served to station personnel, and are capable of turning out ten ounces of milk per day per person for a station of 2,500 service men and women. The scene is the interior of the unit.” Photo PL-40144 (ex UK-16845 dated 22 November 1944) shows her pouring a drink of reconstituted powdered milk. “Squadron Officer Buik was among those who attended a special demonstration of making milk from powder in the first of the mobile dairies to reach Britain en route to Bomber Group.” RCAF photo PL-42669 (ex UK-19552 dated 16 March 1945) taken during monthly food conference in No.6 Group; caption reads in part, “These women are responsible for serving operational meals to fliers at any hour of the day or night in addition to the regular ‘three squares’ a day supplied air and ground crew alike.” Left to right in the back row, with Squadron Officer Helen Buik, Flight Officer Isobbel Gibson (Ottawa), Elizabeth Little (Haileybury), and Betty Park (Calgary and Richmond Hill); front row, left to right are Flight Officer Isobel Ross (Regina), Grace Torrie (Hartney, Manitoba) and Florence Stacey (Edmonton).

BUIK, Sq/O Helen Augusta (V30111) - **Member, Order of the British Empire** - No.6 Group Headquarters (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. No citation; a news clipping describes her as "attached to the Royal Air Force while supervising diets for Canadian airmen." Award presented 9 April 1948.

Although no citations or recommendations have been found to these awards, certain communications explain her work. On 12 August 1944, G/C C.B. Guest described her as follows:

A very competent officer who has done a good job in reorganizing messing within this Group.

On 19 August 1944 G/C T.C. Macfarlane (Personnel Section, No.6 Group Headquarters) wrote:

The establishment of No.6 Group Headquarters has recently been amended to make provision for a Squadron Officer Equipment Messing post. Flight Officer Buik has been carrying out the duties of Group Messing Officer since 30th March 1944. This officer is one of the most senior and best qualified of the Messing Officers in the RCAF and has been extremely well reported on at all times. The Air Officer Commanding, No.6 Group, has recommended that she be posted to the recently established position and appointed to the Acting rank of Squadron Officer, effective 19th July.

On 23 April 1945 Air Commodore Bryans wrote:

Squadron Officer Buik has put much time and energy into the difficult and

important work of messing throughout 6 Group and 76 Base. She has organized well and kept in touch with all aspects of the work.

Her subsequent repatriation to Canada in July 1945 was accelerated by the retirement of the RCAF's Senior Women's Division Dietician.

RCAF photo PL-31202 (ex UK-13028, dated 1 August 1944) has the following citation: "This WD officer has executive ability in abundance as well as brunette beauty. She is Flight Officer Helen Buik of Toronto, Senior Catering Officer of RCAF Bomber Group Overseas. Her job consists of seeing that thousands of Canadian air and ground crew men and women get enough out of British war rations for three square meals a day, not to mention all kinds of casual meals for personnel working overtime and operational meals for aircrew before and after flights. With the Group hammering at invasion and flying bomb targets night and day which means that both air and ground crews are on duty many more hours a week than ever before, appetites are sharper than ever, and Flight Officer Buik has to keep going at all hours to satisfy them. Before she joined the Women's Division, she managed the Eaton group of restaurants in College Street, a position to which she will return after the war."

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BUJOLD, FS (now P/O) Charles Marcien (R196916/J90104) - **Distinguished Flying Medal** - No.425 Squadron - Award effective 5 December 1944 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Home in Debden, Saskatchewan; enlisted Saskatoon; Trained at No.3 WS (graduated 6 August 1943) and No.3 BGS (graduated 29 October 1943). Award presented 6 September 1947. Served in postwar RCAF (217841). Photo PL-34163 is a portrait.

As air gunner, Flight Sergeant Bujold has participated in very many sorties. He has displayed great keenness and devotion to duty throughout. The skill and resolution he has shown in defending his aircraft against enemy fighters have been most commendable.

The original recommendation (for a DFM; he was still a Flight Sergeant), is found in DHH file 181.009 D.1633 (Library and Archives Canada RG.24 Volume 20603). It was drafted 29 September 1944 by W/C Hugh LeDoux, credited him with 35 sorties (167 hours 25 minutes). The material suggested that he was in the crew of F/O P.J.D. Hache, but there is a discrepancy as to the date and target when their aircraft sustained an electrical failure and was engaged by an enemy fighter - 27 May 1944 and Bourg Leopold or 12 June 1944 and Versailles ? Sortie list and text as follows:

27 May 1944 - Bourg Leopold (5.05)
9 June 1944 - Le Mans (6.05)
10 June 1944 - Versailles (5.25)

12 June 1944 - Cambrai (5.25)
14 June 1944 - St. Pol (3.55)
16 June 1944 - Sautrecourt (4.10)
21 June 1944 - St. Martin (4.10)
23 June 1944 - Bientques (4.30)
24 June 1944 - Bemieres (4.15)
1 July 1944 - Biennais (4.20)
3 July 1944 - Biennais (4.40)
5 July 1944 - Biennais (3.30)
7 July 1944 - Caen (4.00)
15 July 1944 - Nucourt (4.50)
17 July 1944 - Caen (4.20)
20 July 1944 - Ferme de Forrestel (4.30)
3 August 1944 - Foret de Nieppe (3.55)
4 August 1944 - Bois de Cassan (5.00)
5 August 1944 - St. Leu d'Esserent (5.10)
7 August 1944 - La Hogue (5.10)
8 August 1944 - Foret de Chantilly (5.20)
9 August 1944 - Foret de Nieppe (3.50)
10 August 1944 - La Pallice (6.55)
14 August 1944 - Bons Tassilly (4.25)
16 August 1944 - Kiel (5.30)
18 August 1944 - Connantre (6.45)
25 August 1944 - Brest 4.15)
27 August 1944 - Marquis Mimoyceques (4.00)
28 August 1944 - Ile de Cezembre (4.15)
31 August 1944 - Ile de Cezembre (4.50)
3 September 1944 - Volkel (3.50)
9 September 1944 - Le Havre (4.30)
10 September 1944 - Le Havre (4.40)
11 September 1944 - Castrop Rauxel (5.25)
12 September 1944- Wanne Eickel (5.10)

As rear gunner on a Halifax bomber, Flight Sergeant [sic] Bujold has recently completed a tour of operations. His tour included sorties over heavily defended targets.

On the night of the 27th of May 1944, the crew of which Flight Sergeant Bujold was Rear Gunner was detailed to attack Bourg Leopold, Belgium. On the run into the target, the electrical system became faulty, which prevented the bombs from being released. The rear turret as well as three of the guns were rendered unserviceable.

On the return trip to base, the rear gunner spotted enemy aircraft. Being powerless to attack the enemy, this Non-Commissioned Officer, displaying exceptionally fine judgement, gave the tactics to be followed for evasive action to the Captain. His knowledge of the manoeuvrability of the aircraft, coupled with precision and timing, were responsible for the safe return of the crippled aircraft.

Flight Sergeant Bujold has exhibited a high sense of duty throughout his operational tour. His thorough knowledge of this job has been responsible for the safety of his crew which is worthy of high praise.

I strongly recommend that this Non-Commissioned Officer's gallantry be recognized by the non-immediate award of the Distinguished Flying Medal.

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BUKER, S/L Percival Wellington (C9803) - **Mention in Despatches** - No.6 Group Headquarters (AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. Name sometimes spelled as "Bucker". Born in Virden, Manitoba, 30 December 1902. Farm hand, 1922-1925; CNR engine wiper, 1925-1926; Metropolitan Life Agent, 1926-1927; Jack Elliott Flying School (Hamilton), 1927 (three months), Metropolitan Life again, 1927 to enlistment. Home in Calgary; enlisted there 17 January 1942 in Administration Branch; trained at Trenton. To No.3 SFTS, Calgary, 14 February 1942. Promoted Flight Lieutenant, 1 October 1942. To "Y" Depot, 25 July 1943; embarked from Halifax, 3 September 1943; disembarked in Britain, 16 September 1943. To No.3 Personnel Reception Center, 16 September 1943. Attached to RCAF Overseas Headquarters, 21-23 September 1943. Attached to No.61 Base, 2 October 1943. Attached to Station Highgate for Intelligence course, 20-25 October 1943. To Linton-on-Ouse, 27 October 1943. To No.6 Group Headquarters, 20 May 1944 (Intelligence staff). Promoted Squadron Leader, 1 December 1944. To No.62 Base, 3 September 1945. Repatriated 23 October 1945. Retired 5 December 1945. Certificate sent 8 October 1948. Died in Victoria, 1 December 1991 as per British Columbia Vital Statistics.

Selected Assessments: "A good type of officer - accepts responsibility well - further experience will develop more force. Has made good progress at this unit." (W/C G.P.Dunlop, No.3 SFTS, 17 August 1941).

"This officer is steady and conscientious in his work and has the happy faculty of being able to see things that need doing without being told." (W/C R.D. Byers. No.3 SFTS, 15 March 1943).

"Is thoroughly reliable, has organizing ability and is most efficient; he has proved himself capable of assuming the responsibilities of intelligence at this Headquarters. I recommend appointment to Acting Squadron Leader rank." (W/C T.S. Mackay, No.6 Group Headquarters,

12 December 1944).

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BULBECK, F/O Arthur Andrew (C89491) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 1 September 1915 in Toronto; home there (hospital orderly, 1933-34; tile setter, 1934-1935; mechanic, 1935 to enlistment. Enlisted in Toronto, 5 August 1942 for General Duties and posted to No.2 Manning Depot. To Boundary Bay, 1 October 1942.. Promoted AC1, 5 November 1942. Classified as Welder, 11 January 1943. To Technical Training School, 1 February 1943. To No.6 Repair Depot, 13 February 1943. Promoted LAC, 5 March 1943. To "Y" Depot, 8 April 1943. To RAF overseas, 15 May 1943; disembarked in UK, 24 May 1943. To No.3062 Echelon, 9 June 1943. To ARRC (whatever that is), 27 September 1943. To No.14 Initial Training Wing, 16 October 1943. Remustered to aircrew and posted to No.7 Air Gunner School, 11 December 1943. Classified as Air Gunner and promoted Sergeant, 25 February 1944. To No.22 OTU, 7 March 1944. To No.61 Base, 27 May 1944. Attached to No.1664 Conversion Unit, 27 May to 25 June 1944. To No.408 Squadron, 25 June 1944. Commissioned 24 August 1944. To No.432 Squadron, 30 November 1944. Promoted Flying Officer, 24 February 1945. To No.1666 Conversion Unit, 12 April 1945. To No.1659 Conversion Unit, 3 August 1945. Repatriated 26 September 1945. Retired 5 November 1945. Genealogical website lists Arthur Andrew Bulbeck as born in Toronto, 9 January 1915 and died in Sonoma, California, 27 February 1984. Award sent by registered mail 28 June 1949. 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.2618 (RG.24 Vol.20627) has recommendation dated 18 March 1945 when he had flown 30 sorties (148 hours 35 minutes) between 4 July 1944 and 28 January 1945.

As Air Gunner this officer has completed thirty successful operational sorties over enemy territory. Throughout he has displayed the greatest keenness and his example of courage and determination has been of a fine order. His devotion to duty and fine example have been an inspiration to all Air Gunners in the squadron.

For his example of loyalty and fine record of achievement, Pilot Officer Bulbeck is strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

4 July 1944 - Paris (5.45)
6 July 1944 - Conquereaux (4.20, day)
7 July 1944 - Caen (4.10, day)
15 July 1944 - Desjardines (3.50)

18 July 1944 - Wesseling (5.05)
23 July 1944 - Kiel (5.10)
5 August 1944 - St. Leu d'Esserent (3.40, day)
7 August 1944 - TOTALIZE (3.20)
8 August 1944 - Foret de Chantilly (5.15, day)
9 August 1944 - Foret de Nieppe (3.35)
10 August 1944 - La Pallice (6.25)
12 August 1944 - Mont Richard (5.00, day)
18 August 1944 - Connantre (5.35)
25 August 1944 - Brest (5.05)
27 August 1944 - Mimoyceques (3.25, day)
28 August 1944 - La Hayes (3.25, day)
31 August 1944 - Delezembre (? 4.30, day)
3 September 1944 - Volkel (3.40)
25 September 1944 - Calais (4.20, day)
26 September 1944 - Calais (4.15, day)
27 September 1944 - Sterkrade (4.35, day)
28 September 1944 - Baringzellas (3.20, day)
30 September 1944 - Sterkrade (4.30, day)
6 October 1944 - Dortmund (5.50)
12 October 1944 - Wanne Eickel (5.00, day, duty not carried out)
15 October 1944 - Wilhelmshaven (4.30)
21 October 1944 - Hanover (3.20, duty not carried out)
23 October 1944 - Essen (5.40)
25 October 1944 - Homburg (4.25, day)
24 December 1944 - Dusseldorf (4.55, day)
14 January 1945 - Grevenbroich (6.10)
28 January 1945 - Stuttgart (6.20)

NOTE: See entry for C.S. Railton for a Combat Report of an action in which he was engaged.

Application for Operational Wing dated 10 March 1945 claims 30 sorties (147 hours ten minutes), 25 June 1944 to 2 March 1945.

Training: Although he had gone overseas as a Welder, he had tried to remuster previously to aircrew. A report from No.17 Aviation Candidates Selection Board dated 16 September 1943 described him as "Sharp, alert and reasonably intelligent. Should make Air Gunner as he seems tough and keen."

He attended No.14 Initial Training Wing, 16 October to 26 November 1943. Courses in Aircraft Recognition (24 hours), Armament (23 hours), Elementary Air Navigation (six hours), Law and Administration (17 hours), Mathematics (23 hours) and Signals (20 hours). "Confident and self assured. Good knowledge of subjects and should prove useful Air Gunner."

Course at No.7 Air Gunner Course, Stormy Down was 12 December 1943 to 26 February 1944. Flew in Anson aircraft, 15 hours five minutes, exposed 108 feet of film, fired 2,200 rounds air-to-air (four percent hits) and 800 rounds air-to-sea. Browning .303 guns and Bristol turrets in the air; but on ground also used Frazer-Nash and Boulton Paul turrets. Ground courses in Aircraft Recognition (163/200), Guns (184/200), Pyrotechnics and Ammunition (84/100), Sighting (247/300) and Turrets (170/200). "A keen and intelligent cadet who worked hard throughout the course and who should make a capable member of a crew."

Course at No.22 OTU was 8 March to 12 May 1944. Ground courses in Aircraft Recognition (140/200), Guns (140/200), Reporting, Fighting Control (130/200), Sighting, including practices on G.T.S.F. (120/200), Turrets, Drill and Components (160/200). In the air, carried out seven daylight cine-camera exercises and numerous air firing exercises (3.1 percent hits), one night interception exercise and one Nickel operation.

Attended No.1664 Conversion Unit, 28 May to 23 June 1944. Crew was J26761 F/O S.H. Minhinnick (captain, later DFC), J36313 P/O J.A. Bleich (navigator), J35776 P/O H.P. Harriman (Bomb Aimer), R182961 Sergeant D.E. Staples (WOP), 1866975 Sergeant K.A. Partridge (RAF Flight Engineer), R184508 Sergeant A.A. Bulbeck (Mid-Upper Gunner, later commissioned and awarded DFC) and J39043 P/O G.F.G. Bowser (Rear Gunner). Crew described as "An average captain with a good average crew". He was described as follows - "Above average 8. Should make an excellent gunner." He had fired 400 rounds on 400-yard range, 15 clay pigeons, 1,200 rounds air-to-air and taken part in two fighter affiliations. Spent seven hours in Turret Manipulation. Rated in the following subjects - Sighting (39/40), Browning Guns (20/20), Boulton-Paul Turrets (30/30), Tactics (48/50), Harmonization (20/20).

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BULL, F/O Clifford Frank (J20632) - **Distinguished Flying Cross** - No.38 Squadron - Award effective 17 April 1944 as per **London Gazette** dated 23 April 194 and AFRO 1020/44 dated 12 May 1944. Born in Moose Jaw, Saskatchewan, 26 January 1921. Home in Hamilton where he attended Hamilton Technical Institute Worked for Coca-Cola in Hamilton as assistant route salesman and Cub Aircraft Corporation of Hamilton (apprentice for Engineer Certificate) as well as clerk and store manager for a tobacconist. Enlisted Galt, 14 February 1941 as Aero Engine Mechanic and taken on strength of No.1 Manning Depot. To No.5 SFTS, 17 March 1941. Promoted AC1, 27 October 1941. Remustered to aircrew and posted to No.6 ITS, 28 February 1942; graduated and promoted LAC on 24 April 1942; to No.9 EFTS, 23 May 1942; to No.8 SFTS, 18 July 1942; Graduated and commissioned, 6 November 1942. To No.31 GRS, 13 November 1942. To "Y" Depot, 8 January 1943. To RAF overseas, 18 February 1943. Disembarked in Britain, 28 February 1943. To No.18 (Pilots) Advanced Flying Unit, 16 March 1943. To Station Limavady and No.7 (Coastal) OTU, 13 April 1943. To No.1 Torpedo Training Unit, 8 June 1943. To No.303 FTU, 23 July 1943. To North Africa, 25 August 1943. To No.22 Personnel Transit Unit, 21 September 1943. To No.201 Group, 17 November 1943. To No.38

Squadron, 20 November 1943. Killed in action 6 March 1944 (Wellington MP804); no known grave; name on El Alamein Memorial. Award presented to next-of-kin by Governor General, 2 December 1946.

This officer has completed very many sorties including a number of anti-submarine patrols and mine-laying missions. One night in February 1944, Flying Officer Bull captained one of a formation of aircraft which attacked a medium sized ship in Aegean waters. Although his aircraft was hit by anti-aircraft fire, Flying Officer Bull pressed home his attack from mast height and obtained two hits on the vessel. He displayed great courage and determination.

Public Record Office Air 2/9220 has recommendation drafted 6 February 1944. This indicated he had flown two sorties (13 hours 45 minutes) before joining No.38 Squadron. Subsequent missions were listed with the submission but without specific dates. These were:

- Anti-submarine patrol (8.25):
- Anti-submarine patrol (3.15)
- Anti-submarine patrol (8.35)
- Anti-submarine patrol (9.00)
- Anti-submarine patrol (8.45)
- Offensive operation, mines (7.25)
- Offensive operation, mines (9.25)
- Anti-submarine patrol (7.45)
- Anti-submarine patrol (7.30)
- Offensive operation, mines (7.05)
- Offensive operation, mines (8.35)
- Anti-submarine patrol (8.10)
- Anti-submarine patrol (9.00)
- Anti-submarine patrol (8.10)
- Anti-submarine patrol (8.05)
- Anti-submarine patrol 8.35)
- Offensive operation (9.45)
- Offensive operation (9.40)

Flying Officer C.F. Bull was captain of a Wellington aircraft which took part in a most successful bombing and torpedo attack against an enemy merchant ship of approximately 4,000 tons in the Aegean Sea on the night of the 2nd/3rd February 1944. Although the aircraft was hit by flak from the ship and four escort vessels, Flying Officer Bull pressed home his attack with courage and determination from mast height and scored two hits on the ship.

Flying Officer Bull has flown on 21 night operational sorties since joining the squadron in November 1943.

The Officer Commanding, No.247 Wing, added his remarks (no date) as follows:

An attack executed with determination and courage under difficult conditions of moon and defensive fire. Recommended for the above award.

Training: At No.9 EFTS he trained on Tiger Moths - 30.20 day dual, 45.40 day solo, 4.00 night dual. Of this, 9.50 was on instruments. He needed eight hours 45 minutes day dual before first solo. Logged 12.30 in Link. "A student of exceptional conduct and deportment. Top man in ground school; good average flying ability. Should make excellent service pilot; needs practice on forced landings."

At No.8 SFTS on Harvards he flew 61.55 day dual, 80.45 day solo (8.10 day dual to first day solo), 9.00 night dual, 7.30 night solo. Of this, 13.24 was formation, 26.00 on instruments, and logged 20 hours in Link. Navigation exercises amounted to 10.40 dual and 26.55 solo. "High average pilot, willing but not too punctual. Intellectually above average."

At No.31 GRS flew in Ansons, 47 hours five minutes, all day navigation exercises. Courses and marks as follows: DR Navigation (84/100 and 177/300), Astro Navigation (55/100), Compasses and Instruments (144/200), Meteorology (120/200), Signals (74/100), Reconnaissance (140/200), Coding (77/100), Ship Recognition (110/200), Photography (110/200), Visual Signals (Pass). "Average navigator – rather slow." The CFI wrote, "Will require further practical instruction and experience before he can be considered a competent G.R. pilot."

Course at No.18 (Pilots) Advanced Flying Unit was 16 March to 13 April 1943. All flying on Oxford aircraft (4.40 day dual to first day solo, 19.30 day dual, 15.40 day solo, no night instruction. Four hours 20 minutes on instruments and four hours 30 minutes in Link. Posted before completion of course but deemed to have made satisfactory progress. Flying Tests were in General Flying (250/400), Instrument Flying (135/250) and Link (34/50).

Course at No.7 (Coastal) OTU was 13 April to 8 June 1943. All flying on Wellington aircraft – 6.25 day dual to first day solo, 12.25 day dual, 43.10 day solo, two hours night dual to first night solo followed by 13.10 night solo. Of this time, 1.55 was on instruments. Also logged 9.30 in Link. Ground Examinations in Airmanship ("average"), Armament (199/8/300), Meteorology (55/100), Navigation (123/200). Flying Tests in General Flying (205/400), Applied Flying (150/200), Instrument Flying (175/200), Night Flying (80/100) and Link (37/50). "Average pilot but lacks initiative – slap-dash mentality."

Notes: Involved in accident, 27 February 1944, Wellington XI, HZ284, on taking off for anti-submarine patrol and escort, 0210 hours. Crew were Bull (pilot), P/O R.J. Abbott (second pilot), F/O H.W. Linscott (navigator), Flight Sergeant F.J. McDonald (WOP/AG), Flight Sergeant L.A. Mask (WOP/AG) and Flight Sergeant F.L.D. Cains (WOP/AG). Bull had 365 hours 20 minutes on Wellingtons and 522 hours as captain on all types. After takeoff, Bull was unable to retract undercarriage. He jettisoned fuel and depth charges. Undercarriage was locked down on emergency circuit. He attempted to lower flaps on normal circuit and achieved about

10 degrees of flap, so executed a flapless landing – heavy and with a bounce. It was suggested that a member of the ground crew had stepped on the “up” hydraulic line and crimped it. W/C W. Appleby-Brown (CO) wrote, “Pilots on 38 Squadron have little opportunity to practice flapless landings as they rarely fly in daylight. This pilot has not made a flapless landing for some months and was naturally out of practice.”

Circumstances of death: His final sortie was quite dramatic and subject of extensive reporting. Wellington MP804 was reported missing on the night of 6/7 March 1944 while engaged on mining operations in Rhodes Harbour. The crew (all RCAF) consisted of the following:

J13974 F/O H.W. Linscott (missing)
J20632 F/O C.F. Bull, DFC (missing, believed killed)
R108465 WO2 F.L.P. Caine (missing, believed killed)
J20139 F/O L.J. Yeates (missing, believed killed)
R124672 WO2 J.F. McDonald (safe)
R125553 WO2 L.A. Mask (safe).

The following was described as a summary of the statements of WO2 Mask and WO2 McDonald on their return to Allied territory:

At 0145 a.m. on 7th March 1944, two aircraft met at rendezvous. Both aircraft sent out signals on W/T to notify each other that they were ready to begin the run-in. While making the run-in, flak opened up and appeared to be rather close. This was seen by the navigator from the astrodome, who was “Fire Controller”. The pilot took evasive action as soon as flak started. He could not keep the aircraft on proper heading because of the evasive action against flak and searchlights. We were now half-way in on point of dropping. The navigator warned the pilot he would have to make another run-in. The navigator told the pilot he was unable to see the port engine owing to violent movement of the aircraft. A few seconds later the port wing tip seemed to hit the water. We went straight into the sea at a speed of between 145 and 160 knots.

On hitting the water, the aircraft seemed to break up into pieces. Warrant Officer McDonald was the first to surface, followed by F/O Linscott and later by FS [sic] Mask. Flight Sergeant Mask was injured and required the aid of the navigator to remove his parachute harness. The navigator swam to his assistance, removed his parachute harness, and helped him to inflate his Mae West. In the meantime, WO McDonald, who was swimming quite close, happened to find a “K” type dinghy floating on the water. This was inflated immediately, and with the help of F/O Linscott, FS Mask was placed in the dinghy. While this was happening, FS Mask observed the other aircraft making its run-in. The flak seemed to be rather intense, but the other aircraft managed to make its drop and get away safely.

F/O Linscott then said he would swim to Rhodes, as we were only about a mile

and a half from the harbour area. We did not hear anything from him after that, but we figured he must have made the land all right, as he was a fairly strong swimmer and he had his Mae West on. From then onwards two searchlights were playing on our area (after the raid had subsided until dawn) but they did not appear to take any notice of us. After F/O Linscott left us, WO McDonald got into the dinghy which managed to hold us both. During all this time, we observed that the two pilots and the rear gunner had not come up to the surface.

The report then was on giving details how WO McDonald and WO Mask reached the Turkish coast at 2300 hours on the 7th March 1944, and later arrived at Alexandria on the morning of the 18th March 1944..

In a letter to his widow (a WD Corporal at No.6 SFTS, Dunnville), 30 March 1944, the Commanding Officer of No.38 Squadron wrote, in part: :

Clifford joined the squadron during November last and had nearly completed his tour of operations. He was an exceptionally good pilot and a most efficient captain of aircraft. During the past three months he has carried out some hazardous sorties and on two or three occasions he has brought damaged aircraft back to base safely. Despite having been hit by flak on a number of sorties, Clifford always volunteered for the most difficult tasks.

Early in February your husband played a big part in the destruction of a most important enemy target and later in February he was awarded the Distinguished Flying Cross for courage and devotion to duty.

Clifford was one of my best pilots and had a very efficient all Canadian crew. He was a popular member of the officers mess and his many good qualities were appreciated by aircrew and ground personnel alike.

A regular member of the crew (one F/O Abbott) was not on the fatal flight, his place having been taken by F/O Yeats who was "gaining experience in the type of work he would have to do with his own crew."

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BULLEN, F/O Frederick William (J27422) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 19 September 1914. Home in Toronto; enlisted there 15 May 1942 and granted Leave Without Pay until 5 July 1942 when posted to No.1 Manning Depot. To No.14 SFTS, non-flying duty, 28 August 1942. To No.1 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942; to No.4 AOS, 6 February 1943; graduated and promoted Sergeant, 25 June 1943. Commissioned 9 July 1943. Taken on strength of United Kingdom, 15 July 1943. Repatriated 13 June 1945. Trained for Very Long Range flying. Finally released 16

December 1945. Photo PL-33607 (ex UK-15991, dated 26 October 1944) shows F/O W.J. Manion (pointing) and F/O F.W. Bullen with Victory Loan "thermometer". Award presented 22 November 1948. 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.2610 (RG.24 Vol.20627) has recommendation dated 19 March 1945 when he had flown 30 sorties (193 hours), 11 October 1944 to 15 March 1945.

As a navigator Flying Officer Bullen has completed 30 sorties, ten of which have been to heavily defended Gardening targets. By his skilful navigation, frequently under most hazardous circumstances, he has proven himself an extremely valuable crew member. By his cheerfulness and keen offensive spirit he has at all times been a source of inspiration to other crew members.

It is considered that Flying Officer Bullen, by his skill, devotion to duty and his fine operational record, fully merits the award of the Distinguished Flying Cross.

The sortie list was as follows:

11 October 1944 - Wanne Eickel (5.10)
14 October 1944 - Dyusburg (5.30)
14 October 1944 - Duisburg (5,55)
21 October 1944 - Hannover (3.30, no sortie, recalled)
23 October 1944 - Essen (5.45)
1 November 1944 - Oberhausen (6.00)
2 November 1944 - Dusseldorf (6.05)
4 November 1944 - Bochum (5.25)
6 November 1944 - Gelsenkitchen (5.25)
27 November 1944 - Neuss (5.30)
30 November 1944 - Duisburg (6.55)
4 December 1944 - Karlsruhe (7.00)
5 December 1944 - Soest (6.20)
24 December 1944 - Gardening Oslo (6.20)
5 January 1945 - Hannover (6.00)
12 January 1945 - Flensburg (5.45)
16 January 1945 - Gardening Oslo (7.30)
1 February 1945 - Mainz (7.25)
4 February 1945 - Gardening, Wilhelmshaven (5.30)
12 February 1945 - Gardening Willow (7.25)
15 February 1945 - Gardening Oslo (6.35)
20 February 1945 - Monheim (6.40)
21 February 1945 - Worms (6.45)
25 February 1945 - Gardening Arendal (6.20)
2 March 1945 - Cologne (5.55)

5 March 1945 - Chemnitz (9.05)
8 March 1945 - Gardening Elbe (5.05)
9 March 1945 - Gardening Oslo (7.05)
12 March 1945 - Gardening Hesselo (6.20)
14 March 1945 - Zweibrucken (6.55)
15 March 1945 - Castrop Rauxel (6.00)

Application for Operational Wing dated 18 May 1945 states he had flown 31 sorties (198 hours 35 minutes), 4 June 1944 to 31 March 1945.

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BULLEY, WO Gordon Henry (R124688) - **Distinguished Flying Cross** - No.172 Squadron - Award effective 27 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 5 August 1918. Home in Halifax; enlisted there 28 August 1941 and posted to No.1 Manning Depot. To Rockcliffe, 12 September 1941. To No.1 ITS, 26 October 1941; graduated and promoted LAC, 19 December 1941 when posted to No.2 EFTS; ceased training and posted to Trenton, 4 February 1942; to No.4 WS, 14 March 1942; to No.3 BGS, 25 September 1942; graduated and promoted Sergeant, 26 October 1942. To No.36 OTU, 6 November 1942. To No.8 AOS, 17 January 1943. To No.5 Manning Depot, 20 August 1943. Promoted Flight Sergeant, 26 September 1943. To No.111 OTU, Nassau, 1 October 1943. Posted overseas, date uncertain. Commissioned 17 February 1945. Repatriated 2 August 1945. Promoted Flying Officer, 17 August 1945. Retired 21 September 1945. Award sent by registered mail 16 May 1950. Cited with F/L G.E. Whiteley and FS J.W.C. Ford. (both RAF). This is the action in which F/O Roderick B. Gray, GC, was involved. Whiteley got a DSO, Ford a DFM. RCAF photo PL-43958 (ex UK-17086, 10 May 1945) has following caption: "Warrant Officer G.H. Bulley, DFC, (R124689) of 92 Edward Street, Halifax, won his DFC in an action last August. He was the third WAG of a Coastal Command Wellington and was at the wireless set when they attacked a U-Boat. As they flew over it after they dropped depth charges, one engine was shot out and the other set on fire. The crew had to ditch almost immediately afterwards and the three survivors of the crew were picked up by a Sunderland flying boat 15 hours later. He is now back with his squadron flying on operations."

One night in August 1944, Flight Lieutenant Whiteley was captain and pilot of an aircraft engaged on an anti-submarine patrol. Warrant Officer Bulley and Flight Sergeant Ford were wireless operators/air in the aircraft. During the patrol a fully surfaced U-boat was seen and attacked immediately. Despite accurate fire from the submarine, Flight Lieutenant Whiteley unflinchingly continued his run in and released his depth charges as his aircraft passed over the vessel. The bomber sustained severe damage and crashed into the sea. Only one dinghy was available as the aircraft sank immediately. Warrant Officer Bulley climbed through the astro hatch when some fifteen or twenty feet below the surface. He swam round, flashing a torch until he found the rest of the crew and helped them into the

dinghy. Then he remained in the water, tied to the dinghy, endeavouring to keep it head to sea. When the crew were picked up, this airman had been in the water for fifteen hours. Flight Sergeant Ford, who had been badly wounded, displayed great cheerfulness and was an inspiration to his companions.

Public Record Office Air 2/9160 has recommendation drafted by Wing Commander S.R. Ramsay Smith (Commanding Officer, No.172 Squadron) on 31 August 1944. He had flown two sorties (20 hours).

Warrant Officer Bailey was serving as Wireless Operator/Air Gunner in Leigh Light Wellington aircraft which was shot into the sea during a very gallant and determined attack on a U-boat during the night 26th/27th August 1944.

One "K" type dinghy only was available among the four survivors, three of whom were badly injured.

Warrant Officer Balley, although injured himself, remained in the water throughout, holding up another wounded member of the crew who finally succumbed.

I consider Warrant Officer Bulley's fine display of spirit and his willing and self-sacrificing act in remaining in the water so that his more seriously wounded companions might use the dinghy, to be particularly praiseworthy and I feel deserving of special recognition.

On 3 September 1944, the Air Officer Commanding, No.19 Group (Air Vice-Marshal Baker) added his remarks:

Warrant Officer Bulley was the Wireless Operator in Flight Lieutenant Whiteley's crew. As the attack was being made, and with the port engine on fire with the flames licking down the side of the fuselage, he calmly sent a signal back to base giving the position of the surfaced U-boat.

When the aircraft crashed into the water and sank, Warrant Officer Bulley climbed through the astral hatch when some 15 or 20 feet below the surface. He swam round in the darkness flashing a torch until he found the Navigator - Flying Officer Gray - inflating a one-man dinghy. Warrant Officer Bulley and Flying Officer Gray helped Flight Lieutenant Whiteley, who was wounded, into the dinghy, but unfortunately it was not properly inflated and they had to pull him out again. Warrant Officer Bulley then blew up the dinghy with the emergency pump, and again Whiteley was put in. They then found Sergeant Ford, who was also badly wounded, and put him on top of Whiteley. All through the night Warrant Officer Bulley remained in the water, tied to the dinghy by the straps of

his Mae West, endeavouring to keep the dinghy head to sea. At the same time he supported Flying Officer Gray, who was also in the water, there being no room in the dinghy. During the night, Flying Officer Gray died, and he was let go. When they were eventually picked up Warrant Officer Bulley had been in the water over 15 hours, and it was only through his magnificent efforts that the lives of the other two were saved.

Very strongly recommended for the immediate award of the Distinguished Flying Cross.

RCAF Press Release 4087 issued 29 September 1944 read as follows:

WITH THE RCAF IN COASTAL COMMAND:- As his aircraft attacked a U-Boat and was shot down into the sea in flames, Warrant Officer G.H. (Gordon) Bulley (92 Edwards Street, Halifax), radio operator tapped out the "attack" signal to base. This action was routine.

During fifteen hours in the water, however, he demonstrated true Bluenose qualities of courage that probably saved the lives of his captain and another wireless air gunner.

Here is how it happened. Boring through the darkness of a murky midnight the Wellington bomber sighted the submarine. From behind the beam of his million candlepower searchlight, the captain, Flying Officer Eric Whitkey (RAF) dived his ship to attack. First fire from the U-Boat knocked out his portside engine, setting it aflame. Although the fire spread quickly to the fuselage, Flying Officer Whitely pressed home the attack.

At close range another burst knocked out his remaining engine. With no power left he glided over the submarine, dropped the depth charges, and a few minutes later made a crash landing on the water.

"The first thing I knew I saw flames inside the fuselage", declared Warrant Officer Bulley. "The navigator said, 'let's get out of here'. I felt my way along to the astro hatch, wriggled up through it and swam up through ten or fifteen feet of water before I reached the surface,"

Gordon Bulley found the captain and the navigator trying to inflate a small one-man rubber dinghy which the latter had evidently brought with him as he abandoned ship. In a few moments the other WAG, Flight Sergeant Jack Ford (RAF) swam out of the darkness to join them.

Bulley claims he didn't do anything heroic during the next fifteen hours. "I just

stuck it out”, he says, “because I was lucky to have only a few small bruises and cuts. Flying Officer Whitely and Flight Sergeant Ford both had broken arms. The skipper was badly cut around the face as well. The navigator had a broken leg and possibly other injuries.” Flying Officer Whitely, from his cot in another ward of the same British naval hospital, gives a different version, however.

“Bulley was magnificent”, he testifies. Ford and I both owe our lives to him. He did a dozen and one things for us during that fifteen hour nightmare. He helped each of us in and out of the dinghy as we took turns resting, inflated the dinghy whenever it became soft, and by constant cheerfulness kept all our spirits up. He remained in the water all of the time, and how he did it I don’t know. They say he is quite well after several days in the hospital. He must have a marvelous constitution.”

That afternoon a searching Wellington sighted them, and soon after a Sunderland flying boat, piloted by Flying Officer Tilley, Royal New Zealand Air Force, landed alongside, in a heavy sea, and returned the trio of survivors to Britain.

WO1 Gordon Bulley was an enthusiastic amateur swimmer in and around Halifax before the war. He attended St. Mary’s College and prior to joining the RCAF worked in the Halifax office of the General Electric Company.

RCAF Press Release No. 163 dated 27 July 1945 (by S/L S.L. Tilley) read as follows:

WITH THE RCAF IN COASTAL COMMAND: --- Pilot Officer Gordon H. Bulley, D.F.C., 92 Edward Street, Halifax, R.C.A.F. wireless operator air gunner who was shot down into the Bay of Biscay by a German U-boat last year, is now on his way back to Canada for demobilization.

During his Coastal Command flying days, P/O Bulley served with an R.A.F. Wellington bomber crew whose job up until VE day was sub hunting in the Bay of Biscay, English Channel, and the North Atlantic. After being shot down during a tangle with one U-boat, and spending 15 hours clinging to a rubber dinghy before being rescued, he went back on operations and evened accounts with the enemy by attacking another Nazi sub in the Atlantic just before the European war ended.

Having completed his R.C.A.F. job overseas, P/O Bulley recently passed through the Canadian Repatriation Depot at Bircham Newton, England, where he joined a large number of other Maritime airmen en route home for demobilization and a job in civilian street.

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BULLIVANT, P/O Ralph Gordon (J86703) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 26 September 1944 as per **London Gazette** of that date and AFRO 2373/44 dated 3 November 1944. Born 21 December 1921 in Okotoks, Alberta; home there; enlisted Calgary, 19 January 1942. To No.3 Manning Depot, 5 February 1942. To No.15 SFTS (guard), 29 March 1942. To No.2 ITS, 9 May 1942; graduated and promoted LAC, 18 July 1942; to No.2 BGS, 1 September 1942; graduated and promoted Sergeant, 16 September 1942. To "Y" Depot, date uncertain; to RAF overseas, 27 October 1942. Promoted Flight Sergeant, 16 March 1943. Promoted WO2, 16 September 1943. Commissioned 4 May 1944. Repatriated 23 September 1944. Promoted Flying Officer, 4 November 1944. To No.2 Training Command, 10 November 1944. To No.3 BGS, 13 November 1944. Retired 16 February 1945. Reengaged as Administrative Officer, Calgary, 13 March 1952 but released again on 30 March 1952. Award presented 10 July 1945. Died in Sacramento, California, 3 December 2000 as per "Short Bursts" website which stated he had flown his first tour with No.196 Squadron and that his crew in No.432 Squadron had included Doug Penny.

This officer has completed very many sorties on his second tour of operational duty. He is a cool, confident and skilful air gunner and has displayed a worthy part in the defence of his aircraft. One night in July 1944, whilst over enemy territory, his aircraft was attacked by a Junkers 88. In the ensuing fight, Pilot Officer Bullivant co-operated excellently with his co-gunner and their good shooting caused the destruction of the enemy aircraft.

DHH file 181.009 D.5557 (RG.24 Volume 20668) has original recommendation drafted when he had flown 46 ½ sorties (275 hours) as follows:

This officer has made twenty-one trips on his second operational tour as mid-upper gunner. His devotion to duty and deliberate coolness has contributed in great measure to the success of these operations and the safety of the aircraft involved.

On the night of 28th-29th July 1944 an aircraft in which he was detailed as mid-upper gunner was attacked and damaged by a Junkers 88. Hits were scored on the mainplane and elevator. In close cooperation with the rear gunner he opened fire at 150 yards range. Direct strikes were made and the enemy aircraft broke off the attack and dived in flames.

By his tested keenness, coolness and technical ability this officer is strongly recommended for an immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

- 4 April 1943 - Sea Search (6.00)
- 11 April 1943 - Gardening (3.15)

14 April 1943 - Stuttgart (7.15)
16 April 1943 - Sea Search (6.20)
22 April 1943 - Gardening (6.20)
26 April 1943 - Duisburg (5.35)
29 April 1943 - Sea Search (6.40)
11 May 1943 - Duisburg (2.15, duty not carried out)
13 May 1943 - Bochum (6.00)
23 May 1943 - Dortmund (2.30, duty not carried out)
28 May 1943 - Dusseldorf (2.50, duty not carried out)
1 June 1943 - Gardening (7.35)
3 June 1943 - Gardening (4.45)
11 June 1943 - Dusseldorf (6.10)
12 June 1943 - Gardening (5.00)
22 June 1943 - Mulheim (5.30)
24 June 1943 - Wupertal (2.15, duty not carried out)
25 June 1943 - Gelsenkirchen (3.35)
28 June 1943 - Cologne (4.55)
2 July 1943 - Cologne (5.00)
5 July 1943 - Gardening (6.00)
13 July 1943 - Aachen (5.10)
26 August 1943 - Gardening (4.00)
30 August 1943 - Munchen (3.20)
31 August 1943 - Berlin (7.25)
4 September 1943 - Gardening, Bordeaux (6.00)
5 September 1943 - Mannheim (6.15)
15 September 1943 - Montlucon (5.30)
16 September 1943 - Modane (7.05)
22 September 1943 - Hanover (5.10)
23 September 1943 - Mannheim (5.50)
27 September 1943 - Hanover (5.10)

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18 March 1944 - Frankfurt (6.10)
22 March 1944 - Frankfurt (3.10, duty not carried out)
23 March 1944 - Berlin (7.30)
30 March 1944 - Nuremburg (7.15)
18 April 1944 - Noisy-le-Sec (5.25)
22 April 1944 - Dusseldorf (5.05)
24 April 1944 - Karlsruhe (6.35)
1 May 1944 - St. Ghislain (4.00)
12 May 1944 - Louvain (4.45)
1 June 1944 - Neufchatel (3.55)
5 June 1944 - Houlgate (4.35)
6 June 1944 - Coutrances (4.20)

8 June 1944 - Mayenne (5.40)
10 June 1944 - Versailles/Matelot (5.05)
16 June 1944 - Sterkrade Holten (4.20)
23 June 1944 - Bientques (3.50)
24 June 1944 - Barnieres (3.40)
1 July 1944 - Biennais (3.45)
15 July 1944 - Neucourt (4.10)
18 July 1944 - Wesseling (5.15)
24 July 1944 - Ferfay (3.50)
28 July 1944 - Hamburg (5.30)

Note: The website <http://www.yorkshire-aircraft.co.uk> reports that on 4 August 1944, Halifax aircraft NP723 of No.432 Squadron suffered minor flak damage in attacking a supply and repair depot at Bois de Cassen; unit diary said the aircraft was “well plastered” by falling shrapnel. Crew was S/L Maurice William Pettit, DFC (pilot), Sergeant Arthur Victor Plummer, RAF (flight engineer, later DFM), Warrant Officer Alex Henry Branch (J87394, navigator, later DFC), Warrant Officer William Gray (bomb aimer, later DFC), Warrant Officer G.J. Keogh (WOP/AG), Warrant Officer Ralph Gordon Bullivant (mid-upper gunner, later DFC) and Sergeant Douglas Richard Penny (rear gunner, awarded DFM).

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BULLOCK, FS Charles Henry (R79195, later J17395) - **Distinguished Flying Medal** - No.10 Squadron - Award effective 13 May 1943 as per **London Gazette** dated 18 May 1943 and AFRO 1078/43 dated 11 June 1943. Born 18 March 1922. Home in Lachine; enlisted in Montreal, 25 February 1941. To No.1 Manning Depot, 14 March 1941. To No.4 Manning Depot, 2 April 1941. To “K”, 8 April 1941. To No.3 ITS, 27 April 1941; graduated and promoted LAC, 2 July 1941 when posted to No.21 EFTS; ceased training, 1 August 1941 and posted to Trenton. To No.2 WS, 17 August 1941; to No.2 BGS, 3 January 1942; graduated and promoted Sergeant, 2 February 1942. To No.31 OTU, date uncertain. To RAF overseas, 11 March 1942. Commissioned 6 March 1943. Shot down and taken prisoner, 28 June 1943. Promoted Flying Officer, 6 September 1943. Promoted Flight Lieutenant, 6 March 1945. Safe in United Kingdom, 15 May 1945. Repatriated 7 July 1945. Retired 12 September 1945. Died in Toronto, 20 August 2011. Award presented 15 April 1948. RCAF photo PL-44219 (ex UK-21710 dated 26 May 1945) shows two former POWs at Bournemouth: S/L David C. Fairbanks, DFC (left) and F/L C.H. Bullock, DFM. RCAF photo PL-44754 (ex UK-22219 dated 20 June 1945) shows several former POWs filling out food parcel questionnaire over coffee at Bournemouth - left to right are F/L C.H. Bullock (Lachine), F/L James C. Russell (Toronto), F/O F.R. Loveless (Deloro, Ontario), Mrs. Joan Mitchell (Canadian Red Cross, Ottawa), and F/L J.A. McCague (Alliston, Ontario).

Flight Sergeant Bullock has a long and distinguished record of operational flying. His aircraft has been twice attacked by enemy fighters, one of which was

destroyed. On several other occasions Flight Sergeant Bullock's aircraft has been badly damaged, making the return journey on three engines. Despite these hazardous experiences this airman has been conspicuous for his unflagging enthusiasm for operations and cheerful cool composure in times of stress. An outstanding member of a gallant crew, Flight Sergeant Bullock has set a magnificent example to the other wireless operators in his squadron.

Note: Halifax HR850, No.35 Squadron (TL-A) was airborne 2309 hours, 28 June 1943 to attack Cologne. Shot down by flak in the target area. Crew consisted of F/L N.A.Cobb, DFC, RCAF (killed), F/O L.Whiteley (RAF, POW), Sergeant R.H. Baldwin, DFM, RAF (POW), F/O D.A.Codd, RAF (POW), Flight Sergeant W.P.Trask DFM, RCAF (POW number 358). P/O C.H.Bullock, DFM, RCAF (POW Number 1692), F/O M.A.Sachs, RAF (POW), Flight Sergeant J.E.S.Matthews, DFM, RAF (POW).

DHH file 181.003 D.24 has Bullock's "Loss of Aircraft" questionnaire which stated he had flown 41 sorties as Wireless Operator and Air Gunner. See also Trask entry for his account. Bullock text as follows:

We took off from Gravelly on the sultry night of 28 June 1943 at approximately 2330 hours. We were carrying approximately 9,900 pounds including the markers. We flew between two points to gain height before setting course. All the equipment was working superbly. The screens on the GEE and H2S were very sharp and clear. All signals on the radio and intercom were strong and clear. The engines were purring like kittens and the pressure gauges were regular. The only trouble arose from a hydraulic leak which did not deter us but might have caused difficulty in closing bomb doors. After crossing into enemy territory we saw very little enemy activity on the ground. We encountered some heavy cloud in patches. At approximately 7 (we were marking at zero 3) the rear gunner reported two flashes on the ground approximately on our track. We were weaving gently at the time. A few seconds after the report there was a terrific thud and tearing noise in the aircraft. The pilot assessed the damage and gave the order to bale out. I rose from seat and took a look at the starboard main plane. The starboard inner was falling to pieces and the prop had left the starboard outer, which revved up tremendously. The aircraft did several spins after which the pilot throttled back, causing us to come out of the spin. The crew had nearly all baled out by this time, including second pilot, in an ordinary fashion. The navigator and myself had both detonated our secret equipment. From speaking to the engineer later, he said that the aircraft was more or less righted at 7,000 feet, enough height for the engineer and pilot to get out. The aircraft was losing height due to bomb load. The pilot told the engineer to jump and he would follow later. The engineer baled out safely but all we ever found of the pilot was a burnt photo.

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BULLOCK, WO2 (now P/O) Donald Charles (R97609/J23808) - **Mention in Despatches** - No.113 Squadron (Canada) - 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 6 October 1917 in Folkstone, Kent; raised in Winnipeg. HBC fur trade apprentice before the war. Enlisted at Vancouver, 13 March 1941 and posted to No.2 Manning Depot. To No.12 SFTS (guard, 16 May 1941. Promoted LAC, 18 August 1941. To No.2 WS, 19 October 1941; to No.3 BGS, 3 January 1943; graduated and promoted Sergeant, 2 February 1942. To Halifax, 3 February 1942. To No.113 (BR) Squadron, 2 March 1942. Promoted Flight Sergeant, 2 August 1942. Promoted WO2, 2 February 1943. Eventually commissioned with effect from 9 December 1942. Promoted Flying Officer, 9 June 1943. To Western Air Command, 22 August 1943. To No.115 Squadron, 1 September 1943. To Western Air Command Headquarters, 3 June 1944. Promoted Flight Lieutenant, 1 October 1944. Remained in RCAF as Flight Lieutenant, 1 October 1946 (26155). Still serving as of 1956. Died in West Vancouver, 4 February 2003. DHist file 181.009 D.1636 (RG.24 Vol.20604) has application for Operational Wings dated 10 February 1944; claimed 128 sorties (616 hours 25 minutes) with No.113 Squadron (March 1942 to September 1943), seven patrols and searches with No.115 Squadron (Venturas) out of Patricia Bay (24 hours 20 minutes, September 1943. PL-128344 is a portrait taken St. Hubert, 1960 as a Wing Commander.

As a Wireless Air Gunner, Warrant Officer Bullock has completed 575 hours flying of which 416 have been operational over a period of five months. By his outstanding devotion to duty he has contributed greatly to the high standard of the Wireless Air Gunners of this squadron. He has participated in three attacks on enemy submarines and by his attention to duty has aided materially in the successes attained against these submarines.

BULLOCK, F/L Donald Charles (J23808) - **Distinguished Flying Cross** - Western Air Command Headquarters - Award effective 6 January 1945 as per **Canada Gazette** of that date, **London Gazette** 17 June 1947 and AFRO 132/45 dated 20 January 1945. As of award had flown 1,195 hours including 812 operational hours (171 sorties). Award presented 27 May 1950.

This wireless officer operator, with keenness and ability, has flown in operations from the east and west coasts of Canada. He has proven himself to be an outstanding leader and has participated in three attacks against enemy submarines. Repeatedly, in the face of adverse weather conditions and other trying circumstances, he has performed his duties in the air calmly and efficiently. Through his outstanding efforts, while assigned to special duties recently, a marked improvement was noted in the proficiency of wireless operator air gunners on the Pacific coast. Flight Lieutenant Bullock's devotion to duty has been an inspiration to all those working under him.

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BULLOCK, F/O Harold Gordon (J36278) - **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 December 1914. Home in Kirkland Lake, Ontario; enlisted Winnipeg, 9 September 1942 as Wireless Mechanic and took wireless training at No.3 WS before posting to No.4 SFTS, 3 February 1943. Remustered for aircrew and posted to No.7 ITS, 6 March 1943; graduated and promoted LAC, 14 May 1943; to No.2 BGS, 29 May 1943; to No.7 AOS, 21 August 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 7 February 1945. Released 26 March 1945. Award presented 1 July 1948. 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 2/9060 has recommendation dated 14 January 1945 when he had flown 30 sorties (153 hours 25 minutes), 15 September to 15 December 1944.

15 September 1944 - Kiel
16 September 1944 - Hopsten
19 September 1944 - Rheydt
23 September 1944 - Neuss
26 September 1944 - Cap Gris Nez
5 October 1944 - Saarbrucken
6 October 1944 - Bremen
7 October 1944 - Emmerich
11 October 1944 - Frederik Hendrik
14 October 1944 - Duisburg
14 October 1944 - Duisburg
23 October 1944 - Essen
25 October 1944 - Essen
28 October 1944 - Cologne
29 October 1944 - Domburg
30 October 1944 - Cologne
31 October 1944 - Cologne
2 November 1944 - Dusseldorf
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
16 November 1944 - Duren
18 November 1944 - Wanne Eickel
21 November 1944 - Aschaffenburg
27 November 1944 - Neuss
30 November 1944 - Duisburg
2 December 1944 - Hagen
4 December 1944 - Karlsruhe
6 December 1944 - Merseburg Leuna
12 December 1944 - Essen

15 December 1944 - Ludwigshaven

Flying Officer Bullock, a member of the Royal Canadian Air Force and an Air Bomber of exceptional ability and great personal courage, has recently completed a very fine operational tour comprising 30 successful sorties with this squadron.

Many of the attacks in which this gallant officer has taken part have been fiercely contested and his aircraft has been hit and severely damaged on several occasions. Undeterred by such hazardous experiences, Flying Officer Bullock, whose eagerness to strike the enemy has been most apparent, has at all times shown a fine fighting spirit which has been an example to the whole squadron.

This officer by his unconquerable enthusiasm for operations, has considerably added to the high morale of the crew and it is therefore recommended that his devotion to duty and great courage in the face of the enemy be recognized by the award of the Distinguished Flying Cross.

The following was posted on "The Memories Project" under his name:

My grandfather, F/O Harold Gordon Bullock, DFC known as Gordie, was a bomb aimer in 101 Squadron 101. In April of 1944 he was posted to #28 Operational Training Unit at Wymeswold in Leicestershire, England. At this time fifteen crews were formed and trained. In September 1944 he was posted to 101 Squadron RAF at Ludford Magna. This was a special duties squadron which carried a German speaking radio operator whose duty was to send messages to confuse the orders issued to enemy fighters.

My grandfather and his crew successfully completed an operational tour consisting of 31 sorties in a Lancaster named W2. His tour started September 15, 1944 and 31 trips were completed on December 15, 1944. Finishing a tour in 90 days set a 101 squadron record. On ten separate occasions their aircraft was hit by enemy fire. Due to the Special Operations the ABC Lancaster and Squadron 101 suffered huge casualties. Of the fifteen crews that formed up at the Operational Training Unit in April his was the only one to complete a tour. The other fourteen crews were all lost on operations, 98 out of 105 men being shot down, a few were to become prisoners of war but most were killed in the line of duty.

Three Distinguished Flying Crosses were awarded to the crew of the W2 to the pilot Lyle James, navigator Robert Irvine and my grandfather.

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BULMAN, P/O Elmer Leigh (J18603) - **Mention in Despatches** - No.405 Squadron - Award

effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 24 August 1917 in Rustico, Prince Edward Island (obituary notice). Farmer, Rustico, Prince Edward Island. Enlisted in Charlottetown, 15 May 1941. Trained at No.1 ITS (graduated and promoted LAC, 13 September 1941), No.4 AOS (graduated 5 January 1942), No.4 BGS (graduated 14 February 1942), and No.2 ANS (graduated 16 March 1942). Posted overseas, date uncertain. Further trained at No.22 OTU, Wellesbourne. Repatriated to Canada on return to operations from evasion. To "Y" Depot, 8 October 1943. Taken on strength overseas, 15 November 1943. Repatriated again, 19 April 1944. To No.1 Training Command, 22 June 1944; to No.1 ITS, 24 June 1944. To Eastern Air Command, 10 October 1944. To No.10 (BR) Squadron, 19 October 1944. To Halifax, 8 August 1945. To Moncton, 13 September 1945. Retired 10 October 1945. Died in Riverview, New Brunswick, 24 February 2010. His obituary notice read, in part, "Following service, he pursued a career as a commercial pilot, flying with Maritime Central Airways and Eastern Provincial Airways for twenty-three years. After retiring from flying in 1978 Elmer continued to work as an accountant and book keeper, remaining active in his son's business until 2007, at age 90. Elmer was a life time member of the R.A.F Escaping Society, the 201 R.C.A.F Wing Charlottetown, PEI, and the Riverview Veterans and Armed Forces Association. He also served as a volunteer for the Meals-on-Wheels program." No citation in AFRO. See G.A. Brown, **Those Who Dared**, describing him as a navigator in aircraft shot down 11 March 1943. Showed resourcefulness in evading enemy patrols and made good his escape. Public Records Office Air 2/5025 has recommendation for a Military Medal (War Office suggested a Mention in Despatches). In same crew as S/L L.E. Logan, P/O G.L. Spencer P/O B.G. Dennison and FS H.J. Jennings. Left Gibraltar, 17 July 1943; arrived Liverpool, 24 July 1943.

On the night of 11th March 1943, Flight Sergeant Bulman was the navigator of an aircraft detailed to attack Stuttgart. The bomber was attacked by enemy fighters and, after it had [been] set on fire, the crew were compelled to abandon it by parachute. Flight Sergeant Bulman alighted, uninjured, in a field near Mondrepuis where he removed his name from his parachute and hid it with his life saving jacket beneath a small tree. He walked across country, and in the evening stopped at a house where he obtained a meal and some civilian clothes. Continuing, he came to a German aerodrome near Monceau-le-Waast and he then hid in some woods nearby. Flight Sergeant Bulman reached Courcelles on 17th March and, whilst sheltering in a shed, received some food from a youth. He afterwards walked to Epieds and near this town he received food and some new apparel from a friendly farmer. The farmer subsequently took him to Chateau-Thierry and thence by train to Paris. From this point Flight Sergeant Bulman's subsequent journey was arranged for him.

NOTE: Further to the above, Air 2/5025 also has G/C J.E. Fauquier's recommendation for an MM dated 21 October 1943. It mentions that Bulman had previously flown five anti-submarine patrols totaling 47 hours ten minutes as follows:

17 Jan 43 (10.00)
21 Jan 43 (8.45)
12 Feb 43 (9.20)
17 Feb 43 (9.55)
23 Feb 43 (9.10)

On an operational bombing flight against Stuttgart on 11th March 1943, the aircraft in which Flight Sergeant Bulman was navigator was shot down in flames by enemy night fighters. The crew baled out on instructions from the captain. Flight Sergeant Bulman displayed considerable resourcefulness and determination in eluding enemy patrols and succeeded in effecting his escape. His courage and devotion to duty and disregard of physical hardship strongly recommend him for the award of the Military Medal.

FURTHER NOTE: Air 2/5025 also has long MI.9 report on evasion (after baling out on 12 March 1943) up to linking with Resistance including statement by Pilot Officer B.C. Dennison (which see). That portion dealing with Bulman reads as follows:

I baled out first. I landed, uninjured, in a pasture field near Mondrepuis, northwest of Hirson. I removed a tab bearing my name and number from the parachute and hit it and my Mae West beneath a small tree. I then walked away from the aircraft in a Westerly direction.

I walked across country, avoiding all buildings, until about 0630 hours on 12 March. I then hid in a corner of a field between a clump of trees and a pond. Here I opened my aids box and ate some Horlick's tablets and chocolate. I removed some of my badges, but though I loosened the stitches of one of my "CANADA" titles and of one set of my chevrons, so that they could be quickly torn off, I did not remove them entirely as I wished to use them to prove my identity.

In the evening I set out again and about 2030 hours came to a small farm. I can speak a little French. A girl came to the door. I pointed to my badges, showed her my RAF identity discs and said, "RAF". She took me into the house, where I was given a meal and also some civilian clothes. I had not been wearing flying boots in the aircraft, but an ordinary pair of shoes, and these I retained. I remained with my helpers until the 14 March. They gave me a razor, soap, a small French-English dictionary, a map of the district, and a parcel of food. On the evening of 14 March one of my helpers, accompanied by a number of children, took me about five miles along a road to Gergay about seven miles west of Hirson. They advised me to avoid all large houses. My only plan at this time was somehow to reach the Spanish frontier.

I walked at night and lay up in the daytime. About daybreak of 15 March I was near the village of Montigny, about 20 miles southwest of Hirson. The roads here were well sign-posted, but I also made use of my escape compasses, and of the map my helpers had given me. About 0300 hours 16 March, I wandered on to a German aerodrome, just west of Monceau-le-Waast, about eight miles northwest of Laon. The flare path was illuminated. I immediately went away from it, and hid in some woods until daybreak. Then, as it was a foggy morning, I thought it safe to continue walking until 1130 hours. I remember crossing the Laon-Reims railway line.

About 1630 hours I set out again, and by 0630 hours on 17 March had reached Courcelles, about six miles northwest of Fismes. Here I lay up all day. In the evening, as I was getting very hungry, I spoke to some people. An 18-year old youth took me to a shed and gave me two raw eggs and some bread. I lay down on the floor and tried to sleep, but it was so cold that I decided to continue walking. I walked all that night and most of next day (18 March), but I took the precaution of shaving in the morning. About 0530 hours on 19 March I reached Epieds, about 18 miles southwest of Fismes.

Shortly afterwards I approached a farm not far from this place. I showed the farmer my identity discs and badges. He was most friendly, gave me food, a new pair of trousers, and repaired my shoes. I retained my RAF shirt and wore it with another tie throughout the whole of the rest of my journey.

I told the farmer that I was determined to reach Spain somehow. On the evening of 21 March he took me by bicycle to Chateau-Thierry and thence by train to Paris. From this point my subsequent journey was arranged for me.

The latter part of my journey was made in conjunction with P/O Dennison and some others.

Dennison and Bulman left Gibraltar on 17 July 1943 and reached Liverpool on 24 July 1943.

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BULMER, FS William Henry (R85407/J21302) - **Air Force Medal** - No.5 Squadron (Canada) - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Saskatoon, Saskatchewan, 30 September 1908. Grade XI and two years of Arts at University of Saskatchewan. Ten years with Saskatchewan Department of Telephones as ledger keeper to accountant. Spent nine years as Signaler in RCNVR. Enlisted in Regina, 10 February 1941 and posted to No.2 Manning Depot. To No.37 SFTS (guard), 15 March 1941. To No.2 ITS, 9 April 1941; graduated and promoted LAC, 26 May 1941 when posted to No.3 AOS; graduated 18 August 1941 when posted to No.2 BGS; graduated and promoted Sergeant, 29

September 1941; to No.1 ANS, 30 September 1941. Posted to No.5 (BR) Squadron, 28 October 1941. Promoted Flight Sergeant, 29 March 1942. Commissioned 30 September 1942. To "Y" Depot, 16 November 1942. To RAF overseas, 29 December 1942. Disembarked in Britain, 14 January 1943. Served at No.3 Personnel Reception Center as Navigation Instructor. Attached to No.6 EFTS, 26 March to 9 April 1943 Promoted Flying Officer, 30 March 1943. To No.4 (Coastal) OTU, 12 April 1943 (Catalina aircraft). To No.302 Ferry Training Unit, 18 June 1943. To No.270 Squadron, 7 July 1943 (arrived at Jui, Freetown, Sierra Leone, 14 July 1943). Moved with the squadron, 27 July 1943 to Lagos, Nigeria. Assisted in organizing advanced bases at Banana (Belgian Congo) and Abidjan (Ivory Coast). Promoted Flight Lieutenant, 1 January 1944 and appointed Squadron Navigation Officer. Appointed No.238 Wing Navigation Officer, 15 March 1944, taking his turn as Flight Commander every third day. Squadron had converted from Catalinas to Sunderlands in January 1944. Emplaned for Britain, 6 July 1944; stopped at Jui where he was loaned back to No.270 Squadron for operational flying on attachment to Station Bathurst. Arrived in Britain 30 July 1944. At that time he was estimated to have flown 150 sorties (1,520 hours). Repatriated 5 September 1944. To No.1 School of Flying Control, Patricia Bay, 29 November 1944. To No.5 OTU, 9 July 1945. To No.21 Support Unit, Port Hardy, 30 October 1945. To No.6 OTU, 13 January 1946. To Patricia Bay, 16 January 1946. To Station Dartmouth, 12 February 1946. To No.8 Release Center, Vancouver, 26 February 1945. Retired 27 May 1946. Invested with award by the King 23 February 1943. Died in Richmond, British Columbia, 20 May 1972 as per British Columbia Vital Statistics.

Flight Sergeant Bulmer has at all times displayed courage and devotion in the performance of his duties. He has completed 774 hours of flying as observer, 668 of which have been on 69 coastal patrol flights. He is conscientious in his work and has been an example to others at all times. Due to the skill displayed by this NCO in his trade, his aircraft has been enabled to return to base in all types of weather.

Based on recommendation raised 23 August 1942 by F/L A.E. Fleming which stated he had flown 774 hours 20 minutes (1 November 1941 to 23 August 1942). Flew 69 sorties (668 hours 15 minutes). Station Commander, Dartmouth wrote, "From the above records I consider this NCO worthy of recognition and recommend that the award of the Air Force Medal be considered." On an uncertain date, Air Marshal L.S. Breadner noted, "A well deserving and capable observer. I recommend that the award of the Air Force Medal."

BULMER, F/L William Henry, AFM (J21302) - **Mention in Despatches** - No.270 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. No citation to MiD.

Notes: Assessed 17 September 1942 at Dartmouth - "This NCO has completed approximately 700 hours as navigator in Canso aircraft. He has proven that he has a very thorough knowledge of all branches of navigation, DR, astro and D/F. He is always striving to improve himself and is always willing to help others. I strongly recommended this NCO for a commission." (S/L A.E.

Fleming).

Assessed 25 July 1944 in No.270 Squadron when he had flown 1,704 hours (267.25 in past six months). "A most efficient officer in the execution of his duties. This officer is classed as an exceptional practical navigator, his general work and judgement is of a very high standard. Unfortunately he is not popular with his contemporary officers due to his efficiency. (S/L S.G. Hall). To this is added, "Concur with Para 13. This officer's energy and drive tend to decrease his popularity among other officers. Of his efficiency there is no question." (W/C R.L.C. Branson).

Application for Operational Wing dated 15 August 1944 claims 916 hours with No.5 (BR) Squadron, 15 October 1941 to 15 November 1942. Second application dated 15 August 1944 for service in No.270 Squadron claimed 514 hours on Catalina and Sunderland aircraft, 6 July 1943 to 30 July 1944.

On 23 August 1944 he estimated that he had flown 1,416.20 on Catalina and Canso aircraft and 191 hours on Sunderlands plus 151 hours on "Miscellaneous Craft." He further broke this down as follows - No.5 Squadron, Dartmouth, 891.30; No.5 Squadron, Newfoundland, 70.00; No.5 Squadron, Labrador, 29.00; No.270 Squadron, West Africa, 558; Training in Canada, 144; Training Overseas, 66.00 - Total of 1,758.30.

Training: Interviewed in Regina, 26 July 1940 by F/O P.M. Stewart - "First class observer material, manual training, pre-engineer training, University of Saskatchewan. Intelligent, clean, neat, pleasant, smartly dressed. Recommend commission caliber."

Attended No.2 ITS, 10 April to 8 May 1941. Courses in Mathematics (69/100), Armament, practical and oral (81/100), Signals (97 /100), Hygiene and Sanitation (34/40), Drill (77/100) and Law and Discipline (50/60). Placed 77th in a class of 82. "Responsible, cool, alert. Active in sports including team sports."

Attended No.3 AOS, 26 May to 18 August 1941. Anson aircraft - 40.30 as first navigator by day, 31.55 as second navigator by day, 5.35 as first navigator by night, 1.45 as second navigator by night. "Careful, reliable, showed steady improvement. Above average." Ground marks were in DR Plotting (141/150 on supplemental), DR and DF, written (165/200), Compasses and Instruments (122/150), Signals (96/100), Maps and Charts (87/100), Meteorology (77/100), Photography (70/100) and Reconnaissance (71/100). Placed eighth in a class of 36. "Good type, dependable, anxious to improve."

Attended No.2 BGS, 18 August to 29 September 1941. Battle aircraft - 16.40 on bombing, 7.25 on gunnery. Ground tests in Bombing, written (130/150), Bombing, practical (132/150), Gunnery, written (74/100) and Gunnery, practical (72/100). Placed fifth in a class of 44. "Good type for commission. Has a good knowledge of his work."

Attended No.1 ANS, 29 September to 27 October 1941 Anson aircraft - 5.40 as first navigator by day, 7.00 as second navigator by day, 9.45 as first navigator by night, 8.55 as second navigator by night. Rated 170/250 in air work - "Not as good as he thinks he is." Ground marks in Astro Navigation, Plotting (103/150) and Astro Navigation, Written (69/100). "Somewhat over confident. Inclined to make careless mistakes." The Chief Instructor also wrote, "Rather inclined to question his superiors judgement. Apparently having the idea that he is better at the work than he actually is." Placed seventh in a class of 36.

Attended No.1 School of Flying Control, 29 November 1944 to 5 February 1945. Flew as passenger in Anson (15 hours) plus ten hours in Link. Marked in Flying Subjects and Airway Traffic (251/300), Signals (89/100), Navigation (148/150), Administration (43/50) and Meteorology (80/100). "Above average. Former Observer having an excellent appreciation of Flying Control. Consider suitable as an instructor."

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BUMSTEAD, F/O William Ralph (J37811) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 20 November 1920. Enlisted in Toronto, 18 June 1942. To No.1 Manning Depot, 10 August 1942. To No.1 ITS, 5 December 1942; graduated and promoted LAC, 19 February 1943; to No.7 EFTS, 20 February 1943; to No.10 SFTS, 18 April 1943; to No.16 SFTS, 1 May 1943. Ceased pilot training and posted to No.2 Manning Depot, 1 June 1943. To No.7 BGS, 15 June 1943; to No.7 AOS, 18 September 1943. Graduated and commissioned, 29 October 1943. To "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, 23 November 1943. Promoted Flying Officer, 29 April 1944. Repatriated with No.405 Squadron, 17 June 1945. To No.408 Squadron, 20 June 1945. To No.2 Air Command, 15 August 1945. Retired 21 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 2/8751 has recommendation dated 20 April 1945 when he had flown 36 sorties (223 hours).

14 October 1944 - Duisburg (5.30)
23 October 1944 - Essen (5.50)
25 October 1944 - Hamburg (4.35)
2 November 1944 - Dusseldorf (6.35)
4 November 1944 - Bochum (5.40)
6 November 1944 - Gelsenkirchen (5.40)
16 November 1944 - Julich (6.04)
18 November 1944 - Munster (5.55)
21 November 1944 - Castrop Rauxel (6.35)
30 November 1944 - Duisburg (7.05)
2 December 1944 - Hagen (7.25)
4 December 1944 - Karlsruhe (7.30)

6 December 1944 - Osnabruck (6.40)
28 December 1944 - Opladen (6.35)
30 December 1944 - Cologne (7.05)
2 January 1945 - Nuremburg (9.40)
5 January 1945 - Hanover (5.55)
7 January 1945 - Munich (8.55)
14 January 1945 - Merseburg (8.35)
16 January 1945 - Zeitz (8.35)
7 February 1945 - Cleve (4.00)
23 February 1945 - Essen (4.05)
24 February 1945 - Kamen (4.30)
2 March 1945 - Cologne (4.15)
5 March 1945 - Chemnitz (7.55)
7 March 1945 - Dessau (7.45)
8 March 1945 - Hamburg (5.50)
12 March 1945 - Dortmund (4.40)
14 March 1945 - Zweibrucken (5.00)
15 March 1945 - Misburg (6.25)
16 March 1945 - Nuremburg (7.00)
19 March 1945 - Witten (5.15)
20 March 1945 - Hemmingstadt (5.10)
22 March 1945 - Hildesheim (5.20)
27 March 1945 - Paderborn (4.05)
3 April 1945 - Nordhausen

Flying Officer Bumstead is a very keen and efficient Bomb Aimer in a highly successful crew which has completed one tour of operations. He has participated in attacks against such heavily defended areas as Essen, Duisburg and Hamburg. His fine spirit, courage and outstanding keenness for operations have made him stand out as a fine example to the entire squadron.

Flying Officer Bumstead, by his work in the air, on the ground, and in his section, has definitely proved himself a great asset to the squadron. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

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BUNDY, W/C Wilfred John (C264) - **Air Force Cross** - No.2 Bombing and Gunnery School - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944 - Born in Regina, 14 August 1914. Educated at Commercial High School and Scott Collegiate Institute. Joined RCAF Non-Permanent Force, 1 August 1936 in Regina, at which time he held a Private Pilot's license. Qualified for RCAF flying badge, 30 November 1938; promoted to Flying Officer that date and Flight Lieutenant on 1 October 1940. Attained rank of

Squadron Leader, 1 February 1942; promoted Wing Commander, 1 September 1943. Taken on strength of No.110 Squadron, Ottawa, 29 September 1939 (from No.120 Squadron); to No.112 Squadron, Winnipeg,, 28 December 1939; posted overseas with that unit, May 1940; to No.110 Squadron, 12 September 1940, serving with that unit until 16 February 1941 when he was posted to Canada; at No.2 Bombing and Gunnery School, Mossbank, 1 March 1941 to 7 January 1942; at RCAF Station Mountain View, 8 January to 23 March 1942; at No.2 Bombing and Gunnery School, 24-30 March 1942; with No.8 Bombing and Gunnery School, Lethbridge, 31 March to 31 October 1942; with No.1 Bombing and Gunnery School, Jarvis, Ontario, 1 November 1942 to 12 January 1943; with No.2 Bombing and Gunnery School, Mossbank, 13 January to 18 May 1943; at Air Force Headquarters, Ottawa, 19 May to 10 August 1943; at No.2 Bombing and Gunnery School, Mossbank, 11 August 1943 to 29 January 1944; at No.8 Bombing and Gunnery School, Lethbridge, 30 January; it later moved to Mossbank, which unit he left 17 August 1944 on posting overseas where he served on strength of RCAF Overseas Headquarters where he presided over numerous Courts Martial. Repatriated to Canada, November 1945. Released 9 January 1946. Died in Brandon, Manitoba, 8 June 1999 as per **Legion Magazine**. Wartime had completed 929 flying hours to date, 389 hours staff flying, 48 hours in previous 6 months. He also claimed to have flown up to 55 sorties with No.400 Squadron and No.70 Group, RAF, 14 September 1940 to 15 February 1941 (although the first sortie may not have been before 24 November 1940). His AFC arose from a recommendation by W/C E.C. Tennant, 30 December 1943. Photo PL-46225 shows him with Corporal Nadine Fertuck and Flight Sergeant Margery Petty (Womens Division).

This officer has carried out his duties as a Chief Instructor in bombing and gunnery training with great capability. His initiative and flying skill are outstanding. His untiring efforts in his work, combined with his sound knowledge and judgement, have been instrumental in graduating aircrew personnel with a very high standard of training.

NOTE: With his application for a 1939-1943 Star, 10 June 1944, he wrote to his Commanding Officer as follows:

As it will be noted from the examination of my Flying Log Book, the operational flights carried out by me were on detached duties with the RAF at Gatwick. This was a special unit formed of one flight from an RAF Squadron, one flight from a Polish squadron, and one flight from a Canadian squadron (out of No.70 Group), who were detailed to carry out the calibration of all the anti-aircraft guns in the London Air Defence. These flights were detailed as operational by No.70 Group Headquarters. In fact twelve aircraft were shot down and two DFCs awarded during this work.

Qualified for CVSM and Clasp, 1939-1945 Star, Defence Medal, Aircrew Europe Star, AFC, Pilot's Flying Badge, Air Efficiency Award. (AFRO 1800 dated 15 June 1945).

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BUNKER, WO2 Harry James (R225583) - **Mention in Despatches** - Linton-on-Ouse - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 7 May 1913. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has recommendation forwarded to No.6 Group Headquarters, 5 May 1945. Station Signals Warrant Officer; enlisted 13 August 1936; served three years in Canada and five years eight months in England. However, his pay card indicates that he had been a Canadian in the RAF (533834) and had transferred to the RCAF on 24 January 1945 while overseas (Flight Sergeant at time of transfer). Repatriated 18 June 1945; to No.8 OTU, 19 June 1945; to Greenwood, 31 July 1945; retired 26 November 1945.

This NCO has a long and outstanding record of service with both the RAF and RCAF. Throughout his career he has displayed qualities of leadership which have commanded the utmost respect of both those serving under him and his senior officers. The highly efficient and energetic manner in which his section operates and devotion to duty which he has at all times displayed has been an inspiration to all those who have worked with him.

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BUNT, Sergeant Richard Theodore (R187991) - **British Empire Medal** - No.10 Operational Training Unit (AFRO gives unit only as "Overseas") - Award effective 22 August 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born 13 August 1923. Home in Sandwich East, Ontario; enlisted Windsor, 3 November 1942. Granted Leave Without Pay until 8 November 1942 when posted to No.1 Manning Depot. To R/GO (whatever that is), 3 January 1943. To Ottawa, 15 January 1943. To No.13 SFTS (non-flying duty), 25 April 1943. To No.4 ITS, 24 May 1943. To No.2 AGGTS, 20 August 1943; promoted LAC, 2 October 1943; to No.3 BGS, 5 October 1943; graduated and promoted Sergeant, 12 November 1943. To "Y" Depot, 26 November 1943; taken on strength of No.3 PRC, Bournemouth, 13 December 1943. Commissioned 20 April 1945 (J95040). Repatriated with No.408 Squadron, 15 June 1945. Apparently volunteered for Tiger Force. To Release Centre, 13 August 1945; Retired 30 August 1945. Award presented 28 June 1946. **No.6 Group Monthly Summary of Activities** (August 1944), p.41 puts him in No.61 Base at that time. Public Records Office Air 2/9221 has a slightly different citation; it identifies unit, says the aircraft was a Whitley, and pinpoints the date as 14 March 1944.

Sergeant Bunt was the tail gunner in an aircraft which crashed and burst into flames during practice flying one night in March 1944. He was thrown clear and stunned but did not suffer from serious injury or burns. On hearing cries from the wireless operator, who was trapped in the blazing wreckage, Sergeant Bunt attempted to reach him, approaching the aircraft from the side furthest from the most intense part of the fire and the fuel tanks. Even so, heat compelled him to

retire but he again attempted an approach, this time passing near to the blazing fuel tanks. He eventually succeeded in dragging the wireless operator, whose clothes were on fire, to safety and remained with him until help arrived. This was achieved just before the petrol tanks exploded. In rescuing his companion Sergeant Bunt sustained burns to his face and wrists and it was subsequently found that he had sustained a fractured humerus. This airman displayed great bravery under harassing circumstances.

NOTE: Public Records Office Air 2/9221 also has the original recommendation dated 22 March 1944 for a **George Medal**. This was supported by the AOC of No.91 Group (who mentioned the broken humerus) but evidently downgraded elsewhere. For purposes of comparison, the original recommendation is cited here:

The above NCO was tail gunner in a Whitley aircraft which, on the night of 14th March, 1944, was engaged on circuit and landing practice at Abingdon airfield. The aircraft commenced to take off at 2329 hours, and two minutes later, crashed and burst into flames. By change, Sergeant Bunt was thrown clear of the burning wreckage, without receiving appreciable burns or injuries, although he must have been stunned by the impact. However, hearing cries from the wireless operator who was trapped in the burning aircraft, he approached the wreckage from the side furthest from the most intense fire and the fuel tanks. Even here, however, the heat was so intense and the undergrowth provided such a hindrance to a speedy rescue, that he was compelled to retire. However, he again approached the aircraft; on this occasion he passed close to the blazing fuel tanks which shortly afterwards exploded. He succeeded in dragging the wireless operator, whose clothes were afire, clear of the aircraft, and remained with him until three American soldiers and a civilian arrived.

In his attempts to extricate the wireless operator, Sergeant Bunt sustained burns of the face and wrists, which will necessitate his remaining in hospital for over a fortnight. Although his rescue efforts were not actually witnessed, it was obvious, from the extreme severity of the Wireless Operator's burns, that Sergeant Bunt had willingly subjected himself to intense heat and considerable danger in entering the blazing wreckage.

It is considered that this trainee air gunner, by his actions under extremely hazardous conditions, displayed the highest standard of courage and a complete disregard of his own personal safety in an effort too save the life of a fellow crew member. His conduct is deemed to be worthy of the highest praise, and it is accordingly strongly recommended that his gallantry be recognized by the immediate award of the George Medal.

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BUNT, F/L Stuart Frederick (J17064) - **Commended for Valuable Services** - No.1 Reconnaissance and Navigation School - Award effective 11 August 1945 as per **London Gazette** dated 14 August 1945 and AFRO 1453/45 dated 14th September 1945. Born 15 March 1921. Enlisted in London, Ontario, 7 December 1940 and posted to No.1 Manning Depot. To No.8 (BR) Squadron, 11 January 1941. To No.3 ITS, 9 April 1941; graduated and promoted LAC, 16 May 1941; posted that date to No.11 EFTS; graduated 3 July 1941 and posted to No.8 SFTS; graduated and promoted Sergeant, 13 September 1941. To No.31 GRS, 26 September 1941. To "Y" Depot, 29 December 1941. To RAF overseas, 7 January 1942. Commissioned 15 January 1943. Promoted Flying Officer, 15 April 1943. Repatriated 4 December 1943. To No.1 General Reconnaissance School, 26 January 1944. Promoted Flight Lieutenant, 1 August 1944. To No.1 Reconnaissance and Navigation School, 3 February 1945. To No.4 Release Centre, 20 September 1945. Retired 6 October 1945. Rejoined RCAF as Foreman of Works, 8 June 1949 (rank of Flight Sergeant, service number 13442), Most of his time spent at Edmonton before retiring 28 February 1952. A genealogical website gives date of birth as 15 March 1922 in London, Ontario and date of death as 9 September 1979 in London, Ontario.

Flight Lieutenant Bunt has been in charge of a night flying flight since the inception of night flying at this Station. He is an officer who can be relied upon to carry out efficiently any flying job under extreme adverse conditions and it is this continuous personal example which is responsible for the high degree of efficiency in his flight. he has had 343 hours of operational flying overseas on Beauforts and Wellingtons and his experience is reflected in the high degree of efficiency and morale of his flight.

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BURBANK, S/L (now W/C) Sherman Reed (C1990) - **Member, Order of the British Empire** - AFHQ (Directorate of Signals) - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 19 October 1907 in Winnipeg; educated at Carman, Manitoba, North Vancouver High School, and Sproat Shaw Wireless School. Wireless Operator for marine commercial companies and for Department of Marine and Fisheries (two and one-half years). Enlisted in Vancouver, 3 October 1934 (302). To Camp Borden, 15 October 1934 for Course of Instruction, Signals, 15 October 1934 to 7 March 1935. Promoted AC1, 15 March 1935. To Station Dartmouth, 31 March 1935 and placed on strength of No.5 (Flying Boat) Squadron. Promoted LAC, 3 April 1936. On duty at Moose River during mine disaster. On command to Sydney, 29 April to 28 August 1935 (RCMP patrols). On detachment to Shediac, 28 April to 4 November 1936 (RCMP Customs patrols). To No.11 Detachment, Vancouver, 31 December 1936. Promoted Corporal, 1 January 1937. Promoted Sergeant, 1 April 1938. Promoted Flight Sergeant as of 1 April 1939. To Station Trenton, 30 November 1939. To No.1 Wireless School, 22 February 1940 (setting up school, instructor). Commissioned in Signals Branch, 15 May 1940 and given rank of Flying Officer. While on strength of No.1 WS he was also installing ground stations at Ottawa and Trenton. To No.2 WS, 10 March 1941.

Promoted Flight Lieutenant, 15 August 1941. To AFHQ, 23 February 1942 - staff officer, Directorate of Signals, arranging purchase, distribution, installation and operation of air and ground signals equipment. Promoted Squadron Leader, 1 November 1942. Promoted Wing Commander, 1 February 1944. To War Staff College, 31 March 1944. To AFHQ, 2 June 1944. He was Deputy Director of Signals, Plans and Requirements when announcement made. Retained rank of Wing Commander as of 1 October 1946. To Radio and Communications School, Clinton, 16 October 1947. To AFHQ, (January 1951. Promoted Group Captain, 1 September 1951. Awarded Queen's Coronation Medal, 21 October 1953 when a Group Captain, AFHQ. Retired 12 May 1961. Died in Sooke, British Columbia, 12 May 1986 as per **Airforce Magazine** of January-February-March 1987.

This officer has performed outstanding and meritorious service in the Signals Branch. His keenness, efficiency and devotion to duty have been exceptional. He has given his services with untiring effort, refusing leave and working long hours because of the importance of the work upon which he has been engaged. He has made a large contribution to the efficiency of the Signals Organization.

He was first recommended for the MBE, 18 August 1943 (signature illegible) as follows:

This officer is outstanding in his energy and efficiency. His keenness and extreme devotion to duty beyond the course of normal duty has permitted the RCAF to repeatedly establish and maintain radio communication under trying and difficult conditions. His work is an excellent example to all subordinate staff officers.

This was noted on 25 October 1943 as "Did not reach Priority Canada Medal inaugural list 1943." However, on 18 February 1944, W/C D.R. Gunn put forward another recommendation. Burbank was then Deputy Director of Signals Plans and Requirements.

This officer has performed meritorious service in the Signals Branch. By his keenness and devotion to duty he has been an outstanding example, not only to junior officers, but to all with whom he has come in contact. He is untiring in his efforts and has shown complete disregard of self or personal considerations in his efforts to further the interests of the Service. Because of the importance to the Service of the work on which he has been engaged, he has persistently refused leave and has worked many hours overtime almost daily for the past two years. He has thus contributed more than his fair share to the efficiency of the Signals Organization.

This was endorsed on 29 April 1944 by A/V/M Wilf Curtis and approved by Air Marshal Robert Leckie.

Note: Some of his most valuable work was done between June 1944 and October 1947 as RCAF

or Canadian representative at a series of international conferences including the Inter-American Radio Conference (Rio de Janeiro, September 1945), International Telecommunications Conference (Atlantic City, May to September 1947). On 3 October 1945, Mr. F.H. Soward (External Affairs) wrote the following to Mr. H.F. Gordon (Deputy Minister of National Defence for Air):

As Chairman of the Canadian delegation to the Third Inter-American Radio Communications Conference, I am writing to express my personal appreciation of the valuable contribution made to the work of the Canadian delegation by W/C S.R. Burbank from your Department. In addition to his participation in committee work for the Conference, W/C Burbank, at my request, undertook the duties of secretary for our delegation. He could not have been more helpful or efficient in carrying out these duties, and on various occasions, all the members of his group expressed to me their appreciation of his services. It is a pleasure for me to be able to put this on record for your Department.

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BURCH, F/O Jack (J26783) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 16 May 1922. Home in Vancouver; enlisted there 14 May 1942 and posted to No.3 Manning Depot. To No.7 ITS, 29 August 1942; graduated and promoted LAC, 23 October 1942 but not posted to No.23 EFTS until 21 November 1942; may have graduated 22 January 1943 but not posted to No.11 SFTS until 6 February 1943; graduated and commissioned, 28 May 1943. To No.1 GRS, 11 June 1943. To No.31 OTU, 20 August 1943. To "Y" Depot, 20 November 1943. Taken on strength of No.3 PRC, Bournemouth, 23 November 1943. Promoted Flying Officer, 28 November 1943. Repatriated 8 August 1945. To No.3 Repair Depot, 17 August 1945. Retired 13 October 1945. Re-engaged in Vancouver, 1 December 1950 as a Chipmunk instructor, serving until 31 March 1958 while attached to Vancouver and British Columbia Flying Clubs. Award sent by registered mail 24 February 1950. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 15 December 1944 when he had flown 34 sorties (177 hours 15 minutes), 27 June to 11 November 1944.

This officer has now completed his first tour of operations comprised of thirty-four trips over enemy territory.

The successful completion of these operational sorties was due largely to the initiative, resourcefulness and skilful airmanship of this officer. His tenacity, endurance and fine offensive spirit has undoubtedly inspired a high standard of morale in his crew and the squadron in general.

I consider that his exceptional high qualities of leadership and his fine record of achievement fully merits the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

27 June 1944 - Wizernes (3.20)
28 June 1944 - Metz (6.10)
4 July 1944 - Villeneuve St. George (6.20)
9 July 1944 - Ardouval (3.15)
12 July 1944 - Acquet (4.20)
14 July 1944 - Audenbelck (4.20)
18 July 1944 - Caen (4.35)
18 July 1944 - Wesseling (5.50)
20 July 1944 - Ferme de Forestel (4.00)
24 July 1944 - L'Hey (3.30)
25 July 1944 - Stuttgart (8.50)
4 August 1944 - Bois de Casson (4.50)
5 August 1944 - St. Leu d'Esserenent (5.30)
7 August 1944 - Gardening, Lorient (5.20)
8 August 1944 - Foret de Chantilly (4.30)
9 August 1944 - Foret de Croc (3.40)
12 August 1944 - Mont Richard (5.20)
14 August 1944 - Bois Tassily (4.10)
18 August 1944 - Connetre (6.25)
24 August 1944 - La Rochell (6.45)
28 August 1944 - Brest Harbour (4.15)
31 August 1944 - Ile de Cezembre (4.55)
23 September 1944 - Douberg (3.40)
25 September 1944 - Calais (4.20)
27 September 1944 - Sterkrade (4.40, duty not carried out)
28 September 1944 - Cap Gris Nez (3.45)
5 October 1944 - Heligoland (5.30)
6 October 1944 - Dortmund (5.55)
9 October 1944 - Bochum (6.40)
14 October 1944 - Duisburg (5.00)
15 October 1944 - Wilhelmshaven (4.15)
23 October 1944 - Essen (5.30)
28 October 1944 - Cologne (5.10)
30 October 1944 - Cologne (6.05)
11 November 1944 - Gardening, Oslo (6.35)

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BURDEN, F/L Paul Edward (J23035) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 7 August 1920 in Poquiock, New Brunswick (information from announcement of his being made an Honorary Colonel). Educated in Fredericton and Horton Academy, Wolfville, Nova Scotia. Home in Fredericton; enlisted Moncton 27 June 1940. To No.1 ITS, 21 July 1940; graduated and promoted LAC, 14 October 1940 when posted to No.7 EFTS; graduated 29 November 1940 and posted next day to No.31 SFTS; graduated and promoted Sergeant, 24 March 1941. Posted that date to Central Flying School, Trenton. To No.3 WS, 1 July 1941. Flew as staff pilot at No.4 Wireless School (Winnipeg) and with No.124 Ferry Squadron (Rockcliffe). Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 1 June 1942. Promoted WO1, 1 December 1942. Commissioned, backdated to 15 October 1942. Promoted Flying Officer, 4 May 1943. To "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, 31 October 1943. Overseas flew with No.434 Squadron, Croft and No.405 Squadron. Promoted Flight Lieutenant, 15 October 1944. Repatriated by air, 17 June 1945. Began training for Tiger Force, at which time he was reported as buzzing his home town in a Lancaster. To Eastern Air Command, 2 October 1945. To No.1 Composite Training School, 14 February 1946. Released 6 April 1946. Award presented 28 June 1949. Awarded Queen's Coronation Medal, 26 October 1953 while a Flight Lieutenant, AFHQ, responsible for RCAF Association. Ran an office equipment business in Fredericton. Honourary Colonel, No.403 Squadron, March 1995 to 1999. His various associations (listed when made Honorary Colonel) included President of No.252 Lord Beaverbrook Wing, RCAF Association, National Vice-President of RCAF Association, President of Fredericton Branch, Royal Canadian Legion, Executive on Board of Governors of New Brunswick and Prince Edward Island Corps of Commissionaires, President of Fredericton Garrison Club, Member of Fredericton Police Commission, President of Fredericton South District of Boy Scouts, and unsuccessful Liberal candidate in York-Sunbury in 1965 and 1968 federal campaigns. Died 19 February 2005 in Fredericton as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2005. 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 2/9082 has recommendation dated 23 March 1945 when he had flown 34 sorties (209 hours), 6 October 1944 to 20 March 1945.

6 October 1944 - Dortmund (7.10)
14 October 1944 - Duisburg (5.30)
23 October 1944 - Essen (5.50)
25 October 1944 - Homberg (4.35)
2 November 1944 - Dusseldorf (6.35)
6 November 1944 - Gelsenkirchen (5.40)
4 November 1944 - Bochum (5.40)
16 November 1944 - Julich (6.05)
18 November 1944 - Munster (5.55)
21 November 1944 - Castrop (6.35)

30 November 1944 - Duisburg (7.05)
2 December 1944 - Hagen (7.25)
4 December 1944 - Karlsruhe (7.30)
6 December 1944 - Osnabruck (6.40)
28 December 1944 - Opladen (6.35)
30 December 1944 - Cologne (7.05)
2 January 1945 - Nuremburg (9.40)
5 January 1945 - Hanover (5.55)
7 January 1945 - Munich (8.55)
14 January 1945 - Merseburg (8.35)
16 January 1945 - Zeitz (8.35)
7 February 1945 - Cleve (4.00)
23 February 1945 - Essen (4.05)
24 February 1945 - Kamen (4.30)
2 March 1945 - Cologne (4.15)
5 March 1945 - Chemnitz (7.55)
7 March 1945 - Dessau (7.45)
8 March 1945 - Hamburg (5.55)
12 March 1945 - Dortmund (4.40)
14 March 1945 - Zweibrucken (5.00)
15 March 1945 - Misburg (6.25)
16 March 1945 - Nuremburg (7.00)
18 March 1945 - Witten (5.15)
20 March 1945 - Heite (5.10)

An outstanding captain of aircraft in all respects, Flight Lieutenant Burden is a very keen and conscientious member of aircrew. Throughout his operational career Flight Lieutenant Burden has always shown great determination to press home all his attacks to a successful conclusion. The results achieved by his crew reflect well his leadership and skill. In all respects this officer is a most efficient and valuable captain and he has added in no small measure to the success and merit of the squadron.

Note: The September/October 1983 issue of **Flightlines** (Canadian Warplane Heritage) carried an article, "The RCAF Had Its Burdens Too !" The article noted that Paul Burden had a brother, Flying Officer George Burden, who was killed in action on 3 May 1945 (shot down by light flak while flying a Typhoon of No.439 Squadron). George Burden was killed before his son Malcolm was born. Malcolm joined the RCAF and became a T-33 instructor at Portage la Prairie. Killed in 1967 with a pupil when he "flew into the only hill in southern Manitoba."

The Fredericton **Gleaner** published the following obituary:

BURDEN, PAUL EDWARD - D.F.C. In his 84th year, Past Honorary Colonel Paul E. Burden passed away at the Veterans Health Unit in Fredericton, New Brunswick on

February 18, 2005. Paul and his wife Iris (Southern) of 58 years raised a family of eight children. He is survived by sons Christopher (Barbara), Michael (Margaret Ann), Nicholas (Ruby) Peter (Mexicana Briggs) and daughters Beverley (David DeLong), Betty, and Martha (Kevin Gillrey), sister, Betty Woodside (George), 16 grandchildren and four great grandchildren. Paul was predeceased by daughter, Penny Morrissette (Ivan), brother, George Franklin Burden, nephew, Malcolm Boyd and parents E. E. (Ted) and Myrtle Burden (Hoyt). Born in Poquiock, New Brunswick August 7, 1920 many of Paul's early years were spent on his father and grandfather's farms. He left MacDonal College after one year to join the R.C.A.F. at the age of 19, enlisting on June 27, 1940. Trained as a pilot, Paul received his wings on Fairey Battles at Kingston, Ontario. For the next two and half years he remained in Canada, first as a staff pilot at #4 Wireless School, Winnipeg and then as a member of #124 Ferry Squadron, Rockcliff. Paul was posted to the United Kingdom in 1943. As a pilot with the 434 Squadron and 405 Pathfinder Squadron respectively, Lieutenant Burden remained active until war's end, completing 43 operations. He received his demobilization from the R.C.A.F. in 1946 after spending his last months as a troop conductor on troop ships crossing the Atlantic. Upon return to Fredericton, Lieut. Burden flew his Lancaster down Charlotte Street at tree level, his mother waiving her apron in response. During his career as an airman, Paul was awarded the Distinguished Flying Cross for bravery; the France-German Star, 39-45 Star; the Defense of Britain medal, the Canadian Volunteer medal and clasp, the Victory medal for wartime service, the Pathfinder Force Award and the Operations Wing Award. In recognition of service to country and community, he also received the Queen's Coronation, Silver Jubilee, Centennial and Golden Jubilee medals; Canadian Corp of Commissionaires Meritorious Service, Canadian Corp of Commissionaires Long Service and FÃ©dÃ©ration des Combattants Volontaires AlliÃ©s Canada medals. In civilian life Paul was well know in the stationery profession and as a community volunteer. He operated Paul Burden Ltd. for 35 years, then Burden Office Equipment and Burden Auctioneers and Liquidators Ltd. In addition to his children, nieces and nephews, Paul gave many young people their introduction to the world of commerce. Numerous employees worked in his family operated business for decades. At one time he had more than 60 employees, all of whom he personally greeted everyday. Paul had a keen interest in community affairs, supporting a myriad of organizations. He was a member of Brunswick Street Baptist Church, York South Liberal Association, a Mason for 60 years and a Shriner. Paul served as Past President of the Fredericton Branch and New Brunswick Command Royal Canadian Legion as well as Honorary Grand Patron of that Command; Chairman of the Board of Governors New Brunswick and Prince Edward Island Divisions of the Corps of Commissionaires; Charter Past President of the 252 (Lord Beaverbrook) Wing of the Royal Canadian Air Force Association in Fredericton and a former National Officer of that organization. In addition, he held positions as Past President of the Fredericton Chamber of Commerce, Fredericton Children's Aid Society, Fredericton South Boy Scouts, District President Boy Scouts of Canada, Fredericton Board of Trade, Garrison Club, Society for the Prevention of Cruelty to Animals and the Canadian Office Machine Dealers Association; Director - Canadian National Institute for the Blind; Vice President Kinsmens Club, Vice President National Executive Council, R.C.A.F.;

Provincial Director Air Cadet League of Canada; former member of the Fredericton Police Commission and former Clerk Assistant of the New Brunswick Legislature. Paul also served as Honorary Colonel of 403 Squadron at Base Gagetown, New Brunswick. As a young man Paul owned the Montgomery Street Animal Hospital and bred bullmastiffs. He was well known in the dog show circuit. In latter years Paul pursued his life long love of animal husbandry, breeding Peruvian Paso horses. A proficient rider, he and his stallion, Tallisman, often participated in local parades and community events. His affection for children was a focal point in his life. Many summers were spent with family and friends at Lake George where Paul was said to have given every child a boat ride and a tow on water skis. Paul lived his life with purpose. He was a devoted family man, entrepreneur and gifted storyteller with a love for people, history and nature. In addition to his family, perhaps his greatest legacy was his love of country and his sense of fair play and honesty. His eternal optimism, sense of humor and gentle nature will resonate in those who knew him. Honorary pallbearers are Carl Ericson, Penny Ericson, Eric Wright, Anne Reynolds; George, Lee, Roy, Paul, Allyson and Constance Woodside; Paul Ripley, H.M. (Mac) Heckbert, M.M.; R.O. Bosence, Col. Derek Hunter, C.D.; Lieut. Col. Richard Rogers, O.M.M., C.D.; Elizabeth Rogers and David DeLong. A memorial service will be held at Brunswick Street Baptist Church on February 23rd at 2:00p.m., Rev. Reg Miller officiating. In celebration of Paul's life, those in attendance are invited to join his family at the Delta Hotel following the service. In lieu of flowers, donations may be made to the Veterans Health Unit (700 Priestman Street, P.O. Box 9000, Fredericton NB, E3B 5N5) or an organization of the donor's choice.

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BURDEN, F/L Roy Herbert (J7015) - **Mention in Despatches** - No.438 Squadron (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 15 November 1919. Home in North Vancouver; enlisted Vancouver, 6 November 1940. To No.3 Training Command and No.31 GRS, 9 December 1940. To No.3 ITS, 23 March 1941; graduated and promoted LAC, 19 April 1941 when posted to No.15 EFTS; graduated 9 June 1941 when posted to No.11 SFTS; graduated and promoted Sergeant, 20 August 1941. Subsequently commissioned with effect from that date. To No.32 SFTS, 24 November 1941. To No.4 Training Command, 2 November 1942. Promoted Flying Officer, 20 August 1942. To No.1 OTU, 12 March 1943. Further postings unclear. Promoted Flight Lieutenant, 1 December 1944. Re-engaged as Chipmunk instructor, Vancouver, 1 September 1951 to 22 November 1952. RCAF photo PL-40911 (ex UK-8290 dated 23 February 1944) shows him as a Typhoon pilot (No.438 Squadron).

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BURDES, FS (now WO2) John Robert (Can 286) - **British Empire Medal** - No.401 Squadron - Award effective 11 June 1942 as per **Canada Gazette** of that date and AFRO 1000-1001/42 dated 3 July 1942. Born at Shanigan Lake, British Columbia, 14 November 1910. Home in Victoria; enlisted in Vancouver. Enlisted in RCAF, 24 September 1929 as a Carpenter. To "B" Flight, Camp Borden, April 1930

("service and maintenance, DH Gypsy Moths"). Reclassified as Rigger, 9 June 1930. Promoted AC1, 1 October 1930. To "H" Flight, Camp Borden, May 1931 ("service and maintenance, Kinner Fleets"). To No.1 (F) Squadron, Trenton, September 1931 ("service and maintenance, Siskin fighters.") Promoted LAC, 1 October 1931. Promoted Corporal, 20 May 1938. With No.1 (F) Squadron to Calgary, September 1938 ("service and maintenance, Siskin fighters"); to No.1 (F) Squadron Detachment, Vancouver, February 1939 ("assembly and maintenance, Hawker Hurricane"). Promoted Sergeant, 1 April 1939 he an Airframe Mechanic. Still with No.1 (Fighter) Squadron, to Montreal (September 1939) and then to Dartmouth, 8 November 1939. Proceeded with them overseas. Promoted Flight Sergeant, 1 August 1940. Promoted WO2, 15 January 1941. Repatriated 19 July 1941. To No.3 Repair Depot, 29 July 1941. To No.115 (Fighter) Squadron, 10 October 1941, service which included Annette Island. Promoted WO1, 1 April 1942. To No.135 (Fighter) Squadron, Patricia Bay, 15 August 1942. Classified as Master Mechanic, 1 February 1943. To Station Patricia Bay, 6 August 1943. To No.3 Repair Depot, Vancouver, 3 April 1944. To No.7 Repair and Maintenance Unit, 1 November 1945. To No.10 Repair Depot, 16 April 1946. To Sea Island, 7 May 1946 and assigned to No.442 Squadron. Remained in postwar RCAF, reverting to Flight Sergeant on 1 October 1946. Promoted WO2, 1 November 1947. To No.2 Technical Training School, Camp Borden, 14 February 1950. To No.442 Squadron (Auxiliary Support), 21 August 1950. Promoted WO1, 1 August 1951. To Station Saskatoon, 2 May 1951; to No.406 Squadron (Auxiliary Support), 27 July 1951. Received Queens Coronation medal, 23 October 1953, while WO1 with No.406 (Auxiliary) Squadron. Retired 18 December 1956. Award presented by Governor General, 3 December 1942. Recommended by S/L McNab, 28 October 1940. Died in Duncan, British Columbia, 6 June 1961; see **Legionary** of September 1961. RCAF photo PL-535 dated 15 June 1940 taken on departure of No.1 (Fighter) Squadron for overseas - Corporal A.L.P. Gagnon (St. Boniface, Manitoba), FlightSergeant L.G. Saunders (Ottawa), Sergeant J.R. Burdes (New Westminster), Sergeant Major A.C. Wilson (Ottawa), and Sergeant F. Worrell (Montreal).

Flight Sergeant Burdes is NCO in charge of "B" Flight, No.1 Canadian (F) Squadron. His work in this capacity has been excellent. Working under unfamiliar and adverse conditions, he has kept a maximum number of aircraft serviceable for operational flying. His continual good spirits and ability have won the confidence of both men and officers.

Notes: On 15 October 1948, W/C R.F. Douglas (Commanding Officer, Station Vancouver) submitted a recommendation for a King's Commendation (it appears that similar recommendations were made on behalf of 251 F/L L.A. Harling and 4343 Corporal M.H. Rose). That for Burdes read:

This Warrant Officer during the period of the flood emergency in May, June and July 1948, performed outstanding service in organizing the personnel of the Station on flood duties. WO2 Burdes by his energy, cheerfulness, efficiency and good leadership, encouraged the personnel who were working long hours on loading and unloading aircraft and handling heavy equipment. His efficient organization of the work resulted in the cargoes being moved with the greatest dispatch and materially added to the amount of air transportation which it was possible to do during the emergency.

On 23 October 1948, A/V/M John Plant wrote to Air Officer Commanding, North West Air Command,

reference these recommendations. His letter read, in part:

The existing Government policy regarding the granting of awards in peacetime requires that recommendations must pertain to outstanding acts of gallantry. After careful examination of your submissions, the RCAF Honours and Awards Committee considered that while there was evidence of outstanding merit and devotion to duty, it was not felt that these recommendations came within the terms of reference of existing Government policy.

This decision was only reached after making a detailed comparison with the Canadian Army's single recommendation which is based solely on gallantry in the saving of several lives at great personal risk.

Copies of the citations recommending 251 F/L L.A. Harling, 286 WO2 .R. Burdes and 4343 Corporal M.H. Rose for awards are being placed on their personal files at these Headquarters and you may be assured that the decision of the RCAF Honours and Awards Committee does not detract in any way from the commendable services performed by the personnel in question.

Assessments: Descriptions of him are almost monotonous in their praise. Examples:

"This airman is very keen at his work and has carried out his duties in the Flight very satisfactorily." (S/L Shearer ?, 5 September 1931).

"A valuable airman, well versed in his trade. A conscientious and willing worker, cheerful at all times. Deserving of advancement." (CO of No.1 Squadron, 1 December 1937).

"This NCO is above average in zeal in the performance of his duties and is thoroughly deserving of promotion to higher rank...Because this man is valuable as an instructor it is recommended he be retained on Hurricane aircraft for the purpose of training junior men in this Squadron." (S/L E.A. McNab, No.1 Squadron, 4 January 1940).

"This WO1 has proven to be very efficient, energetic and trustworthy at all times during his period of duty at this station." (S/L A. Ward, No.3 Repair Depot, 13 July 1944)

"This NCO has the ability to talk those under him into doing something they don't want to do and then wind up liking it. He can be described as a good morale builder. He has an above average knowledge of his trade and is strong in administrative ability - always shows a definite interest in the welfare of the men under him." (F/O H.W.A. Dawson, Station Saskatoon, 17 May 1951)

"WO Burdes is a shining example of what an Air Force officer or NCO should be. He is respected by all ranks both above and below him."(W/C A.A. Myers, No.406 Squadron, 29 May 1952)

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BUREL-DIT-NOEL, Sergeant Joseph Hector Oscar (R53886) - **Mention in Despatches** - No.145 (BR) Squadron - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 29 June 1916. Home in Hull, Quebec; enlisted in Ottawa, 29 May 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 21 June 1940. Promoted AC1, 29 August 1940. To No.10 (BR) Squadron, 23 October 1940. To No.9 SFTS, 27 December 1940. Promoted LAC, 1 April 1941. Promoted Corporal, 1 October 1941. To Yarmouth, 13 February 1942. To No.113 (BR) Squadron, 28 February 1942. Promoted Sergeant, 1 December 1942. To No.145 (BR) Squadron, 10 August 1944. To "K", 1 July 1945. To No.4 Reserve Equipment and Maintenance Unit, 5 September 1945. To United Kingdom, 8 January 1946. Repatriated 17 June 1946. Reverted to Corporal in postwar RCAF (21174) as of 1 October 1946 when he was with No.435 Squadron. To Dorval, 1 April 1947. To Lachine, 26 July 1950. Retired 26 January 1951. Certificate sent to Station Dartmouth, 4 July 1945.

This airman, who is employed as non-commissioned officer in charge of servicing and maintenance with his squadron detachment, has shown the utmost determination and perseverance. Upon its formation this non-commissioned officer, in spite of great difficulty, was instrumental in organizing the servicing and maintenance and has since contributed greatly to the detachment's successful and efficient operation. He has at all times set an example for the men under him that is worthy of the highest praise.

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BURGAR, Sergeant Reginald Kenneth (R92486, later J88205) - **Mention in Despatches** - No.9 Squadron (AFRO says only "Overseas") - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 21 May 1922 (21 May 1921 according to obituary) in Landis, Saskatchewan. Educated there. Enlisted Vancouver. To No.2 Manning Depot, 14 March 1941. To No.34 SFTS (guard), 29 April 1941. To No.2 WS, 22 June 1941; promoted LAC, 24 July 1941; to Trenton, 22 January 1942; to No.6 BGS, 28 February 1942; graduated and promoted Sergeant, 30 March 1942. To "Y" Depot, 31 March 1942. To RAF overseas, 30 April 1942. Served in No.9 Squadron. Attained rank of WO2, 30 March 1943. Promoted WO1, 30 September 1943. Commissioned 6 July 1944. Promoted Flying Officer, 6 January 1945. Repatriated 2 August 1945. Retired 25 October 1945. Died in Peace River, Alberta, 9 May 2003. Obituary notice stated he became a rear gunner and was on the crew that flew the first Canadian-built Lancaster bomber (KB700) over to Great Britain. The obituary went on to say, "In 1963, Reg and his sister, Bernice Carmichael, established South Peace News and the Valleyview Valley Views. Later, the two split and each published separately with Reg in High Prairie and Carmichael in Valleyview. Reg first printed South Peace News in a back room at the old Park Hotel. Later, he moved his presses into a garage at the back of a house he rented. Reg did all the writing and presswork in publishing High Prairie's first newspaper. Reg never shied away from controversy in publishing his newspaper. He was very involved in all aspects of the community through his reporting. "He never backed down from any controversy," says Jim

Fisher, who went goose hunting with Reg for many years. "But if he was wrong he'd apologize." Fisher remembers the two going goose hunting every day except Wednesday mornings, when Reg was busy publishing the paper himself. Reg was also a member of the High Prairie Jaycees, a former group similar to the chamber of commerce. He also maintained an interest in flying and the High Prairie Airport. He also tried unsuccessfully on Oct. 15, 1969 in opposing Fred Dumont for the mayoralty of High Prairie. Reg eventually handed over the reins of South Peace News to his son Jeff and his wife Mary in the fall of 1972. Jeff helped his father publish the paper during the previous years. Today, the paper is in its 41st year of publication and has always been in the Bugar family's hands." RCAF photo PL-41235 (ex UK-17702 dated 30 December 1944) is captioned as follows - "These veteran Canadian air gunners, both on their second tour of operations, were all set to fly to Munich when their skipper, a former Battle of Britain fighter pilot, grounded with influenza. At the left is P/O Reg Bugar, Traynor, Saskatchewan, a proud owner of 'Bambi', first Canadian dog to fly the Atlantic. Polishing up his perspex (top) is F/O L.W.H. 'Bill' Rothernell, Regina and Black's Harbour, New Brunswick. He survived two crash landings in the Libyan desert when his Wellington crew was harassing Rommel's army in North Africa."

RCAF Press Release No.4484 dated 9 April 1944 from Sergeant John Badger reads:

WITH RCAF BOMBER GROUP OVERSEAS: Warrant Officer Reg Bugar of Traynor, Saskatchewan, was ready to tell everything about his operational career apart from security information – and what he did personally.

Other than the fact that he used his guns three times in the course of his tour, the stocky mid-upper gunner simply would not talk about himself. But he was full of praise for the Canadian and RAF crewmates who flew with him when he was with an operational squadron. Five members of his crew, including himself, were Canadians. He told for instance about the time his RAF Lancaster was on its bombing run in the dark sky battlefield over Duisburg. Like a rugby player carrying the ball in a broken-field run through a strong enemy team, the four-engined Lancaster had to contend with plenty of interference. But the interference was a maelstrom of heavy flak, the bombing run had to be straight and the game was for keeps. One vast burst whumped right near the plane and flak fragments bashed through fuselage and mainplane in about a score of places. The RAF bomb-aimer was hit but only stunned, the navigator was shaken up. The rugged aircraft lurched under the broadside then plowed steadily on. Pilot Officer Steve Boczar, DFC, 319 Avenue J (correct), South Saskatoon, the skipper, had not permitted the near-disaster to distract him or unsteady his hands at the controls for a second. The battered bomber went on to discharge its load successfully, then dodged out of the flak-storm and flew home safely.

But if Reg Bugar won't talk about himself, at least he can't gainsay the record. This shows that the Saskatchewan lad won his air gunner's wing at 19, had flown

a tour of operations and become an instructor before he was 21. He teaches gunnery now at a heavy conversion unit of RCAF Bomber Group Overseas. Reg likes the job but his heart is still with operational flying. "Life on a squadron is about the best there is," he says.

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BURGESS, F/O Charles Lebert (J21143) - **Distinguished Flying Cross** - No.439 Squadron (now No.56 OTU) - Award effective 13 January 1945 as per **London Gazette** dated 23 January 1945 and AFRO 471/45 dated 16 March 1945. Born 19 April 1920 in Fredericton, N.B; home there. Enlisted in Saint John, New Brunswick, 28 July 1939 as clerk and posted to Trenton. Promoted AC1, 28 January 1940. Promoted LAC, 1 June 1940. Promoted Corporal, 30 November 1940. Promoted Sergeant, 1 February 1941. Reclassified as Clerk/Stenographer, 1 March 1941. Promoted Flight Sergeant, 1 October 1941. Remustered to aircrew and posted to No.3 ITS, 28 February 1942.; reverted that date to AC2. Rank of Sergeant restored, 1 April 1942. To No.17 EFTS, 5 June 1942. To No.2 SFTS, 1 August 1942; graduated and commissioned, 19 November 1942. To No.123 Squadron, 4 December 1942. Promoted Flying Officer, 20 May 1943. To "Y" Depot, 29 August 1943. Taken on strength of No.3 PRC, Bournemouth, 13 October 1943. Repatriated 23 July 1945. Remained in postwar RCAF as Pilot from 1 October 1946 onwards (11570) and attained rank of Squadron Leader, 1 July 1953. Postwar service included No.413 Squadron at Rockcliffe and No.1 (Fighter) OTU (the latter posting as of 23 May 1953) and Training Command Headquarters (as of 25 August 1956). Retired 18 September 1958. RCAF photos PL-28785 (ex UK-9844) and PL-28786 (ex UK-9845) show him. Recommended when he had flown 91 sorties (93 operational hours).

This officer had taken part in a large number of operational missions and has led the squadron on a number of occasions with excellent results. While leading a section in close support of the Army in July 1944, this officer achieved a large measure of success; approximately thirty tanks were destroyed. On operations against enemy communications Flight Lieutenant Burgess, in spite of heavy opposition, has destroyed much other enemy transport. He has always pressed home his attacks with the utmost determination.

Public Record Office Air 2/9043 has recommendation drafted by S/L K.J. Fiset about 27 October 1944 when Burgess had flown 91 sorties (93 hours 40 minutes). Sortie list and submission as follows.

25 April 1944 - fighter escort, Agon (1.25)
26 April 1944 - Ramrod, Noball, Abbeville (1.45)
4 May 1944 - Ramrod, Noball (1.15)
8 May 1944 - Ramrod, Douai (1.20)
10 May 1944 - Ramrod, marshalling yards, Amiens (1.20, led section)
22 May 1944 - Anti-flak escort, Etretat (1.10)

24 May 1944 - Ramrod, marshalling yards, Douai (1.10)
29 May 1944 - Ramrod, Noball, Vacquerzette (1.00)
3 June 1944 - Ramrod, radar installation, Guernsey (1.00, successful)
6 June 1944 - Ramrod, army support, Gray-sur-Mer (1.15)
7 June 1944 - Ramrod, MET, southwest Caen (1.20, several flamers)
10 June 1944 - Ramrod, fighter escort, southwest Caen (1.15)
11 June 1944 - Ramrod, army support, west of Caen (1.00)
12 June 1944 - Ramrod, vilage, northeast of Caen (1.10, successful)
14 June 1944 - Ramrod, army support, east of Caen (1.15)
15 June 1944 - Ramrod, bridge, south of Caen (1.25)
16 June 1944 - Ramrod, troop and tank concentrations, Tilly (25 minutes)
17 June 1944 - Ramrod, bridge, Cabourg (1.15)
18 June 1944 - Ramrod, bridge, northeast of Caen (1.15)
20 June 1944 - Ramrod, Trouarn (1.20)
22 June 1944 - armed reconnaissance, railway juntion (1.40)
23 June 1944 - armed reconnaissance, marshalling yards, Mezidon (1.40)
29 June 1944 - Ramrod, bridge, Goupillieres (40 minutes)
29 June 1944 - Ramrod, bridge, Bretterville (25 minutes)
5 July 1944 - Ramrod, pontoon bridge, south of Caen (30 minutes)
7 July 1944 - Ramrod, German headquarters, Domfront (45 minutes)
8 July 1944 - Ramrod, German headquarters, Falaise (35 minutes)
8 July 1944 - Ramrod, German headquarters, Falaise (40 minutes)
12 July 1944 - Armed reconnaissance, bridge and MET north of Perrieres (1.00)
18 July 1944 - Ramrod, army concentration, Demouville (25 minutes)
25 July 1944 - Ramrod, petrol dump, south of Trun (1.10)
26 July 1944 - Ramrod, German headquarters, St. Martin de Fontenay (40 minutes)
30 July 1944 - Ramrod, MET, northeast of Laiglel (1.00)
31 July 1944 - Ramrod, MET, St. Pierre du Fresnel (30 minutes, very successful)
31 July 1944 - Ramrod, MET, Caumont (40 minutes, very successful)
2 August 1944 - Ramrod, village, Tilly la Campagne (50 minutes)
2 August 1944 - Ramrod, MET, Aunay-sur-Oren (30 minutes, good bombing)
4 August 1944 - Ramrod, MET, Falaise (55 minutes)
7 August 1944 - Ramrod, enemy strongpoints, Chenedelle (50 minutes)
8 August 1944 - Ramrod, chateau headquarters, Martinville (35 minutes)
8 August 1944 - Ramrod, woods, L'Abbaye (45 minutes)
12 August 1944 - Ramrod, German headquarters, east of Vassy (50 minutes)
12 August 1944 - Ramrod, bridge, St. Marc d'ouilly (45 minutes)
12 August 1944 - Ramrod, bridge, St. Marc d'ouilly (45 minutes)
13 August 1944 - Ramrod, MET, west of Falaise (1.00 three trucks, two gun positions)
15 August 1944 - Ramrod, MET, south of Vimoutiers (1.05, flamers and damaged)
17 August 1944 - Ramrod, barges and dredges, River Seine (1.10)
18 August 1944 - Ramrod, MET, Lisieux-Bernay (1.05)
18 August 1944 - Ramrod, MET, Lisieux-Bernay (1.10, six flamers, five smokers, three

damaged)

18 August 1944 - Ramrod, MET, north of Lisieux (40 minutes, one flamer, led section)

19 August 1944 - Ramrod, MET, Orbec-Bernay (1.05, five flamers, two smokers, three damaged)

19 August 1944 - Ramrod, MET, Vimontiers and Orbec (1.00)

20 August 1944 - Ramrod, MET, Bernay (1.00, led flight)

25 August 1944 - Ramrod, MET, west of Gournay (1.05)

27 August 1944 - Ramrod, barges, River Seine (55 minutes)

28 August 1944 - Ramrod, MET, west of Gournay (1.10)

31 August 1944 - Ramrod, MET, west of Amiens (1.20)

15 September 1944 - weather reconnaissance, Antwerp-Rotterdam (45 minutes)

16 September 1944 - armed reconnaissance, Dordrecht-Tilburg-Breda (1.25, led flight)

17 September 1944 - Ramrod, MET, south of Eindhoven (1.00)

17 September 1944 - Ramrod, patrolling, Roosendaal-Breda (1.00)

22 September 1944 - Ramrod, strong point, Cleve (1.00)

25 September 1944 - fighter patrol, Eindhoven (1.20)

26 September 1944 - Ramrod, railway, Utrecht (1.05)

26 September 1944 - fighter patrol, Nijmegen-Arnhem (1.00)

27 September 1944 - Ramrod, MET, north of Geldern (1.15, one boat, six MET)

28 September 1944 - fighter patrol, Arnhem-Cleve (1.30)

29 September 1944 - Ramrod, railroad, MET, east of Deventer (1.25, one train, two staff cars)

30 September 1944 - Ramrod, marshalling yards, Goch (45 minutes)

1 October 1944 - Ramrod, railway, Geldern and Xanten (1.05, good show)

2 October 1944 - Ramrod, marshalling yards, Goch (45 minutes)

4 October 1944 - Ramrod, railway, west of Ruurlo (1.00)

4 October 1944 - Ramrod, railway, southeast of Xanten (1.15)

5 October 1944 - Ramrod, railway, east of Praest (1.05)

5 October 1944 - Ramrod, railway, Dieren (55 minutes, led squadron, cut lines)

6 October 1944 - Ramrod, railway, Eltem (50 minutes, led "B: Flight)

7 October 1944 - Ramrod, railway, east of Wesel (50 minutes)

7 October 1944 - Ramrod, railway, north of Geldern (1.00, led squadron, cut lines, also one train)

12 October 1944 - Ramrod, railway, Horst (50 minutes, led "B" Flight)

13 October 1944 - fighter escort, medium bombers, Venlo (1.25, led squadron, cut lines)

14 October 1944 - Ramrod, railway, Elten (55 minutes, led squadron, cut lines)

15 October 1944 - Ramrod, railway, Bochelt-Borken (55 minutes, led squadron, cut lines)

15 October 1944 - Ramrod, railway, south of Xanten (45 minutes, led squadron)

17 October 1944 - Weather reconnaissance, Arnhem-Utrecht (35 minutes)

18 October 1944 - Ramrod, railway, west of Aaltem (1.00, led squadron, cut lines)

19 October 1944 - Ramrod, railway, Rijssen (55 minutes, led squadron, cut lines)

20 October 1944 - Weather reconnaissance, Zwolle-Deventer (55 minutes)

21 October 1944 - Ramrod, railway, west of Deventer (1.05, led squadron)

This officer has taken part in over 90 operational missions and, undeterred by flak, has been instrumental in leading the squadron on a number of successful sorties against all types of dive-bombing targets. Was leading a section on a close support (Army) on 31st July and the squadron dive-bombed and strafed with unexpectedly good results. The Army gave credit to the squadron for destroying approximately 30 tanks and a company of enemy infantry. Has led the squadron on rail interdictions and notwithstanding heavy anti-aircraft fire, has always been successful in his missions. This officer has also accounted for, personally, a number of trains and rolling stock, plus quite a number of MET flamers, smokers and damaged, especially during the "Falaise Gap" campaign.

This officer, under a calm and quiet manner, has a fine offensive spirit in action and presses home his attacks with the utmost determination. I strongly recommend that his conduct fully merits the award of the Distinguished Flying Cross.

Endorsed on 28 October 1944 by W/C F.G. Grant (Wing Commander, Flying):

A quiet, resourceful officer with great ability as a leader. Besides a successful Flight Commander, he has led his squadron against many heavily defended targets with success. Recommend strongly DFC.

Endorsed on 4 November 1944 by G/C P.Y. Davoud, Officer Commanding, No.143 Wing:

A very skilful fighter-bomber pilot whose tactics and ability as a leader in the air are outstanding. He has set a very high standard throughout his entire tour, and it is recommended that he be considered for an award of the DFC.

Endorsed by A/V/M Harry Broadhurst on 16 November 1944 and by A/M Alan Coningham on 14 December 1944.

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BURGESS, W/C Charles Walter (C265) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born in Toronto, 14 November 1914. Enlisted in RCAF Auxiliary as Provisional Pilot Officer, 1 October 1935; awarded wings 25 June 1937. Instructed at No.15 SFTS (was there as of 19 June 1941). Promoted Squadron Leader, 15 June 1941. Promoted Wing Commander, 1 November 1942. To "Y" Depot, 30 September 1943. Taken on strength of No.3 PRC, 8 October 1943. Further trained at No.22 OTU. To No.433 Squadron, February 1944; with No.426 Squadron, June 1944 to January 1945. Repatriated 5 August 1945. To No.1 Air Command, 15 September 1945. Reverted to Squadron Leader, 1 October 1946 (19872).

Promoted Wing Commander, 1 January 1949. Promoted Group Captain, 1 January 1955. Retired 9 March 1967 as Air Commodore. Award presented 1 April 1948. Died in Ottawa, 26 May 1988 as per **Airforce Magazine** of October-November-December 1988. RCAF photo PL-32360 (ex UK-13768 dated 24 August 1944) shows him when King and Queen visited No.6 Group. Photo PL-33051 (ex UK-15463 dated 2 October 1944) shows W/C C.W. Burgess (Port Credit) having a final chat with F/O Roger Stone (Strongfield, Saskatchewan) on completion of Stone's tour with a raid on synthetic oil plants in the Ruhr.

This officer has completed a large number of operational sorties against a variety of vital targets. He has always shown most praiseworthy determination, skill and resource in the face of the enemy. In April 1944 his aircraft was severely damaged by anti-aircraft fire. By outstanding airmanship, Wing Commander Burgess succeeded in flying it to this country where he was forced to abandon it by parachute. On another occasion during an attack against Metz in June 1944, his aircraft was subjected to four attacks by enemy fighters. One of the hostile aircraft was probably destroyed and his own aircraft escaped damage. As captain of aircraft and squadron commander Wing Commander Burgess has proved himself to be an excellent leader both in the air and on the ground. He has at all times set an excellent example of courage and devotion to duty.

DHH file 181.009 D.1510 (Library and Archives Canada RG.24 Vol.20600 has recommendation by G/C C.L. Annis (Station Linton-on-Ouse) drafted 21 November 1944 when he had flown 31 sorties (152 hours 55 hours) as follows:

Early in this officer's operational tour, on April 10th, 1944, his aircraft was hit by flak over enemy held territory and sustained severe damage to the engines and the fuel tanks. After part of his crew had parachuted out, he managed to fly it as far as the English coast, where he successfully bailed out the remainder of his crew and himself. On a raid the night previously while attacking marshaling yards near Paris his aircraft was singled out for attack by a Me.110, which by clever and drastic avoiding action he eluded. After returning to operations with a new crew, when attacking Metz on June 28th, 1944, his aircraft was subjected to four attacks by fighters, one of which was claimed as probably destroyed, and escaped unscathed. Now nearing the end of his operational tour, Wing Commander Burgess has shown most praiseworthy determination, skill and resource in the face of the enemy and as a captain of aircraft has been a very effective member of aircrew. By his personal example and his interest personal interest in his squadron and its equipment he has inspired his unit to be an operationally aggressive, efficient organization, which has given a splendid account of itself in the busy summer and autumn of the Allied offensive in the return to Europe. I have no hesitation whatever in recommending that he be awarded the Distinguished Flying Cross (Immediate).

Air Commodore J.L. Hurley (No.62 Base) concurred on 25 November 1944.

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BURGESS, P/O Frank Willis (J19249) - **Distinguished Flying Cross** - No.61 Squadron - Award effective 9 February 1944 as per **London Gazette** dated 22 February 1944 and AFRO 644/44 dated 24 March 1944. Born 11 July 1920. Home in Drumheller, Alberta; enlisted Vancouver, 2 October 1941. To No.3 Manning Depot, 14 December 1941. To No.7 SFTS (guard), 13 February 1942. To No.36 EFTS, 13 February 1942 (reposting same day ?). To No.2 ITS, 29 March 1942; graduated and promoted LAC, 23 May 1942 but not posted to No.19 EFTS until 18 July 1942; graduated 11 September 1942 and posted next day to No.11 SFTS; graduated and promoted Sergeant, 30 December 1942. To "Y" Depot, 13 January 1943. To RAF overseas, 25 January 1943. Promoted Flight Sergeant, 30 June 1943. Commissioned 25 September 1943. Promoted Flying Officer, 25 March 1944. Repatriated 26 September 1945. Retired 8 November 1945. Award presented 27 November 1948. Photo PL-33621 shows him at an operational training unit, October 1944.

In December 1943, this officer was pilot of an aircraft detailed to attack Berlin. On the outward flight one of the aircraft's engines became useless, the rear turret was put out of action and some important equipment became unserviceable. Although the target was still some 250 miles distant, Pilot Officer Burgess continued to the target and made a successful attack, afterwards flying safely to base. His example of determination and devotion to duty are worthy of great praise. Pilot Officer Burgess has completed numerous sorties and has proved himself to be an efficient and understanding captain.

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BURGESS, S/L Gordon Lennox (C3355) - **See BURNESSE, S/L Gordon Lennox. Mention in Despatches** - No.406 Air Stores Park, No.83 Group - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945.

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BURGESS, F/L Guy Willard (J12752) - **Commended for Valuable Services** - No.1 AOS - Award effective 1 January 1945 as per **Canada Gazette** of that date and AFRO 89/45 dated 19 January 1945. Although described as an American in RCAF, he was born in Cabri, Saskatchewan, 28 January 1914 (RCAF press release 4907 reporting award). Pre-war he was manager of the **Klama Bulletin**, Klama, Washington. Enlisted in Vancouver, 11 August 1941 and posted to No.2A Manning Depot. To No.3 Manning Depot, 19 August 1941. To No.3 SFTS (guard), 13 September 1941. To No.4 ITS, 27 October 1941; graduated and promoted LAC, 20 December 1941 when posted to No.2 AOS; may have graduated 22 March 1942 but not posted to No.8 BGS until 28 March 1942; graduated and promoted Sergeant, 9 May 1942 when posted

to No.1 ANS. Commissioned 3 July 1942. To No.4 AOS, 28 July 1942. Promoted Flying Officer, 3 January 1943. To Halifax, 31 May 1943. To Eastern Air Command Headquarters, 24 May 1943. To No.1 AOS, 1 September 1943. Promoted Flight Lieutenant, 1 June 1944. To Release Centre, 29 January 1945. Retired 13 February 1945. At the time of award his parents were living in Spokane, Washington.

This officer's primary interest is in the Service and aircrew training, to which he has devoted untiring efforts in every respect. His outstanding ability, combined with his resourcefulness and devotion to duty, has made a large contribution to the flying training at this station.

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BURGESS, Sergeant Samuel Melville Carl (R257182) - **Distinguished Flying Medal** - No.426 Squadron - Award effective 9 March 1945 as per **London Gazette** of that date and AFRO 625/45 dated 13 April 1945. Born 9 July 1925. Home in Bowmanville, Ontario; enlisted Toronto 12 May 1943 and posted to No.5 Manning Depot. To No.1 ITS, 29 June 1943. To No.1 Manning Depot, 28 July 1943. To No.3 WS, 7 August 1943; promoted LAC, 9 September 1943; graduated 25 February 1944 when posted to No.5 BGS; graduated and promoted Sergeant, 10 April 1944. To "Y" Depot, Lachine, 24 April 1944. Taken on strength of No.3 PRC, Bournemouth, 3 May 1944. Repatriated 10 January 1946. Retired 26 February 1946. Cited with FS William C. Trotter (RCAF, rear gunner). Award presented 19 October 1947.

These airmen were rear gunner and wireless operator respectively of an aircraft detailed to attack Hanover one night in January 1945. Before reaching the target the aircraft was intercepted by a fighter. Sergeant Burgess promptly warned the rear gunner of the presence of the fighter and, as the enemy aircraft closed in, Flight Sergeant Trotter delivered a burst of fire which caused it to explode in mid-air. On the return journey, Flight Sergeant Trotter shot down another enemy aircraft after receiving a timely warning from the ever alert wireless operator. These two airmen displayed great co-operation and played a good part in the safe return of their aircraft.

DHH file 181.009 D.1510 (Library and Archives Canada RG.24 Vol.20600) has original recommendation drafted by Wing Commander G. Carling-Kelly, 14 January 1945 when he had flown six sorties (37 hours 45 minutes), as follows:

Whilst on an operation to Hanover on the night of January 5th, 1945, Sergeant Burgess' aircraft was attacked by enemy fighters both on the way in and out of the target area. Early warning of the fighters' presence was given by Sergeant Burgess, enabling the Air Gunner, Flight Sergeant Trotter, to give skillful evasive instructions to his skipper and as the fighter closed to attack engaged it at close range and the enemy aircraft exploded in mid-air. Again on the way home from

the target Sergeant Burgess reported the presence of enemy aircraft. The enemy aircraft opened fire but Flight Sergeant Trotter's instructions again resulted in successful evasive action. A few minutes later another attack was made, Flight Sergeant Trotter opened fire at 200 yards and the enemy fighter exploded and fell to the ground in flames.

It is unquestionable that the early warning given by Sergeant Burgess and the alertness and accurate fire of the Air Gunner in destroying two enemy aircraft, resulted in the safe return of this crew from a difficult situation. It is strongly recommended that this joint effort be recognized by the award of the Distinguished Flying Medal (Immediate).

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BURGESS, F/O William Edward (J37359) - **Mention in Despatches** - No.10 (BR) Squadron - Award effective 3 November 1944 as per **Canada Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Born 19 March 1919. Home in Winnipeg; enlisted Saskatoon, 16 April 1941. To No.2 Manning Depot, 6 June 1941. To No.12 SFTS guard), 19 July 1941. To No.3 WS, 1 September 1941; promoted LAC, 1 October 1941; to No.5 BGS, 13 February 1942; graduated and promoted Sergeant, 10 March 1942. To "Y" Depot, 17 March 1942; to No.5 (BR) Squadron, 20 April 1942. Promoted Flight Sergeant, 16 September 1942. Promoted WO2, 16 March 1943. Commissioned 5 September 1943. Promoted Flying Officer, 5 March 1944. To Eastern Air Command Headquarters, 19 December 1944. Retired 11 October 1945.

This officer has successfully completed many hundreds of hours of operational flying in the North Atlantic area. With energy and cheerfulness this wireless operator air gunner has completed his many sorties with courage and devotion to duty that have been an inspiration to all. He has contributed greatly to the efficient operation of his crew.

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BURIANYK, FS Jarslow (Can 2187) - **British Empire Medal** - No.7 SFTS - Award effective 1 January 1943 as per **Canada Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Jasmin, Saskatchewan, 14 July 1914. Attended Normal School in Saskatoon and obtained first class teaching certificate in 1934. Enlisted in Regina, 25 May 1937. Awarded presented 9 April 1943. Taught in rural Saskatchewan from 1934 to 1937. Enlisted in RCAF, 25 May 1937 as Aero Engine Mechanic. Was a Corporal as of 1 September 1939. To No.4 (BR) Squadron, 1 December 1939. Promoted Sergeant, 1 June 1940. To No.7 SFTS, 28 November 1940. Promoted Flight Sergeant, 1 January 1941. Promoted WO2, 1 September 1942. To Aero Engineer School, 22 September 1942. Commissioned in Aero Engineer Branch, 19 December 1942 (C21678) with rank of Flying Officer. To No.5 Manning Depot, 28 December 1942. To

Officer School, 7 January 1943. To Western Air Command, 19 February 1943. To Sea Island, 29 April 1943. To No.163 Squadron, 1 July 1943. To No.8 (BR) Squadron, 29 November 1943. To No.32 OTU, 1 March 1944. Promoted Flight Lieutenant, 19 June 1944. Went overseas where he served in England, France, Belgium and Holland. Reverted to WO1, 1 October 1946. Commissioned 1 July 1950 as Flying Officer. Promoted Flight Lieutenant, 1 January 1953. Postings included Vancouver, Edmonton, Ottawa and France. He married Betty and they had three children, Donia, Darey, and Michaelyna. Retired in 1964 with the rank of Squadron Leader. Returned to teaching and obtained his BEd from UBC in 1971. Retired from Tecumseh School in Vancouver in 1980. Died in Vancouver on 6 June 2003. Papers donated to Saskatchewan Archives (Jerry Burianyk fonds, F-503). RCAF photo PL-32197 (ex UK-14743 dated 12 September 1944) is captioned as follows: "The Germans dug themselves homes beneath the ground on airfields in France and left some of the fields in a hurry; they did not have time to destroy the modern dugouts. When the RCAF moved in, they took over. Left to right in one of the dugouts having a game of cards F/L Jim McGill of 1117 38th Avenue, Calgary, Alberta; F/O Jerry Burianyk of 7357 Granville Street, Vancouver; F/O Lorne Cox of 421 Lisgar Street, Ottawa; F/O John Bailey of 79 Maple Avenue, Shawinigan Falls, Quebec. All are engineering officers." Photo PL-32198 (ex UK-14744) shows Bailey, Burianyk and Cox leaving dugout.

Continued meritorious service over a period of five years. This NCO holds the respect of his men and the confidence of his officers. His work as Senior Maintenance Fitter has been consistently outstanding and reliable. He possesses an excellent knowledge of both the technical and practical work of his trade, and displays energy and efficiency in all his undertakings.

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BURK, F/L John Morton (J22533) - **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 10 August 1917. Home in Sault Ste.Marie; enlisted North Bay, 27 June 1941 and posted to No.1 Manning Depot. To No.1 BGS (guard), 2 August 1941. To No.1 ITS, 13 September 1941; graduated and promoted LAC, 7 November 1941 when posted to No.15 EFTS; ceased training and posted to Trenton, 9 December 1941; to No.10 AOS, 2 January 1942; graduated 11 April 1942 when posted to No.6 BGS; graduated 23 May 1942 when promoted Sergeant and posted next day to No.1 ANS; graduated and commissioned, 3 July 1942. To "Y" Depot, 4 July 1942; to No.31 OTU, 23 July 1942. To "Y" Depot again, 9 August 1942. To No.31 Personnel Depot, Moncton, 19 August 1942. To RAF overseas, 25 September 1942. Promoted Flying Officer, 3 January 1943. Promoted Flight Lieutenant, 3 July 1944. Repatriated 13 August 1945. Retired 3 October 1945. Postwar worked for Canadian Forestry Service, diagnosing insect diseases. At age 65 he attended Algoma University and obtained a BA. Died in Sault Ste. Marie, 10 November 2013. Obituary spelled his name "Burke" and stated he had survived three crash landings. Awarded sent by registered mail 2 December 1949. The citation given does little credit to his record. DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 15 August 1944 when he had flown 33 sorties (191 hours) in two lots - 24

February to 16 July 1943 (11 sorties plus a transit flight to North Africa) and 16 March 1944 to 12 August 1944 (24 sorties including ten daylight missions). He was wounded over the target (Naples) on 16 July 1943 but completed the sortie, and was thereafter hospitalized. Although the citation mentions resumption of operations in June 1944, he had flown a diversionary mission on 16 March 1944 and a "nickle" flight on 19 March 1944; active raids for him resumed on 5 June 1944.

This officer has completed many successful sorties over such strongly defended targets as Wilhelmshaven, Cologne, Frankfurt and Stuttgart. In July 1943 he participated in an attack against Naples, during which he was wounded. He resumed operational flying in June 1944, taking part in attacks.

This text appears to be incomplete. The original sortie list and submission was as follows:

24 February 1943 - Wilhelmshaven (6.15)
26 February 1943 - Cologne (5.00)
27 February 1943 - Mining (4.55)
28 February 1943 - St. Nazaire (4.45)
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 - daylight transit - Port Wreath (UK)to Tunisia, (13.50)
12 July 1943 - Enna, Sicily (5.30)
15 July 1943 - San Giovanni, Italy (5.50)
16 July 1943 - Naples (6.20, sortie completed, wounded over target, hospital)
* * * * *
16 March 1944 - diversion - 55.00N 06.00E (4.30)
19 March 1944 - Nickle, Dreux, France (4.05)
5 June 1944 - Houlgate (5.00)
6 June 1944 - Conde sur Noireau (6.00)
8 June 1944 - Mayenne (5.25)
10 June 1944 - Versailles (5.45)
12 June 1944 - Arras (4.00)
15 June 1944 - Boulogne (3.45, day)
16 June 1944 - Sautrecourt (4.25)
21 June 1944 - Oisemont (4.45, day)
25 June 1944 - Gorenflos (4.05, day)
4 July 1944 - Villeneuve (5.40)
6 July 1944 - Siracourt (4.15)
9 July 1944 - Ardouval (5.05, day)
18 July 1944 - Caen (4,20, day)
18 July 1944 - Wesseling (5.15)
20 July 1944 - Anderbelck (3.20, day)

24 July 1944 - L'Hey (3.00)
25 July 1944 - Stuttgart (9.50)
30 July 1944 - Villers Bocage (4.10, day)
1 August 1944 - L'Hey (4.35, day)
3 August 1944 - Foret de Nieppe (3.55, day)
12 August 1944 - Braunschwein (5.50 - Brunswick ?)

This officer has completed 33 highly successful sorties as an Air Bomber on both Wellington and Halifax aircraft.

During 1943 he operated from bases in England against such targets as Wilhelmshaven, Cologne, Frankfurt and Stuttgart in Wellington aircraft. The squadron then moved to Africa where he took part in the attack on Italy. On a bombing raid carried out against Naples on the 16th July 1943, he was wounded over the target which put him in the hospital for some months.

On operations again on June 5, 1944, this time in four-engines heavy aircraft, he did a splendid job over many targets in France including some heavily defended targets in Germany such as Stuttgart and Brunswick.

Throughout Flying Officer Burk's long operational tour, he has always shown the keenest enthusiasm for duty and has displayed a fine spirit of cooperation in his Section which has done much to raise the standard of efficiency in the Squadron.

It is my considered opinion that Flying Officer Burk deserves recognition for his consistently good work and splendid example and I unhesitatingly recommend him for the award of the Distinguished Flying Cross.

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BURKE, P/O Edmund Armstrong (J87193) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 13 November 1915. Home in Perth, Ontario; enlisted Toronto, 4 September 1942. To No.1 Manning Depot, 20 September 1942. To No.15 SFTS, 23 November 1942. To No.4 Manning Depot, 6 March 1943. Promoted LAC, 1 May 1943 and posted that date to No.9 BGS; graduated and promoted Sergeant, 11 June 1943. To "Y" Depot, 20 June 1943. To RAF overseas, 22 June 1943. Commissioned 4 June 1944. Repatriated 19 May 1945. Released 27 June 1945. Awarded sent by registered mail 18 January 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 22 July 1944 when he had flown 36 sorties (227 hours 50 minutes), 18 November 1943 to 4 July 1944.

As mid-upper gunner, Pilot Officer Burke has carried out attacks on Berlin four

times, Leipzig, Mannheim and other major German targets. he has bombed marshaling yards in France, has dropped mines in enemy waters and altogether made thirty-six sorties against the enemy. His above average ability and crew co-operation several times prevented attacks by enemy fighters and enabled he and his crew to complete their tour of operations without damage to an aircraft or injury to any crew member.

The sortie list was as follows:

18 November 1943 - Mannheim (6.55)
19 November 1943 - Leverkusen (9.40)
22 November 1943 - Berlin (8.10)
25 November 1943 - Frankfurt (7.00)
20 December 1943 - Frankfurt (7.40)
29 December 1943 - Berlin (8.25)
21 January 1944 - Magdeburg (8.25)
28 January 1944 - Berlin (8.50)
11 February 1944 - Gardening (5.30)
15 February 1944 - Berlin (7.30)
19 February 1944 - Leipzig (8.30)
24 February 1944 - Gardening (3.30, duty not carried out)
11 March 1944 - Gardening (7.30)
16 March 1944 - Amiens (5.15)
23 March 1944 - Laon (6.05)
25 March 1944 - Aulnoye (6.10)
26 March 1944 - Courtrai (5.10)
29 March 1944 - Paris (3.40, duty not carried out)
30 March 1944 - Gardening (6.40)
20 April 1944 - Lens (4.35)
22 April 1944 - Laon (6.00)
23 April 1944 - Gardening (6.40)
25 April 1944 - Gardening (4.40)
26 April 1944 - Villeneuve (6.25)
30 April 1944 - Gardening (6.05)
7 May 1944 - Gardening (4.15)
9 May 1944 - Gardening (5.15)
10 May 1944 - Ghent (5.20)
14 May 1944 - Gardening (5.15)
21 May 1944 - Gardening (5.40)
31 May 1944 - Boulogne (55 minutes, duty not carried out)
2 June 1944 - Gardening (4.40)
14 June 1944 - St. Pol (4.10)
15 June 1944 - Boulogne (4.10, daylight)

16 June 1944 - Duisburg (6.00)
21 June 1944 - St. Martin (4.15, daylight)
23 June 1944 - Bientigues (4.00)
27 June 1944 - Ardouvale (4.25)
4 July 1944 - Villeneuve (6.30)

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BURKE, Sergeant John Robert Arthur (R76052) - **Distinguished Flying Medal** - No.97 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 15 June 1943 and AFRO 1338/43 dated 16 July 1943. Born 3 December 1917. Home in Truro, Nova Scotia; enlisted Halifax, 11 October 1940. To No.8 EFTS (non-flying duty), 24 October 1940. To Prince Rupert, 12 November 1940. To No.2 ITS, 21 December 1940; graduated and promoted LAC, 27 January 1941; posted that date to No.2 EFTS. Ceased training, 12 February 1941 and posted to No.2 Manning Depot. To No.2 BGS, 28 April 1941; graduated and promoted Sergeant, 23 June 1941. To Embarkation Depot, 23 June 1941. To RAF overseas, 8 August 1941. Shot down and made POW, 22 November 1943 (Lancaster JB238, No.97 Squadron). Commissioned 1 May 1944 (J96701). Reported Safe in United Kingdom, 31 May 1945. Repatriated 6 July 1945. Released 26 September 1945. Died in Wolfville, Nova Scotia, 25 August 1986 as per **Airforce Magazine** of January-February-March 1987. Awarded sent by registered mail.

This airman has taken part in many operational sorties, a number of which have been attacks against the most strongly defended centres in Germany and Italy. He also participated in daylight raids on Danzig, Le Creusot and Milan. Throughout all his missions as air gunner he has set a high standard for other members of his squadron.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 14 April 1943 when he had flown 31 sorties (202 hours ten minutes).. The text is practically identical to that published; the sortie list was as follows:

25 March 1942 - Essen (4.30)
25 April 1942 - Rostock (6.00)
27 April 1942 - GARDENING (5.50)
17 June 1942 - GARDENING (3.20)
19 June 1942 - Osnabruck (3.35)
21 June 1942 - GARDENING (6.55)
25 June 1942 - Bremen (5.45)
27 June 1942 - Bremen (5.00)
29 June 1942 - Bremen (5.10)
2 July 1942 - Bremen (4.50)
8 July 1942 - Wilhelmshaven (4.35)
11 July 1942 - Danzig (11.40, daylight)

26 July 1942 - Hamburg (5.45)
 29 July 1942 - Saarbrucken (5.00)
 31 July 1942 - Dusseldorf (3.30)
 14 September 1942 - Wilhelmshaven (5.00)
 16 September 1942 - Essen (4.20)
 18 September 1942 - GARDENING (7.35)
 23 September 1942 - Wismar (7.40)
 6 October 1942 - Osnabruck (4.25)
 12 October 1942 - Wismar (7.15)
 13 October 1942 - Kiel (5.45)
 15 October 1942 - Cologne (4.35)
 17 October 1942 - Le Creusot (10.35, daylight)
 22 October 1942 - Genoa (9.40)
 24 October 1942 - Milan (9.40, daylight)
 6 November 1942 - Genoa (9.45)
 22 November 1942 - Stuttgart (8.30)
 28 November 1942 - Turin (8.50)
 4 December 1942 - GARDENING (11.00)

The website "Lost Bombers" provides the following on the sortie when he was made POW. Lancaster JB238, No.97 Squadron (OF-A), target Berlin, 22/23 November 1943. JB238 was delivered to No.97 Squadron from No.32 Maintenance Unit, 7 September 1943. It took part in the following operations: Hannover, 18/19 October 1943; Berlin, 18/19 November 1943; Berlin, 22/23 November 1943 (lost). When lost this aircraft had a total of 114 hours. It was one of two No.97 Squadron Lancasters lost on this operation (the other was JB227). Airborne at 1730 hours, 23 November 1943 from Bourn. Cause of loss not established. Crashed at Achmer, 4 km WSW of Bramsche. Crew were P/O E.F.McEgan, RAAF (killed); Flight Sergeant F.A.Williams, RAAF (killed); P/O P.A.Spencer (POW); F/O J.V.Tyler (killed); Sergeant J.J.Johnson (POW); Sergeant W.S.Gibb (POW); WO1 J.R.A.Burke, DFM, RCAF (POW, held in Camp 4B, POW No.263657).

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BURKE, Corporal Michael Alastar (R132765) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. See **Field of Honour**, (Bank of Montreal, c.1950). Born 5 January 1921. Enlisted in Montreal, 9 September 1941 and posted to No.5 Manning Depot. Promoted LAC, 9 February 1942. To No.1 Manning Depot, 14 February 1942. To No.31 Radio School, 4 March 1942. Trained in radio and radar work. To No.31 Personnel Depot, 26 April 1942. To RAF overseas, 17 May 1942. Promoted Corporal, 1 January 1943. Attached at various times to Nos. 50 and 106 Squadrons. Repatriated 26 September 1945. Released 2 November 1945. No citation in AFRO.

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BURLINGHAM, F/L Clark Kitchener (C8081) - **Mention in Despatches** - Coastal Command Development Unit - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in Battleford, Saskatchewan, 11 February 1916. Educated there and Technical School, Saskatoon. Parents remained in Battleford, but home given as Winnipeg because his wife was there. Service station attendant, Battleford, 1934, clerk in Yorkton, 1935. Employed by International Nickle, Copper Cliff, Ontario (Refining Division, clerical and gold room operator); enlisted in North Bay, 21 April 1941 as Radar Mechanic. To McMaster University, 13 June 1941. Took RCAF Administrative Course, Trenton, 20 October to 15 November 1941 ("A fair average type of officer. Department should be improved."). Commissioned 20 September 1941; to No.31 Radio School, 12 December 1941; posted overseas 19 March 1942. Promoted Flying Officer, 20 March 1942. To No.19 Group, 15 April 1942. Flew in Whitleys of No.502 Squadron (28 hours) and Sunderland of No.10 Squadron RAAF (ten hours). To St. Eval, 13 July 1942. To No.201 Squadron, 26 August 1942 (Sunderland, 80 hours). Refresher course at Gosford, September 1942. To Coastal Command Development Unit, 1 October 1942. Estimated he flew 820 hours with that unit, chiefly Wellington and Liberator aircraft. The list of his attachments is lengthy - Edinburgh (7-10 April 1943), Beaulieu Dale (22 April to 8 May 1943), T.R.E. Malvern (8-12 June 1942), Speke (28-29 July 1943), Fishguard (12-13 August 1943), St. Eval (27 September to 1 October 1943), Gibraltar (1-5 October 1943), Beaulieu (5-6 October 1943), Lages in Azores (22-24 January 1944), and St. Malvern (4-6 March 1944). Appointed Acting Flight Lieutenant, 1 May 1943. Confirmed as Temporary Flight Lieutenant, 20 September 1943. To hospital, 18 November 1944 (anxiety - "He has always been a nail biter and a worrier"). Repatriated 22 January 1945. To No.5 Radio School, Clinton, 16 March 1945. To Western Air Command, 20 May 1945. Took a Personnel Counselor's Course, Rockcliffe, 19 May 1945. To Tofino, 28 May 1945 as personnel Counselor. To No.8 Release Center, 19 August 1945. Released 29 December 1945; planning to open a sport store. Died in Saskatoon, 23 November 1992. Radar officer. No citation.

BURLINGHAM, F/L Clark Kitchener (C8081) - **Air Force Cross** - Coastal Command Development Unit - Award effective 1 September 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Awarded presented 6 September 1947. No citation in Canadian sources. Public Records Office Air 2/9019 has recommendation drafted when he had flown 845 hours, 282 in previous six months.

This officer has served as a radar officer at the unit since October 1943, and has been responsible for developing all forms of airborne radar operating technique since October 1943. The efficiency of general reconnaissance squadrons in all theatres of war has been increased as a result of his researches. He has been involved in two serious crashes during this work and on one occasion he was slightly injured. He continues to display undiminished keenness and devotion to duty. Although a technical officer he has flown as many hours as a normal crew member in addition to evincing administrative abilities. Flight Lieutenant

Burlingham has also managed to write valuable reports on Radar operating. He has proved a great asset to his unit and an inspiration to all ranks.

RCAF Press Release No. 8298 dated 17 January, 1945 from F/O George Sinclair reads:

WITH RCAF IN BRITAIN: - Wearing no wings, this Saskatoon Flight Lieutenant wears an Air Force Cross awarded for flying service. He has logged more hours in the air than most veteran aircrews, including 13 operations with Coastal Command during his three years in Britain as a Radar Officer. Flight Lieutenant C.K. Burlingham (610-3rd Avenue), has flown 950 hours with Coastal Command aircraft in research and trials of new radar devices. He has flown to Gibraltar, North Africa and the Azores on trial flights which aided in improving the "magic eyes" of our aircraft. The radar unit which enables our bombers to see a map of the terrain below them, and to bomb accurately through unbroken cloud, was improved as a result of Burlingham's work. In addition to the Air Force Cross, F/L Burlingham wears the Oak Leaf Emblem of Mention in Despatches.

Notes: Radio Mechanic Course, McMaster, 16 June to 20 September 1941. Marked in Fundamental Theory (84/100), Applied Theory (80/100), Practical Laboratory Assessment (82/100) and Initiative and Leadership Assessment (86/100). Course directed by H. Franklin Dawes (Professor of Physics) and F/L J.M. Skeaff (RCAF McMaster Detachment).

His first sortie may have been 1 September 1942 with No.201 Squadron, Loch Erne (application for 1939-1945 Star).

Later sorties may have been 7-10 November 1944 with CCDU, Angle, Pembrokeshire. On Repatriation Form dated 4 November 1944 he stated he had flown 818 non-operational hours, and 120 were operational hours (13 sorties, Coastal, Torpedo). A Medical report on repatriation dated 4 January 1945 confirms 120 operational hours (13 sorties) but gives date of last sortie as 15 May 1944. Experience with ASV Mark II, III, V, VI, VII, VIII, X, XI, and XII. "Special trials on all Coastal Equipment, Airborne Radar Equipment."

Selected Assessments: "During period covered by report he has been employed supernumerary with No.10 RAAF Squadron to gain experience. Will make a satisfactory squadron radio officer. Conduct satisfactory." (W/C T.R. Vickers, No.19 Group, 24 August 1942).

"This unit will be glad to hear if it is possible to transfer this officer to the General Duties List as regards flying allowance. His work as Radar Officer makes it necessary to take his place with flying crews, and during six months ending 31 December 1943 flying times amounted to 266 hours, flying on average 19 days per month. His total hours are 587, made up of 480 non-ops and 107 operational hours." (Letter from Station Angle to RCAF Overseas Headquarters, 18 February 1944, to which Air Commodore E.E. Middleton, RCAF Overseas Headquarters replied, "Above transfer to General List cannot be considered at present time.")

“When F/L Burlingham comes into the zone for promotion to Squadron Leader and can therefore no longer hold the appointment in this unit, he will have a wealth of knowledge on the practical operating and tactical use of Radar and would be invaluable in promoting a keen interest in this important subject and should be considered for a training staff appointment in this country or Canada. As can be seen from the assessments in Part I and II I have a very high opinion of this officer and I have no doubt that he will continue to live up to this fine standard. I have had no officer who I could sincerely have assessed in this way. His keenness, enthusiasm and capacity for work are an inspiration to those with whom he works. He is officially a ground staff officer, but his present appointment requires a close knowledge of the practical air aspect and in addition to carrying out his ground duties exceptionally well he obtains as many flying hours per month as most of my aircrew. I have had occasion to forcibly despatch him on leave to avoid his over working.” (W/C R.F.D. Anstead, CCDU, 3 March 1944).

“Although a non-General Duties officer, his duties involve a considerable amount of air operating and he applies himself to his task with a vigour amply indicated by his flying hours. He thus has a wide practical experience of radar air operating with most types of airborne radar. Flight Lieutenant Burlingham writes excellent reports in a good style. An exceptionally keen and conscientious officer who devotes himself to his work with untiring energy. He possesses an alert brain and is very intelligent.” (W/C R.F.D. Anstead, CCDU, 23 July 1944, when he had flown 825 hours, 320 in past six months.)

“A specialist officer who has applied himself to the task of air radar operating with zest. He has acquired a comprehensive knowledge of radar operating with most types of airborne radar equipment. An excellent organizer who can write good reports. A good personality. A keen officer with untiring energy in his work, he maintained an excellent spirit amongst the men in his section despite the very heavy burden of work with which they were laden.” (W/C R.F.D. Anstead, CCDU, 8 January 1945). To this, W/C G.D. Bolland added, “A hard working, efficient officer who has played a big part in the development of Radar for use in Coastal Command. He is popular with all ranks and has an easy going manner.”

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